

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held at the **Main Hall**
- **Bewbush Centre**, on **Tuesday, 20 July 2021** at **6.30 pm**

PLEASE NOTE THE TIME AND LOCATION OF THIS MEETING.

Nightline Telephone No. 07881 500 227



Chief Executive

Membership:

Councillors

R D Burrett (Chair), S Buck (Vice-Chair), Z Ali, A Belben, I T Irvine,
K L Jaggard, S Malik, M Mwagale, S Raja and P C Smith

Please note: the current Covid-19 protocol for formal meetings of the Council, including social distancing and wearing of masks, will remain in place after 19 July 2021. Councillors and attendees will be informed should there be any changes to the protocol.

Please contact Democratic.Services@crawley.gov.uk if you have any queries regarding this agenda.

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Switchboard: 01293 438000
Main fax: 01293 511803
Minicom: 01293 405202
DX: 57139 Crawley 1
www.crawley.gov.uk

Town Hall
The Boulevard
Crawley
West Sussex
RH10 1UZ

The order of business may change at the Chair's discretion

Part A Business (Open to the Public)

	Ward	Pages
1. Apologies for Absence		
2. Disclosures of Interest		
In accordance with the Council's Code of Conduct, councillors are reminded that it is a requirement to declare interests where appropriate.		
3. Lobbying Declarations		
The Planning Code of Conduct requires that councillors who have been lobbied, received correspondence, or been approached by an interested party regarding any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the meeting.		
4. Minutes		5 - 10
To approve as a correct record the minutes of the Planning Committee held on 29 June 2021.		
5. Planning Application CR/2018/0064/FUL - Land Parcel Broadwood Rise, Broadfield, Crawley	Broadfield	11 - 34
To consider report PES/373a of the Head of Economy and Planning.		
RECOMMENDATION to REFUSE.		
6. Planning Application CR/2020/0676/FUL - 71a Three Bridges Road, Three Bridges, Crawley	Three Bridges	35 - 42
To consider report PES/373b of the Head of Economy and Planning.		

RECOMMENDATION to REFUSE.

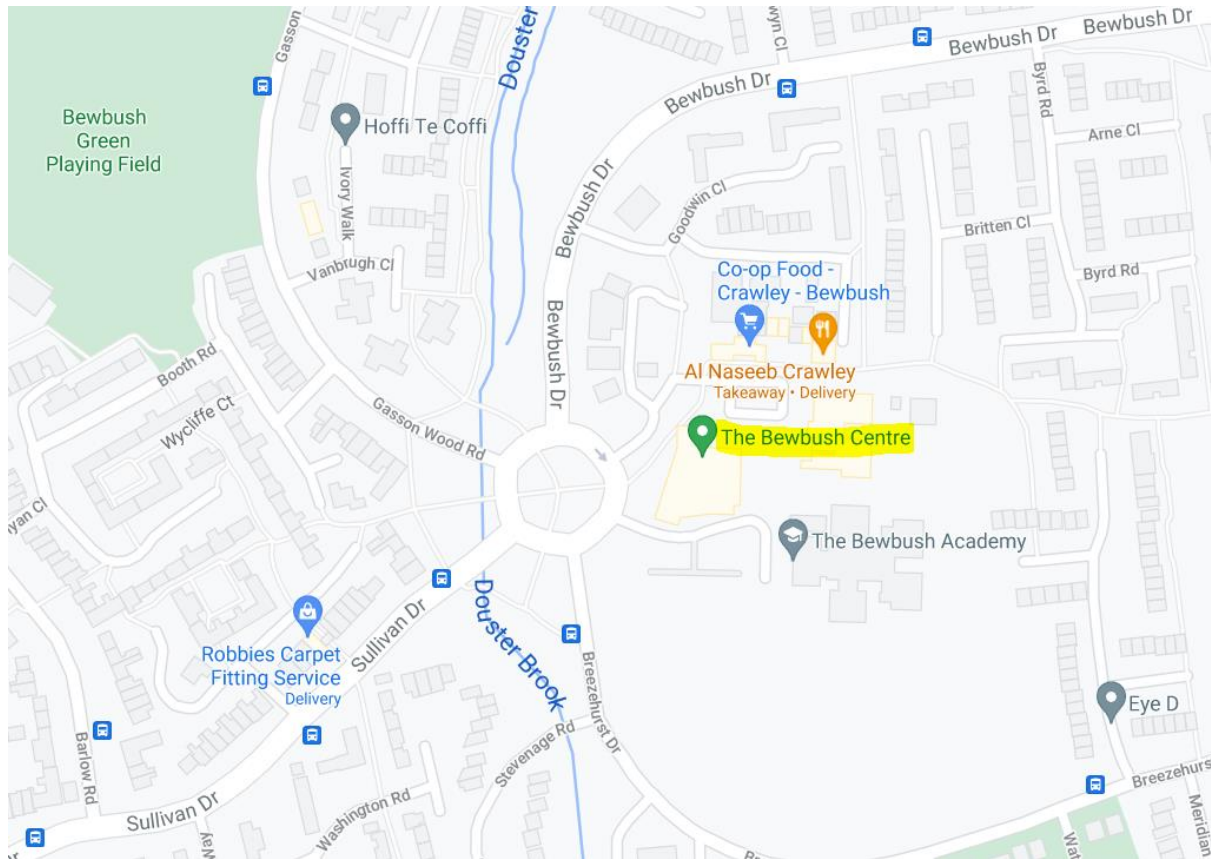
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| 7. | Planning Application
CR/2021/0247/FUL - The Office,
Crawley Business Quarter, Manor
Royal, Northgate, Crawley | Langley Green &
Tushmore | 43 - 66 |
| To consider report PES/373c of the
Head of Economy and Planning. | | | |
| RECOMMENDATION to PERMIT. | | | |
| 8. | Planning Application
CR/2021/0308/ARM - 42 & 44
Brighton Road, Southgate,
Crawley | Southgate | 67 - 84 |
| To consider report PES/373d of the
Head of Economy and Planning. | | | |
| RECOMMENDATION to APPROVE. | | | |
| 9. | Planning Application
CR/2021/0249/FUL - Former GSK
Manor Royal, Telecon Metals &
Carpenters Technology Site,
Napier Way, Northgate, Crawley | Langley Green &
Tushmore | 85 - 108 |
| To consider report PES/373e of the
Head of Economy and Planning. | | | |
| RECOMMENDATION to PERMIT. | | | |
| 10. | Supplemental Agenda | | |
| Any urgent item(s) complying with
Section 100(B) of the Local Government
Act 1972. | | | |

With reference to planning applications, PLEASE NOTE:
Background Paper:- Crawley Borough Local Plan 2015-2030

This information is available in different formats and languages. If you or someone you know would like help with understanding this document please contact the Democratic Services team on 01293 438549 or email: democratic.services@crawley.gov.uk

This meeting will be held in the main hall at the Bewbush Centre, Dorsten Square, Bewbush, Crawley, RH11 8XW.

Parking is available in the public car park in Dorsten Square.



Crawley Borough Council

Minutes of Planning Committee

Tuesday, 29 June 2021 at 7.00 pm

Councillors Present:

R D Burrett (Chair)

Z Ali, A Belben, I T Irvine, K L Jaggard, S Malik, M Mwagale, S Raja and P C Smith

Officers Present:

Dimitra Angelopoulou	Senior Planning Officer
Siraj Choudhury	Head of Legal, Governance and HR
Jean McPherson	Group Manager (Development Management)
Clem Smith	Head of Economy and Planning
Jess Tamplin	Democratic Services Support Officer

Apologies for Absence:

Councillor S Buck

1. Disclosures of Interest

The following disclosures of interests were made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor Irvine	Planning application CR/2021/0248/FUL – The Base, Fleming Way, Northgate (Minute 4)	Personal Interest – a member of Crawley Walking and Cycle Forum (a consultee on the application).
Councillor P Smith	Planning application CR/2021/0248/FUL – The Base, Fleming Way, Northgate (Minute 4)	Personal Interest – a member of Crawley Walking and Cycle Forum (a consultee on the application).
Councillor P Smith	Planning application CR/2021/0248/FUL – The Base, Fleming Way, Northgate (Minute 4)	Personal Interest – Local Authority Director of the Manor Royal Business Improvement District and Chair of the Micropark Committee.
Councillor P Smith	Planning application CR/2021/0287/FUL – Car Park Adjacent to Co-Op, 6 Maidenbower Square, Maidenbower (Minute 5)	Personal Interest – Member of and councillor for the Labour and Co- operative Party (of which the Co-op supermarket is a supporter).

2. Lobbying Declarations

No lobbying declarations were made.

3. Minutes

The minutes of the meeting of the Planning Committee held on 26 April 2021 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2021/0248/FUL - The Base, Fleming Way, Northgate, Crawley

The Committee considered report [PES/372a](#) of the Head of Economy and Planning which proposed as follows:

Demolition of the existing buildings and redevelopment of the site to provide two buildings (use class B8 - storage or distribution) with ancillary offices, parking and service yards, new site access, landscaping, boundary treatments and associated works.

Councillors A Belben, Burrett, Jaggard, and P Smith declared they had visited the site.

The Senior Planning Officer provided a verbal summation of the application, which proposed commercial development at a site within the Manor Royal Business Improvement District (BID). The Committee heard that, since the publication of the report, further discussions had taken place with the applicant leading to amendments to the wording of conditions 6 and 25, the removal of condition 16, and the addition of a new condition 26. Delegated authority to officers was also sought regarding amendments to the Environment Agency (contamination) and ecology conditions due to ongoing discussions with the relevant consultees.

Matthew Mainwaring, the agent on behalf of the applicant, spoke in support of the application. Matters raised included:

- The application's compliance with Local Planning Authority policies, including those related to car and cycle parking.
- The environmental sustainability of the proposal which had received a BREEAM 'excellent' rating and would result in a biodiversity net gain at the site, with ecological enhancements connected to existing local green infrastructure.
- The discussions between the applicant, Local Planning Authority, and Manor Royal BID Board which had resulted in positive outcomes (including the addition of the micropark proposal).

The Committee then considered the application. The provision of solar panels and the micropark were considered positive aspects of the application, as was the proposal to retain the large protected oak tree at the front of the site. Concerns were raised regarding the loss of six protected (and four unprotected) trees, however the Committee acknowledged the net gain in biodiversity that would result from the proposed redevelopment of the site. Furthermore, the Section 106 agreement was to secure a contribution of £14,700 in lieu of the required 21 replacement trees.

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Assurance was sought from the Committee that remaining trees were to be safeguarded during construction.

It was clarified that a further contribution of £784 - £2 per additional square metre of new floorspace proposed (above the existing floorspace currently on site) was to be secured toward enhancements to the public realm.

Clarification was sought regarding the parking provision. Of the two proposed parking areas, one offered a shortfall of parking spaces while the other offered a surplus. The access to the two parking areas was shared, so the combined overall provision of spaces was deemed acceptable.

It was recognised that the buildings proposed were for storage use, which provided fewer employment opportunities than those allocated for office use, however Local Plan policy E3 allowed for 'B' use classes so the application was policy compliant in this regard. The proposal was deemed to be potentially beneficial to the local economy given the Covid-19 pandemic and the resulting lack of demand for office space.

RESOLVED

Permit subject to the conclusion of a Section 106 legal agreement, the conditions and informatives set out in report PES/372a (excluding condition 16), the amended and new conditions set out below, and the provision of delegated authority to officers for amendments to the Environment Agency (contamination) and ecology conditions.

6. Before any work for the implementation of this permission commences (excluding demolition), detailed plans and particulars of the land levels and the finished floor levels of the buildings shall be submitted to and approved in writing by the Local Planning Authority, and the development 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.

Reason for pre-commencement: This condition is required pre-commencement as it relates to how the site layout and building will be constructed.

25. Prior to occupation of Unit 1 or Unit 2, full details of hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. These details shall also include:

- Grassed areas

- The species, number and spacing of trees and shrubs

The approved details of the landscaping shall be carried out in the first planting and seeding season, following the first occupation of either building, 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. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030, and in the interests of the amenity and of the environment of the

development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

26. Prior to the first occupation of Unit 1 or 2, the package of mitigation measures, as referenced in the Air Quality Mitigation email dated 24 June 2021, shall be implemented in full, unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the development does not have a negative impact on air quality in accordance with Policy ENV12 of the Crawley Borough Local Plan 2015 – 2030 and to accord with the air quality mitigation contained within the submitted Air Quality Assessment provided by Air Quality Consultants Ltd and dated March 2021.

5. Planning Application CR/2021/0287/FUL - Car Park Adjacent to Co-op, 6 Maidenbower Square, Maidenbower, Crawley

The Committee considered report [PES/372b](#) of the Head of Economy and Planning which proposed as follows:

Temporary pop-up convenience shop in car park for approximately 8-week period and temporary plant enclosure for approximately 20-week period up to April 2022.

Councillors A Belben, Burrett, Jaggard, Mwangale, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application, which proposed two temporary structures occupying a total of eight parking spaces within the Maidenbower Square car park.

The Committee then considered the application. The structures' impact on parking provision was discussed – it was noted that West Sussex County Council's Highways Department had no objection to the proposals as it was assumed that there would be less footfall in the area due to the closure of the Co-Op store for its refurbishment. It was also recognised that the location of the pop-up shop and plant enclosure were based, in part, on the need to locate generators nearby to power the temporary shop (and the existing store when the plant within it was being replaced).

The suitability of the access to the pop-up shop and width of the footpath was queried in regard to pedestrians and those with disabilities. The Officer suggested that the applicant needed to keep a clear passageway in front of the site to allow access around this section of the shopping parade.

The Committee noted that the temporary shop would provide necessary services to residents for the duration of the closure of the Co-Op. It was clarified that the application sought permission until April 2022, but the applicants envisaged that the works were likely to be completed sooner than this.

RESOLVED

Permit subject to the conditions and informatives set out in report PES/372b.

6. Amendment to the General Committee Procedure Rules

The Head of Legal, Governance and HR addressed the Committee in relation to a procedural matter regarding future Planning Committee meetings. It was noted that

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the General Committee Procedure Rules had recently been amended to reflect the Council's use of external venues for its formal meetings, including the protocol regarding meeting duration.

Due to the nature of decisions taken by the Planning Committee it was deemed that specific guillotine rules were necessary for meetings of the Planning Committee to ensure that all planning matters were given the level of consideration expected.

It was recommended that the Planning Committee agree to conclude its formal meetings by 11:00pm, with any outstanding business to be deferred to the next scheduled meeting of the Committee. The exception to this would be any matters statutorily required to be decided before the date of the next meeting – in which case a new meeting date would be arranged as soon as practicably possible.

Committee members discussed the proposal. It was noted that any item already undergoing debate at 11:00pm was to be concluded and voted upon rather than being deferred. The Committee also discussed the possibility of rescheduling the start time of future meetings, where necessary, to 6:30pm.

It was therefore

RESOLVED

That the Head of Legal, Governance and HR make a minor amendment to the Constitution to introduce a guillotine provision to allow the Planning Committee to conclude its formal meetings by 11:00pm, with any outstanding business to be deferred to a future meeting of the Committee.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.21 pm.

R D Burrett (Chair)

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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 20 July 2021
REPORT NO: PES/373(a)

REFERENCE NO: CR/2018/0064/FUL

LOCATION: [LAND PARCEL, BROADWOOD RISE, BROADFIELD, CRAWLEY](#)
WARD: Broadfield
PROPOSAL: ERECTION OF PRIMARY SCHOOL WITH ASSOCIATED PARKING AND LANDSCAPING (AMENDED DESCRIPTION AND AMENDED PLANS RECEIVED).

TARGET DECISION DATE: 20 July 2018

CASE OFFICER: Mr M. Robinson

APPLICANT'S NAME: Jamiat-UI-Muslemeen Quwat-UI-Islam Masjed

AGENT'S NAME: Inspire Planning Solutions Ltd

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
060-001	C	Site Location & Block Plan
060-099	G	Site Plan
060-100	H	Proposed Partial Basement Floor Plan
060-101	L	Proposed Ground Floor Plan
060-102	G	Proposed First Floor Plan
060-200	F	Elevations In Context (Front & Side)
060-201	G	Proposed Elevations (Rear & Side)
060-202	D	Cross Sections
BD-002	A	Site Plan Showing Trees & Area of Loose Tarmac

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|---|--|
| 1. GAL Aerodrome Safeguarding | No objection – An informative in regard to the operation of cranes is recommended. |
| 2. WSCC Highways | No objection – Local junctions would operate within capacity and the development would operate safely as regards its impact on users of the highway. The 38 spaces to be provided would be adequate to mitigate the 60 that would be displaced by the loss of the car-park by the existing Mosque use provided the school is closed Friday afternoons. A S106 is required for a Traffic Regulation Order to restrict parking on Jersey Road and conditions requiring the provision of the access, car-parking, a car-park management plan, a travel plan, cycle parking and a construction management plan are required. Informatives relating to undertaking works to the highway and the provision of signage during implementation are recommended. |
| 3. National Air Traffic Services (NATS) | No objection. |
| 4. Thames Water | No objection as regards the impact upon foul and surface water infrastructure. |

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| 5. | Police | No objection in regard to crime prevention. The applicant has been requested to discuss secured by design and counter terrorist measures in relation to the site and the underground car-park. |
| 6. | Horsham District Council | No objection – Comments that Highways and school catchment areas to be considered in conjunction with WSCC. |
| 7. | CBC Drainage Officer | Objection –The Surface Water Drainage Strategy Statement does not provide evidence that the surface water drainage can be implemented that would provide a suitable approach to flood risk. |
| 8. | CBC Planning Arboricultural Officer | Objection – The location of the school without a 15m buffer would to the west would to conflict with the adjacent Ancient Woodland requiring at least one tree to be reduced and ongoing future pressure for works to trees in the future. The loss of the protected trees on the site would not be compensated for by the replacement planting in the confined space proposed. |
| 9. | CBC Environment Team | No comment received |
| 10. | CBC Environmental Health Officer | No objection. An informative regarding working hours for implementation is recommended. |
| 11. | Crawley Cycle & Walking Forum | Comments that the 15 cycle spaces shown on the ground floor are an improvement on the original cycle parking that would have been in the underground car-park. It is difficult to identify the actual cycle parking requirement and that more space than currently provided maybe needed to meet the requirements for 1 per 20 staff Students; 1 per 10 students to comply with LTN1/20. There is no provision for scooter parking/non-standard adaptable cycles, due to the cramped character of the site. Clearing footways in the area of vegetation would be a useful and low-cost improvement. The Transport Consultant has an over-optimistic view of cycle facilities in the area, and it is unaware of any new cycle infrastructure being provided near the site since the previous comments. |
| 12. | The Woodland Trust | No comments received. |
| 13. | Southern Water Ltd | No objection to the provision of water to the development. Has provided details of the location of mains water supply and commented that the planting of trees and erection of buildings within 6m of the water mains would be restricted and subject to their control to protect existing water assets. |
| 14. | CBC Energy Efficiency & Sustainability | No objection subject to conditions to require the provision of sustainability and water saving measures. |
| 15. | WSCC Lead Local Flood Authority | No objection – The sustainable drainage system to be reviewed by the Borough Council. |
| 16. | CBC Countryside & Open Space | No comments received. |
| 17. | Ecology Officer | No comments received. |
| 18. | WSCC Fire & Rescue | Comments – Details required to “ <i>ensure the Fire Service has adequate vehicle access to the property, sufficient area to operate and can gain access to the school with firefighting hoses and equipment from the appliance to attend any incident anywhere within the school.</i> ” Aisle parking in the underground car-park would be a fire risk and would not be acceptable. |

NEIGHBOUR NOTIFICATIONS:-

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The application was originally advertised by site notices erected on the site and advertisements published in the local press in April 2018.

After the receipt of additional information, amended plans and a changed description, further consultations were undertaken with additional site notices posted on the site on 22nd June 2021, re-consultations with consultees undertaken on 22nd June 2021 and the public that had previously responded to the application re-consulted on 24th June 2021. The consultation period finishes on 13th July 2021. Any representations received after this report is published will be verbally updated to the committee.

RESPONSES RECEIVED:-

There have been a significant number of representations received for this application. Anonymous representations have not been included. They are set out below by when they were received and therefore whether they were in response to the proposal as originally submitted or the amended plans now being considered.

Representations in regard to the application as originally submitted

Objections from 64 households on the following grounds:

Highways and parking

- Parking impacts on the area and residents.
- Congestion.
- Danger from increased traffic and existing safety issues from Mosque traffic will be made worse.
- Emergency vehicles will not be able to access the area due to congestion and parking.

Neighbour Amenity

- Increased noise and antisocial behaviour.
- Noise from children.
- Increased litter.
- Increased pollution particularly from vehicles.

Character of the Area

- Site too small for all the uses and the development proposed.

Ecology and Trees

- Detrimental to local environment and views of the trees.
- Harmful to wildlife.
- Impact on Target Hill nature reserve.
- Harm to area from loss of protected trees.

Impacts on existing infrastructure

- Will waste water infrastructure cope with impact of development.
- Increased water run-off and flooding.

Other

- Religious schools cause segregation.
- Will increase tension in the area.
- No need for shop as close to Broadfield and Bewbush neighbourhood centres.
- Another school is not needed and will adversely impact upon the 6 other schools in the area.
- Will draw more people into the area from outside Crawley.

Comment:

- Crawley Borough Council should allocate land elsewhere in a commercial area for the school.
- The application form is filled in incorrectly.

Representations were also received from The Collegiate Trust and the Bewbush Academy objecting to the proposals on the following grounds:

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- The Collegiate Trust: - There are spaces available in local schools. A “free school” would have an effect on neighbouring Crawley schools and children in their care. Concerns that the faith school could lead to children of different faiths/backgrounds being segregated from each other leading to a more fractured society.
- Bewbush Academy - In 2018 six school close to the site have 139 spaces available in reception for the 2018-2019 year. The spare capacity is due to increase with the opening of the school in Kilnwood Vale. Vacancies in existing schools puts pressure on budgets. No clear need for additional school places in the next 5 years. A “free school” would be likely to have a significant damaging effect on neighbouring Crawley Schools.

Support from 102 households on the following grounds:

- Good for Muslim children and community more widely.
- Will stop children having to be sent away as far as potentially Nottingham/Bradford for a religious education.
- Will meet local need for more school places.
- Encourage diversity.
- Increase employment.
- Underground parking will help with Mosque parking.
- Problems with parking are only on Fridays when nearly 1000 people attend prayers in general parking will be benefit to all visitors to Mosque/school.
- Currently between 200-300 hundred children attending evening class at the Mosque with no parking issues.
- No impact on roads.
- Adjacent streets have adequate capacity to be used at opening and closing times for the school.
- Attractive development that will fit in with existing Mosque and the street scene.
- Acceptable impact upon the environment.
- Benefit of school will outweigh harm to trees.
- Trees on site don't have environmental value.
- Would make a good use of the space.
- Increased nursery provision would make up for shortage of places.
- Positive impact upon house prices.
- Would make Crawley a more appealing place to live.
- Only fair for there to be an Islamic faith school in Crawley when there are other faith schools in the town. This includes representations received up until the most recent consultation.

Representations in regard to the amended application

Objections from 40 (as of 9th July 2021) households on the following grounds:

Highways and parking

- Existing issues from parking associated with the Mosque including, damaged verges, obstructed pavements, obstructed visibility, blocking private accesses, parking in residential areas will be made significantly worse by the introduction of the school and the loss of the overflow car-park.
- Increased congestion.
- Increased risk to highway safety from increased numbers of cars, the access point for the underground car-park and the increased parking in the area.
- Increased congestion and parking will lead to obstructions for emergency vehicles.
- Harmful impact from increased activity of users of the bridle way along Jersey Road/Broadwood Rise.

Neighbour Amenity

- Loss of light/overshadowing.
- Loss of privacy from overlooking from building and increased activity on the roads etc.
- Building works will be disruptive to neighbours.
- Increased noise from increased activity and children at the school.
- Issue with lights from headlights from cars exiting the underground car-park shining straight into neighbours houses.
- Increased pollution from additional cars.

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- Concerns that there will be increased litter.

Ecology and Trees

- The close relationship of school to Target Hill Nature reserve will have adverse impact on wildlife and trees.
- Damage to the Target Hill woods from construction activity.
- Loss of the protected trees and harm to ecology that would result.
- The replacement trees would not mitigate the harm from the loss of the protected trees.
- The Mosque's previous failures to protect the trees on site or comply with hedge planting conditions previously does not augur well for future compliance with conditions.

Character of the Area

- Cramped site is not large enough to accommodate the use.
- Harm to the character of the area.

Impacts on existing infrastructure

- No need for an additional primary school when others in the area are undersubscribed.
- Loss of pupils from nearby schools would reduce their funding to their detriment.
- Concern that waste water infrastructure will not cope.
- Concern that the proposal could lead to increased surface water run-off.

Other

- Additional parking stress on the streets in the area could lead to increased anti-social behaviour.

Issues not related to planning included:

- The impact upon house prices.
- The potential impact upon the reputation of Broadfield.
- The Mosque and school should be more integrated into the area rather than separating themselves off.

An objection has also been received from the Kemnal Academies Trust that has five primary and one secondary academies in Crawley, on the basis that: The Bewbush Primary Academy (1.3 miles), Broadfield Primary Academy (1.2 miles), and Seymour Primary School (0.5 miles), have capacity to increase their pupil numbers and within Crawley as a whole there are 13% surplus school places, well above the DfE recommended 5-10%. Additional primary school places are not needed and building a new school on the proposed site will have a negative impact on the ongoing viability of the existing schools. It also supports the current system that thoroughly integrates all pupils, "leading to a harmonious society in which families of different cultures mix, respect and understand each other".

West Sussex County Council as the Local Education Authority has commented that:

"There are currently seven forms of entry available in the lowest year group (YR) in publicly funded primary schools in the Borough of Crawley, with two of these forms of entry (60 places) available in Broadfield. Surplus places of 13% in Crawley are higher than the recommended threshold suggested by the Department for Education of 5 – 10%. WSCC are therefore not supportive of the introduction of any further new primary school in the area which could detrimentally impact on the numbers of pupils in neighbouring schools particularly as Warninglid Primary relocates to a new school building in Pease Pottage in September 2021 and will be known as Woodgate Primary. WSCC do however recognise it is a legitimate choice of parents to send their children to independent schools (registered with the Department for Education). Independent schools operate outside the authority of the County Council and are monitored and reviewed by central government and the Independent Schools Inspectorate. WSCC is not aware of a Free School application round currently being available."

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Support from 152 (as of 9th July 2021) households on the following grounds:

- Good for and needed by Muslim community.
- Significant benefit to local children to have a local Islamic Faith School rather than traveling significant distances to one.
- It won't cause problems for neighbours.
- It helps to meet a need for more school spaces.
- There will be adequate parking as the main Mosque parking is little used except Fridays, festivals/special occasions.
- Parking and drop-offs/pick-ups will be managed.
- Good environment for a school close to the woods.
- Important to have places that respect cultural and religious backgrounds.
- It would reduce discrimination and increase community cohesion.
- It would reduce inequalities in the Crawley education provision.
- It would create more jobs and be an economic boost to the area.
- Forty new trees would improve the relationship to the woodland.
- The building and site would be appropriate with the mosque and the wider area.

Representations from a further 30 households did not include any comments but have 'No objection' to the proposals.

REASON FOR REPORTING TO COMMITTEE:-

This is a "major" application for a building with a floor-space of greater than 1000 sqm and the number of representations received.

THE APPLICATION SITE:-

- 1.1 Located on the south-west corner of the roundabout junction of Broadwood Rise and Jersey Road, the site is currently used as an overflow car-park for attendees of the adjacent Mosque to the south.
- 1.2 The area rises steeply from the north to the south and there is an increase in height of approximately 3.5m between the ground level of the Jersey Road to the north and the level of the Mosque to the south. The site (identified as Ancient Woodland), has been predominantly cleared of trees, and except for the boundaries, is laid with road scalplings to provide space for the parking of vehicles. The centre of the site rises from the boundaries with the Council owned Ancient Woodland to the west, Jersey Road to the north and Broadwood Rise to the east, with approximately 3-4m of the site around the edges of the site not laid to hardstanding and more steeply sloped. These areas are not used for the parking of cars. There are six trees still on site, one of which is in poor condition and appears to have suffered from fire damage at its base. (Tree Preservation Order, Broadwood Rise No.2, Ref. 16.13.19). Hardstanding has been laid up to the trunks of the trees. Another protected tree close to the mosque is now only a stump. Access is from Broadwood Rise, towards the southern boundary of the application site, close to the Mosque.
- 1.3 There is a 1.8m high close link chain fence around the boundaries with Jersey Road to the north and Broadwood rise to the east. The boundary with the Council owned Ancient Woodland and nature reserve to the west is a 2m high close boarded fence. The site is open to the Mosque to the south.
- 1.4 The Mosque is a two storey purpose built religious building with a large dedicated tarmac car-park to the south. Along its boundaries with Broadwood Rise to the east and along approximately 10m of Hobbs Road to the south is a brick wall topped with piers and railings. Further to the south, the boundary with Hobbs Road is formed of 2m high timber screens with shrub/hedge planting within the site. Its western boundary is a continuation of the 2m high close-boarded fence that runs along the western boundary of the application site.
- 1.5 To the north of the site is Jersey Road (dual width carriageway), and to the north and north-west of this are a number of residential streets laid out as cul-de-sacs with two storey housing. To the north-east is the roundabout junction for Broadwood Rise and Jersey Road. North of this along a short stretch of dual width carriageway is the Pelham Drive roundabout junction.

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- 1.6 To the east of the site on the opposite side of Broadwood Rise, is an area of Council owned land around Creaseys Brook that is also designated as ancient woodland. Immediately to the west and adjoining the site is Target Hill Nature Reserve (THNR), also Ancient Woodland. There is public access to this NR from Jersey Road adjacent to the north-western boundary of the site.
- 1.7 South of the Mosque and rising up towards Target Hill further to the south is two storey housing.
- 1.8 Except for the Mosque, and the areas of Council open space/Target Hill the area has a residential character of predominantly two storey houses of various types, all built towards the end of the C20th.
- 1.9 The following documents/information were submitted with the application:
 - Surface Water Drainage Strategy Statement;
 - Energy and Sustainability Statement;
 - Tree Survey;
 - Arboricultural Assessment;
 - Design and Access Statement;
 - Transport Statement;
 - Travel Plan.

Further Information provided by the applicant includes:

- Technical notes 3 and 4;
- Road Safety Audit and designers response;
- Arcady modelling for Jersey Road mini roundabout;
- Travel Plan revision A;
- Mitigation drawing ref J905/mitigation/fig 1;
- Landscape Design Statement.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application (as amended) seeks permission for a two storey primary school, with external playing area and underground car park. The envisaged capacity is for 180 pupils with 27 teaching staff. The total floor area of the building would be 890sq m, and the floor space including the underground car-park would be 1860sq m. A new vehicular site access into the proposed underground car park would be provided from Jersey Road to the north.
- 2.2 Notwithstanding the information in the Design and Access statement, the application has been submitted privately by the Jamiat-UI-Muslemeen Quwat-UI-Islam Masjed and not by or with the support of the Department of Education or West Sussex County Council (WSCC).
- 2.3 The school building would be situated towards the western side of the site close to the Ancient Woodland on Target Hill. The finished ground level over the whole site would be raised to be approximately level with that of the Mosque. This would involve a significant increase in the height of land towards the northern boundary with the building and play area above this and the new car park below. The plans indicate that the land level would be raised by approximately 2.6m. An area of sloped landscaping would be provided along the north boundary and around the north east corner of the site facing the roundabout. There does appear to be a discrepancy between the topography plan and the elevations of between 0.6m - 1 m.
- 2.4 The school building would be 39.8m in length and 15.8m in width at its widest points where the staircases would be on the front/east elevation of the building. The school as designed would comprise a two storey central section with a length of 18.6m incorporating the main entrance and two stairwell features with a maximum height of 8.8m. This central section would be flanked to the north and south by two storey wings, both 9m in length with a lower roof (that would incorporate more flat roof) with a maximum height of 7.6m. To the south of the southern wing would be a single storey element 4.4m in length, providing a covered access to the stairwell and lift to the basement car-parking. The roofs of the main parts of the building would be hipped and topped by flat roof. The roof to the stairwell/lift to the basement would be hipped back onto the main two storey south facing elevation of the building, extending beyond its south wall to cover an area for cycle parking. It is proposed to finish the ground floor of the school building in red brick with the upper floor in render. The roofs would be tiled and the fenestration would reflect that of the Mosque.

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- 2.5 An underground car-park is proposed under a much larger section of the site and would exclude only a small area providing the existing access to the site adjacent to the mosque, an area to be landscaped along the boundary with Jersey Road and a small area for access and landscaping adjacent to the THNR. It would provide parking for 34 cars, including 3 disabled spaces. A small part of the underground car park adjacent to Jersey Road would also provide a bin store. The development would also require changes to the highway to ensure safe access to the site.
- 2.6 The Mosque to the south is owned by the applicant and it currently uses the application site as an overflow car-park at its busiest times. The access also provides an additional entrance to the Mosque at these times, and on the basis of the drawings this access would be retained. The erection of a building on the site and its change of use to create a separate planning unit of a school would therefore potentially result in the loss of approximately 60 parking spaces for use by visitors to the Mosque. The times at which the Mosque is particularly busy run from approximately 12.30pm on a Friday afternoon, and the applicant has therefore proposed to close the school at 12.00 noon every Friday to ensure that the underground car-park can be made available for visitors to the Mosque at this peak time.

PLANNING HISTORY:-

- 3.1 In 2009 planning permission was granted retrospectively for the change of use of the application site from amenity land to temporary vehicle parking with the creation of a permeable hardstand area and proposed landscaping. Application ref: CR/2009/0205/COU. The officer report recognised that this had caused harm to the character of the area, but that the benefit of providing car-parking to alleviate some of the parking issues in the area associated with the Mosque outweighed the harm. The current use of the site exceeds the area for parking that was granted by this planning permission and the landscaping and tree protection measures required have not been implemented.
- 3.2 In 2007 planning permission was granted for a change of use of this site to a garden for use by visitors to the adjacent Mosque. The site was cleared but this change of use was not implemented. Application ref: CR/2007/0136/COU.
- 3.3 In regard to the protected trees, in 2006 an application for consent to fell all the trees on the site was refused. Application ref: CR/2006/0573/TPO.

The following planning applications set out the site's earlier planning history:

- 3.4 In 1995 planning permission was approved for 3 x 3 bedroom terraced houses. Application ref: CR/1995/0642/FUL.
- 3.5 In 2002 a subsequent planning application for the erection 3 x 3 bedroom terraced houses was refused after being recommended for refusal on the grounds that the site was an allocated employment area, the density of the development was too low, and, due to the proximity to the landfill site the Local Planning Authority was not satisfied that sufficient measures could be taken to protect the residents from ensuing hazards. Application ref: CR/2020/0070/FUL.

PLANNING POLICY:-

National Planning Policy Framework (2019)

- 4.1 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three overarching objectives - economic, social and environmental. These objectives are interdependent and need to be pursued in mutually supportive ways. At the heart of the Framework is presumption in favour of sustainable development. Relevant paragraphs are set out below.
- 4.2. Paragraph 11: Presumption in favour of sustainable development – this means that development proposals that accord with an up-to-date development plan should be approved without delay.

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- 4.3. Section 6: Building a strong, competitive economy - significant weight should be placed on the need to support economic growth and productivity.
- 4.4. Section 8: Promoting healthy and safe communities – decisions should aim to achieve healthy, inclusive and safe places. Decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Paragraph 94 states that:
‘It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications, and
b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.’
- 4.5. Section 9: Promoting sustainable transport – states that transport issues should be considered from the earliest stages of plan-making and development proposals. Paragraph 108 states in assessing applications that it should be ensured that:
a) “appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users and;
c) any significant impacts for the development on the transport network(in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
Paragraph 109 advises that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety; or if the residual cumulative impacts on the road network would be severe.”*
- 4.6. Section 11: Making effective use of land – decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.7. Section 12: Achieving well-designed places - the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.8. Section 15: Conserving and enhancing the natural environment - policies and decisions should contribute to and enhance the natural and local environment. This includes protecting and enhancing biodiversity and geodiversity by identify and safeguarding local wildlife-rich habitats and wider ecological networks, including nationally and locally recognised sites of importance, conserving, restoring and enhancing priority habitats, ecological networks and seeking a net gain for biodiversity. Specifically it states in paragraph 175 c) that *“development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists...”* Paragraph 177 states that *“The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site”*. Paragraph 178 seeks to ensure that the site is suitable for its proposed use taking into account ground conditions and paragraph 180 requires that the impacts of pollution on health, living conditions and the natural environment are taken into account.

Crawley Borough Local Plan 2015 - 2030

The following policies in this adopted development plan are considered relevant to this application:

- 4.9. Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach of 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.

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- 4.10 Policy CH1: Neighbourhood Principle states that the neighbourhood structure of the town is to be maintained and neighbourhood centres are to remain as the focal point for the local community, providing facilities that meet their day-to-day needs within walking distance.
- 4.11 Policy CH2: Principles of Good Urban Design States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- 4.12 Policy CH3: Normal requirements of all New Development- *“All proposals for development in Crawley will be required to:*
- a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.*
 - b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.*
 - c) Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.*
 - d) Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not overshadowed by three canopies and proposals should ensure that rooms within buildings would receive adequate daylight.*
 - e) Demonstrate how “Secure by Design” principles and guidance set out in the “Secured by Design” design guidance have been incorporated into the development.*
 - f) Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.*
 - g) In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.*
- Development proposals should comply with any relevant supplementary planning guidance produced by the council including residential extensions, Conservation Area Appraisals, the Manor Royal SPD, and advice on signs and advertisements. Further information on specific requirements for development can be found in the Local List of Planning Requirements.”*
- 4.13 Policy CH4: Comprehensive Development and Efficient Use of Land. *“Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area”.*
- 4.14 Policy CH6: Tree Planting and Replacement Standards, states that 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.
- 4.15 Policy CH7: Structural Landscaping states that areas of soft landscaping 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 or enhance the structural landscaping. Opportunities will be sought to enhance structural landscaping where it is weak or limited.
- 4.16 Policy CH8: Important Views, states that important identified views should be protected and/or enhanced.
- 4.17 Policy ENV1: Green Infrastructure. Crawley’s multi-functional green infrastructure network will be conserved and enhanced, with support for developments that protect and enhance it, requiring development to take a positive approach to designing green infrastructure to integrate and enhance the existing green infrastructure network.
- 4.18 Policy ENV2: Biodiversity, requires development to incorporate features to encourage biodiversity where appropriate and enhance existing features of nature conservation value within and around the

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development. Ancient Woodland and aged or veteran trees are identified as sites where planning permission will not be granted that results in their loss or deterioration unless the need for and benefits of development in that location clearly outweigh that loss. A buffer zone between the development and the Ancient Woodland would be required in accordance with Natural England Standing Advice. It also seeks to protect locally designated sites including Local Nature Reserves and Biodiversity Opportunity Areas, and proposals that would result in significant harm to biodiversity in these areas will be refused unless it can be mitigated or as a last resort, compensated for.

- 4.19 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 for non-domestic buildings to achieve BREEAM excellent for water and energy credits where viable.
- 4.20 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.
- 4.21 Policy ENV9: Tackling Water Stress, requires non-residential development to meet BREEAM Excellent under the mandatory water credits where technically feasible and viable.
- 4.22 Policy ENV12: Air Quality, states that proposals that do not result in a material negative impact on air quality will normally be permitted. An air quality assessment is required outlining development impacts and mitigation.
- 4.23 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.
- 4.24 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.
- 4.25 Policy IN4: Car and Cycle Parking Standards, states that development will be permitted where the development 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.
- 4.26 Policy IN5: Location and Provision of New Infrastructure, states that new or improved infrastructure in appropriate locations will be supported to support development or where they add to the range and quality of facilities in the town. Major facilities which serve the whole town or wider area should be located in the most sustainable locations accessible by a variety of means of transport.

Submission Draft Local Plan (Regulation 19)

- 4.27 The Crawley Borough Local Plan is under review. The Council published its Submission Draft Local Plan (Regulation 19) on 6 January 2021. The consultation period closed on 30th June 2021. The following policies are of note but have limited weight:

- SD1: Presumption in Favour of Sustainable Development.
- SD2: Enabling Healthy Lifestyles and Wellbeing
- CL1: Neighbourhood Principle
- CL2: Making Successful Places: Principles of Good Urban Design.
- CL3: Movement Patterns, Layout and Sustainable Urban Design
- DD1: Normal Requirements of All New Development.
- DD2: Inclusive Design
- DD4: Tree Replacement Standards
- IN1: Infrastructure Provision.
- IN2: The Location and Provision of New Infrastructure

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- EC5: Employment and Skills Development
- G13: Biodiversity and Net Gain
- SDC1: Sustainable Design and Construction.
- SDC3: Tackling Water Stress
- EP1: Development and Flood Risk
- EP3: Land and Water Quality
- EP4: Development and Noise
- EP5: Air Quality
- ST1: Development and Requirements for Sustainable Transport.
- ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents (SPD)

4.28 The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application.

Urban Design SPD (October 2016)

- 4.29 This contains guidelines on the standards the Council expects for public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. In addition, it states that applicants and developers are encouraged to consider all the end-users that a development and any associated public realm will serve so as to strive to cater to all groups (children and young people, the elderly, disabled people etc.).
- 4.30 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. Developments should address the street and public realm in a considerate manner and not turn their back on the existing street-scene and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. 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. Walkability and accessibility are important factors in sustainable urban design. All developments should encourage access through walking, cycling and public transport. Developments should encourage the use of public transport, create walkable neighbourhoods and encourage cycling.
- 4.31 Annex 1 in the guidance contains the Borough's indicative minimum parking standards. For schools it states these are to be assessed individually within the context of a travel plan using 1 space per 2 staff as a guide.

Green Infrastructure SPD (October 2016)

- 4.32 This document includes guidance and interpretation on the requirements of Local Plan policies in relation to Crawley's Green Infrastructure assets. It provides further guidance on ENV1, ENV2, CH2, CH3, CH6, CH7 and CH11.

Planning and Climate Change SPD (October 2016)

- 4.33 This SPD sets out advice on making developments sustainable and gives additional guidance on policies ENV6, ENV7, ENV8, ENV9 and IN3.

Developer Contributions Guidance Note (July 2016)

- 4.34 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when s106 contributions will be sought.

Regulation 123 List (July 2016)

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- 4.35 Regulation 123 of the CIL Regulations requires the council to publish a list of infrastructure that it intends to fund wholly or partly through CIL money. The purpose of the list is to distinguish between those types of infrastructure that the council intends to fund through CIL and those areas where a Section 106 Planning Agreement or S278 Highways Agreement will be sought. This will ensure that that a developer/landowner is not charged twice for the same piece of infrastructure.

PLANNING CONSIDERATIONS:-

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

- The principle of the development and the need for a school at this location;
- The impact upon visual amenity, the street scene and the character of the area (including structural landscaping and long distance views);
- The impact upon trees and the adjacent and nearby Ancient Woodland;
- The impact upon the operation of the highway;
- Parking provision and the cumulative impact on the parking for the existing Mosque use and the proposed school;
- The impact upon nearby occupier's amenities;
- Ecology and Biodiversity;
- Drainage;
- Energy Efficiency and Sustainability.

The principle of the development and the need for a school at this location.

- 5.2 The policy that specifically applies to the provision of schools is set out paragraph 94 of the National Planning Policy Framework and states that:
"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted".
- 5.3 At Borough level, Policy SD1 'Presumption in Favour of Sustainable Development' mirrors the overriding principles of the NPPF, and sets out amongst other considerations that support will be given to development that provides for the social and economic needs of Crawley's current and future population provided it accords with the policies and objectives in the Plan, unless material considerations indicate otherwise. Policy IN5 supports the provision of new and improved infrastructure in appropriate locations. Major facilities which serve the whole town or wider area should be located in the most sustainable locations accessible by a variety of means of transport.
- 5.4 While the site is currently in operation as an overflow car park for the adjoining mosque, it is still designated as Ancient Woodland and forms a part of a larger area of Ancient Woodland with the land to the west THNR. As a result of this designation, the guidance in NPPF paragraph 175 c) and paragraph 177 (referenced in 4.8 of the report) along with Local Plan policy ENV2 is also relevant. This Ancient Woodland designation in effect removes the 'presumption in favour of sustainable development' for any development on this land if it would cause significant harm to this type of habitat site. The harm to the habitat as result of the development is therefore a key consideration in assessing the application and the redevelopment of the land for a school is not necessarily acceptable in principle.
- 5.5 This application is for a new Islamic Faith primary school that the applicant's state would address a need within the community. Notwithstanding the aspirations of the applicant stated within the Design and Access Statement for this to be "Free School", the proposal is not supported at this stage by either WSCC, in its role as the Local Education Authority (LEA) or by the Department of Education. The LEA has also confirmed that there is currently not a Free School application round open.

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- 5.6 The LEA has commented that it would not support an additional primary school in this area as it states that there is existing spare capacity (13%) within existing local primary schools in the area that exceeds the recommended threshold suggested by the Department for Education of having 5 – 10% spare capacity. Notwithstanding the comments of the LEA, it is acknowledged that an Islamic Faith School would meet an identified need, and this is further evidenced by the significant numbers of representations in support of the application that have been received for the provision of this facility from around Crawley and the surrounding area. It is also considered that it would widen choice in education within the Borough. It is considered therefore that on this basis meeting the identified needs of this community “*great weight*” should be given, as set out in NPPF, paragraph 94 to the need to create, expand or alter schools.
- 5.7 There is some concern that as the school would have a wide catchment area which would extend beyond the town it would not function as a neighbourhood school. This proposed location is not as well served by public transport or walking/cycle routes as other locations in neighbourhood centres or close to the town centre and therefore it is not the most sustainable location for access by a variety means of more sustainable transport. However, on the basis of the local plan policies not specifically resisting the provision of a school at this location and the general level of support for new schools in the NPPF, it is considered that the provision of a new school in Broadfield could in principle be acceptable, with the sustainability of the location in regard to access forming a part of the consideration of WSCC Highways. The locational suitability must also be weighed up against the other local impacts of the development on the site and its surroundings which are discussed in more detail below.

The impact upon visual amenity, the street scene and the character of the area (including structural landscaping and long distance views):

- 5.8 Local Plan policies CH2 Principles of Good Urban Design and CH3 The Normal Requirements of All New Developments both includes requirements for developments to be of high quality design that is based on a thorough understanding of its site context. Further guidance is set out in the Urban Design SPD and paragraph 3.62 states in regard to the development of non-residential development that “*The layout of non-residential developments is particularly important to their success. They 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.*”
- 5.9 The site has a significant slope with an increase in land levels of approximately 3.5-4m from Jersey Road up to the finished land levels around the Mosque. The site is predominantly laid to hardstanding, but there are 6 retained protected trees within the curtilage. The edges of the site are generally undeveloped and rise up towards the centre of the site to provide a relatively even slope for the parking of cars. Just to the south of the site, and within the control of the applicant is the Mosque which is the dominant building in the area, its visual prominence supports its function as a place of worship and aids legibility for visitors to this important building. To the west is THNR that is also designated Ancient Woodland. The site is very visible from the north where the land levels drop away. The site is therefore very prominent as one enters Broadwood Rise from the Pelham Drive roundabout junction, and its character is still to a large extent defined by the retained trees, although their importance reduces when the car-park is in operation. It is considered that the site does relate well to its surroundings and the slope up to the Mosque helps to emphasise the importance of this building whilst the trees provide a clear visual link to the Ancient Woodland to the east and west.
- 5.10 The proposal development of the site is based on the finished land level for the whole site being brought up to the ground level of the Mosque over the top of an underground car-park. On the basis of the topographical survey submitted with the application the lowest part of the site north-east corner (+14.86m) is approximately 4m below the highest part of the site adjacent to the Mosque in the south east corner (+18.90m). On the basis of the submitted plans there would be a raising of the land levels close to the northern boundary of the site of approximately 2.6m, effectively a whole storey. The building would be located adjacent to the western boundary of the site with three storey walls to the north and the northern part of the west elevation close to the public access to THNR. The

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building would be 12m in width and 40m long, which is approximately the length of the site from north to south. In terms of design, the building would take its inspiration from the Mosque with the use of red brick, and render for the walls, a tiled roof and openings similar to the neighbouring building.

- 5.11 It is therefore considered that the design approach using the finished land level close to the Mosque as the starting point for the development results in a significant change to the character of the site that does not relate to the natural topography of the area. The development would not take into account the context of the site on the side of a steeply sloped hill, but rather emphasises the unsympathetic nature of the design which effectively builds up the floor levels to what would be 1st floor level compared to current land/pavement levels onto Jersey Road. The erection of the large two storey school building on top of the significantly elevated land levels would by reason of its resultant bulk, massing, width and height create a visually prominent, unsympathetically sited development out of keeping with the area and harmful to the street-scene, particularly when seen from the east and north. Views through the site to the Ancient Woodland to the west would also be lost.
- 5.12 The bulk, massing and length of the building close to the western elevation of the site would dominate the entrance route into THNR to the detriment of members of the public accessing this public open space, and views out of this area to the west from the access path would be dominated by the bulk of this building. This view would have a clear and harmful urbanising impact upon the context of this Ancient Woodland/public open space.
- 5.13 The prominent siting of such a large building, with the significant increases in land levels from the main viewpoints from the south would compete with visually, and detract from, the setting of the existing two storey Mosque that has been erected on the side of the hill within the slope rather than altering the topography of the area. The development would have the impact of reducing the legibility of the Mosque, in its current spacious context and eroding its current setting which emphasises its important function. This change to the relationship of this important religious building to its surroundings would cause harm to the visual amenities of the street scene and the character of the area.
- 5.14 The development on this highly prominent site, with a significant change in levels would not relate well to its wider suburban context of two storey housing erected at levels that take into account the topography of the area. The increase in the height of the land levels and the length, bulk and massing to the building would have a significantly harmful impact upon the setting of the Mosque, the most visually important building in the area and there would be harm to the street scene and the character of the area. It is considered that the proposals would result in a cramped overdevelopment of the site. It would therefore be contrary to the Urban Design SPD and policies CH2 and CH3 of the Local Plan.
- 5.15 The site is also defined as structural landscaping and the 6 protected trees on the site contribute to this function. The development would result in the loss of these trees along with the erection of a substantial building on significantly altered land levels and is considered to result in visual harm to the green character of the area when to visual appearance of the current site with its limited temporary use each week for overflow car-parking for visitors to the Mosque. Whilst the applicant has sought to mitigate the impacts on the character of the area from the development by planting trees in the available small landscaped areas and within raised planting beds, the trees proposed would be constrained in relatively cramped conditions and, due to the species chosen, would not have space to mature to have significant crowns. Whilst this landscaping is an improvement compared to the original design proposal that was submitted, it is considered that the replacement trees and planting would not be adequate to screen the bulk and massing of the development and there would therefore be an adverse impact on structural landscaping on site that would not be adequately mitigated. The development is therefore also considered to be contrary to policies CH6 and CH7 of the Local Plan that seeks to protect and enhance Structural Landscaping.
- 5.16 With regard to the impact upon the long distance view from Target Hill, as the development would be behind the existing Mosque with a back drop of Broadfield to the north and extensive screening from the trees on Target Hill itself in front of it, the development would not be visible and it would therefore be acceptable in this regard.

The impact upon trees and the adjacent and nearby Ancient Woodland:

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- 5.17 The development would result in all 6 of the remaining TPO protected trees on the site being lost, comprising 2 x silver birch, (one of which appears to have fallen and not yet been replaced the other has been subject to ground level fire damage but is recovering) two oaks, a sweet chestnut and a scots pine.
- 5.18 Replacement trees are proposed in the following locations around the site:
- along the northern boundary of the site with Jersey Road, in an area of between 2-2.6m in width, comprising 3 x fastigiated oaks, 5 x silver birches
 - an area to the east of the playground adjacent to Broadwood Rise about 1m in width, 2 x fastigiated oaks
 - An area to the south of the existing access to the site, comprising 3 x fastigiated oaks and 5 silver birches
 - an area to the south of the proposed bicycle store, comprising 3 x Amelanchier lamarkii
 - a small area to the immediate east of the south side of the building comprising 2 x Amelanchier lamarkii.
- 5.19 A number of smaller trees are also proposed at ground floor level around the north and east sides of the building. These would be situated in raised planters around the edges of the outdoor play area and would comprise in total 6 x Tibetan cherry and 6 x Himalayan birch.
- 5.20 Total tree planting would be 8 x fastigiate oak, 10 x silver birch, 6 x Himalayan birch, 6 x Tibetan cherry and 5 x Amelanchier lamarkii. (This excludes a silver birch shown outside the site to the east of them Mosque). In total 35 predominantly ornamental trees are proposed around the site.
- 5.21 At ground level landscape areas would be planted with a mix of shrubs, herbaceous and grass species. There would be a hornbeam hedge behind the brick wall by the existing entrance to the north of the Mosque and the raised planters would have herbaceous, grass and fern planting. It is proposed that the wall for the underground car-park facing Jersey Road to the north and Broadwood Rise to the east would be planted with a mix of deciduous and evergreen climbers.
- 5.22 As none of the existing protected trees on the site would be retained, their amenity would be lost. The Arboricultural Officer considers that there would not be space available for planting of large tree specimens to replace those being lost and the net impact would be harm to the amenity of the area.
- 5.23 As regards to the impact upon the retained Ancient Woodland to the west, (putting aside the site itself is still designated as Ancient Woodland, albeit its value has been compromised by earlier works), the standing advice from Natural England requires that a 15m buffer should be provided from the development to the Ancient Woodland to protect this important habitat. The current use of the site as a car-park, with minimal development having been undertaken and only sporadic use for parking would be very different to a two-three storey scale school building with numerous windows to classrooms, the main assembly hall and external staircases occupied for considerable periods of time each week facing the woodland all closer than where cars currently park.
- 5.24 The building would be very close to the western boundary, and no 15m buffer with the Ancient Woodland is proposed. In terms of direct impact on the trees in this area, the Arboricultural Officer has objected to the development on the grounds that:
- *"The proposed development is far too close to the Ancient Woodland and would in my opinion result in an over-bearing impact on the school and undue future pressure to excessively prune the tree, particularly T8 – Oak which happens to be located right where the school comes closest to the boundary.*
 - *There is no 15m buffer between the school and the Ancient Woodland, this is in my opinion required.*
 - *The Mosque was built in fairly close proximity to the Ancient Woodland boundary however there is still a 6-7m gap and that side of the building only contains stairwells, the impact on the building from the adjacent woodland trees is therefore less. The impact of the trees on the classrooms on the other hand which be considerably more."*
- 5.25 The development would not comply with the Natural England Guidance, and the physical impact of the building due to its proximity would require an oak tree to have to have its canopy reduced so the building could be accommodated. Furthermore, a number of class rooms, (at least one of which

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being single aspect and facing the woodland at ground floor level) would face the trees and would therefore be subject to considerable overshadowing. The close relationship with the adjoining Ancient Woodland in the THNR would result in a continual need for works to ensure the tree height and canopy spread is contained as they grow so they do not create a conflict with the school building in respect of its operation, fabric and maintenance. The development is therefore likely to result in pressure to continually undertake works to nearby trees to the detriment of the remaining Ancient Woodland to the west. This would be contrary to policies ENV1 and ENV2 of the Crawley Borough Local Plan 2015-2030, the Green Infrastructure SPD and the relevant paragraphs of the NPPF.

The impact upon the operation of the highway

- 5.26 The NPPF states in para 109 that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe”*. Policy IN3 Development and Requirements for Sustainable Travel, of the Local Plan requires developments to be located in locations where sustainable travel patterns can be achieved by using the existing transport network, including cycling and walking, and can meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- 5.27 The development is proposing a school for 180 children with 27 members of staff. The existing vehicular access to the site from Broadwood Rise to the north of the Mosque would be retained as a route to the school entrance but would not provide access to any car-parking spaces. It would also continue to provide a secondary access to the Mosque.
- 5.28 West Sussex County Council Highways initially objected to the proposals for the following reasons:
*“The proposal does not include adequate provision on the site for the parking of vehicles in a satisfactory manner to the standard required by the Local Planning Authority and the proposal would be likely to increase the pressure for on-street parking in an area where insufficient space is available, with resultant detriment to highway safety and obstruction of the flow of traffic.
The proposal would not achieve safe and convenient access by a choice of means of travel nor encourage and enable and increase in environmentally sustainable means of travel such as walking, cycling and public transport and thereby minimise the impact of car journeys.
Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of access, and would not therefore give rise to increased hazards to highway users.”*
- 5.29 The applicant has submitted the additional information required including safety audits, amended plans altering the nearby road layout/markings, additional information in regard to parking at the Mosque and a re-evaluation of the number of visitors to the school who are likely to come by car given it would be a faith school with a wide catchment and the impacts of this on nearby streets. In addition an amended Travel Plan has also been provided and the applicant has stated that the school would be closed from 12 noon on Fridays to ensure the 38 spaces in the school car park can be made available for Mosque users. On the basis of the additional information submitted, conditions requiring the access, parking and travel plan to be implemented and a S106 legal agreement to provide monies to the County Council to introduce a new Traffic Regulation Order for the locality to ensure the car-park access and drop off points are safe, West Sussex County Council has withdrawn its objection to the development on the grounds of the impacts on the operation of the Highway. The response from WSCC has been made on the basis that the main Mosque car-park is already parked with cars in the aisles, and, on the basis that the underground car-park for the school will not have cars-parked in the aisles as this would be likely to result in an unacceptable fire risk and would not receive the agreement of WSCC Fire and Rescue.

Parking and the cumulative impact on the parking for the existing Mosque use and the proposed school.

- 5.30 The issue of the effect of parking on the amenity of the surrounding area is not considered by WSCC Highways, and this is a matter specifically for the Borough Council to address. Significant numbers of objections have been received from neighbouring occupiers concerned that the erection of a school on this site will exacerbate existing parking issues in the area particularly at times when the Mosque is busy.

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- 5.31 The Urban Design SPD states that the parking standard for schools is assessed individually usually within the context of the Travel Plan and using a guide of 1 space per 2 members of staff. On the basis of 38 car parking spaces being proposed (3 being disabled spaces) for 37 members of staff, the underground car-park would be able to meet the schools own operational parking requirements and this has been confirmed by WSCC.
- 5.32 The existing car-park on the application site provides space for visitors to the Mosque for approximately 60 cars when blocked parked. It is brought into use primarily on Friday lunchtimes when the Mosque is at its busiest. The parking around the site has been observed on a number of occasions during the assessment of this application and the applicant has provided parking surveys that identified the numbers of cars and the availability of parking spaces in the area, including times when there are large numbers of people attending the Mosque. Recent visits to the Mosque have identified that there are now two prayer times on Friday lunchtimes, with the earlier prayer time generally being the busier. In recent visits it was observed that for the earlier prayer time, both the main and the overflow Mosque car-parks were blocked parked to capacity. There were also significant numbers of cars in nearby streets, including cars parked on the grass verge on the east side of Broadwood Rise, and thereby blocking the public footpath here. There were also large numbers of cars parked along Hobbs Road, Jersey Road, Broadwood Rise and St Clements Road. The second prayer times on Fridays are quieter, with the main car-park being full, but not block parked and fewer vehicles in the overflow car-park and on the streets in the locality. On the basis of observation only a relatively small number of people attended the Mosque by any means except by car. It should also be noted that the time for the high numbers of visitors to the Mosque was in total about 2 ½ hours, with nearly all the vehicles from the first prayer time clearing the site before the second set of attendees arrived. The operation of the car-parks was well marshalled by members of the Mosque.
- 5.33 The Mosque is clearly very well used on Friday afternoons with hundreds of vehicles visiting the site between the hours of approximately 12.30pm and 3pm, and many of these use the overflow car-park that is the application site. The application proposal, even with the underground car-park being made available for Mosque users by virtue of the school being closed would result in 22 parking spaces being lost from the site. In addition, due to the new access onto Jersey Road and the new Traffic Regulation Order required by WSCC Highways to ensure the safe operation of the highway, additional parking spaces would be lost on-street.
- 5.34 There are no planning controls over the hours of use of the Mosque and it would not be reasonable to impose any. At busy times even with the main car-park full (including with parking in the aisles) and the overflow car park blocked parked to capacity, there are still large numbers of vehicles from Mosque users on the nearby streets. The overflow car-park clearly currently helps to alleviate some of the parking issues that the high levels of attendance the Mosque on Fridays cause, and this was to a large extent the main justification for the granting of the retrospective change of use of the land to a car-park in 2009, even though there was some harm to the character of the area/trees/woodland Application ref: CR/2009/0205/COU.
- 5.35 There is therefore a concern that on Friday afternoons (even with the school closed and car park empty) that the development would still displace at least 25 additional cars that currently park on site onto nearby residential streets or the grass highway verges. It is accepted that impact is of relatively short duration (roughly 2 ½ hours) each Friday, plus funerals and festivals which do not occur every day of every week however, notwithstanding the limited times, it is certain that for these events, the development would worsen the parking situation in the area for both local residents and visitors to the Mosque.
- 5.36 Notwithstanding WSCC consider the highway would still be able to operate safely, the development would make existing parking issues and congestion in the area worse, and it is considered that this would have a further detrimental impact upon the amenities of nearby occupier's amenities and the visual amenities of the area as well as undermining the ability of the Mosque to meet its own parking needs. The development is therefore considered to be contrary to policy CH3 that requires developments to meet to meet their requirements for their safe and proper use and not cause unreasonable harm to the amenity of the surrounding area.

The operational requirements of the site:

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- 5.37 Car access to the development would be provided via Jersey Road into the underground car-park. Pedestrian access, including for cycles and scooters would be provided via an improved existing access onto Broadwood Rise. 15 cycle spaces are provided to serve the development and no space for scooter storage. There is no standard within the Urban Design SPD for school cycle provision however national guidance in LTN 1/20 recommends 1 cycle space per 20 staff and 1 space per 10 pupils which would equate to a requirement for 20 cycle spaces. The planning application is submitted as an independent faith school with a wider catchment area. It is therefore considered likely that there would be greater number of attendees arriving by car, than by cycle/scooter than to a state funded neighbourhood school. The cycle parking shown is therefore likely to be acceptable given the site location, the lack of nearby cycle routes and wider pupil catchment area. It should be noted that, notwithstanding the cycle store shown, there would be some additional space for more cycle parking if required in a proposed area to be planted with trees at the rear of the site.
- 5.38 The bin store would be located at basement level with doors onto Jersey Road. It would be easily accessed by waste collection vehicles. Other larger vehicles could exceptionally deliver/collect via the existing access.
- 5.39 For pupils there would be an area of outdoor play space in the centre and towards the east end of the site, situated on top of the basement carpark. This amount of provision appears limited however, there are no published space standards or planning standards against which this provision can be assessed and therefore this cannot be considered further.
- 5.40 It is considered that the operational needs for the use can be met on site in accordance with policy CH3 of the Crawley Borough Local plan 2015-2030.

The impact upon nearby occupier's amenities:

- 5.41 The closest neighbours that would be impacted upon by the proposed development would be in St Helier Close to the north of the site. Nearby residents to the south would be screened from the development by the existing Mosque building, and to the east and west are areas of woodland.
- 5.42 The impact on the occupiers of dwellings further from the site would be from the cars being parked in nearby streets, whilst children are being dropped off/picked up, and from the increased Mosque related parking resulting from the loss of its temporary /overspill car-park and not directly from the use of site.
- 5.43 A significant amount of the site would have the land level raised to a level closer to that of the land around the Mosque to integrate it more closely with that building and to allow for the provision of the underground car park. The finished land level would be approximately 2.6m higher than the surrounding area, when viewed from pavement level to the north. It would be set back by approximately 2-2.6m from Jersey Road behind a 2.6m high wall topped by a railing. The intervening land between the road and the raised land level would be landscaped with trees and climbers. The area above the underground carpark not occupied by the school building would predominantly provide outdoor space for the school children.
- 5.44 The school building itself would be located close to the western boundary and due to the change in levels over the site, would be three storeys in height at its closest point with Jersey Road (2.6m to the north). At this point the building would be 12m wide, rising in height to 7.9m at the eaves and 10m to the top of the top of the roof. The taller roof to the central part of the building would be 11.4m in height when viewed from the north but would be set back over 15m from Jersey Road. The school would have a number of windows at 1st and 2nd floor level facing north, that would provide light and outlook to classrooms.
- 5.45 The closest house to the north of the application site is 1 St Helier Close. Its side elevation is situated approximately 23m from the application site, across Jersey Road which at that point is a dual carriageway. It is considered that notwithstanding the increase in the height of the land close to the northern boundary of the site of 2.6m (effectively creating a 1st floor across the whole site) the over 25m separation distance between the school windows/elevated playground and the side elevation of

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this house, across the intervening road, would not result a harmful loss of privacy to the its occupiers or others nearby that are further away.

- 5.46 As the building would be located to the south of the houses on Jersey Road, there is potential for there to be some overshadowing and an overbearing impact. The resultant building although appearing three storeys in height would be over 25m from 19 St Helier Close facing the site, and would be located close to existing mature woodland which itself is a dominant feature. With the level of separation proposed to the closest neighbours, and given the context of the existing adjoining woodland, it is not considered that the building would have either a harmful overshadowing or overbearing impact on these neighbouring occupiers.
- 5.47 Whilst a school is likely to result in some noise during the day from children playing outdoors, it is not considered this activity during the middle of the day from its use would be harmful to nearby residents.
- 5.48 A small canteen is indicated close to the centre of the building with a door onto the western elevation. It is considered unlikely that this would cause a significant level of odour or noise, and if any external plant is required this would be subject to a separate planning application and would dealt with on its own merits.
- 5.49 There have been comments that the development could result in increased litter in the area. A school itself is not a similar use to a takeaway that provides a product that of itself would create waste. As this would be a primary school the children would remain within the site to eat/drink. It is therefore considered that the use would be unlikely to result in a significant rise in litter in the area.
- 5.50 It is therefore considered that the direct impacts of the development of a school on this site (from the building or any associated plant) would not cause harm to nearby occupiers amenities, and on this basis the development would accord with policy CH3 of the Crawley borough Local Plan in this regards.

Ecology and Biodiversity

- 5.51 A verbal update will be provided to the committee.

Drainage

- 5.52 Policy ENV8 – Development and Flood Risk requires developments to avoid areas that are exposed to an unacceptable risk of flooding and must not increase the risk of flooding elsewhere. In order to reduce peak surface water run off rates and annual volumes of run-off, there should be the effective implementation, use and maintenance of SuDS, unless not technically or financially viable. The applicant has submitted a Surface Water Drainage Strategy Statement that has been considered by the Council Drainage Engineer. On the basis of the information provided this sets out potential surface water drainage strategies without evidencing how they could be achieved on the site. Insufficient evidence has been provided to demonstrate that the development could control run-off rates and annual volumes of run-off through the effective implementation, use and maintenance of SuDS. The Councils Drainage Engineer has therefore objected to the proposal as the applicant has not demonstrated the development would accord with policy ENV8 and would not result in increased water run-off that could result in flooding elsewhere.

Energy Efficiency and Sustainability;

- 5.53 The application has been supported by an Energy and Sustainability statement. It addresses both passive and active design features that can assist in reducing CO₂ emissions and these proposed features would reduce CO₂ emissions by 9.8%. It should therefore result in the development achieving a BREEAM “Excellent” rating in the Energy category.
- 5.54 With regard to sustainability, it is noted that the development would be provided with a cycle store at ground floor level easily accessed from Broadwood Rise. This could be enlarged if so required. Other issues such as water efficiency, air quality, pollution and waste are also covered by the statement. Further measures in regard to Transport are covered in the Framework Travel Plan, and

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this has been revised during the determination period of the application, and is now in principle agreed with WSCC Highways. The Sustainability Officer has no objection to the development in respect of how the design proposes to address the policy requirements for sustainable design and water efficiency. It is not considered that the application has considered fully the potential for a District Energy Network so this additional work is proposed to be required by a condition.

Other

- 5.55 Concerns have been raised from local residents that the proposal could lead to increased levels of anti-social behaviour in the area. It is not considered that the erection of a primary school itself is a form of development or a use that would lead to crime, the fear of crime or anti-social behaviour, and whilst Sussex Police have sought to discuss security measures for the site with the applicants, it has not objected to the development. It is not therefore considered that this development of a primary school of itself would be contrary the requirements of policy CH3 that seek to design out crime.
- 5.56 Wider issues related to existing parking pressures created by visitors to the Mosque and potential impolite behaviour from individuals, are not matters that the Local Planning Authority can consider, and should be addressed if necessary through the appropriate enforcement mechanisms.
- 5.57 WSCC have sought a S106 legal agreement to ensure the alterations to the highway are undertaken in accordance with the submitted details in the interests of the safe operation of the highway. The S106 legal agreement has not been completed and the development would not be acceptable without the changes to off-site infrastructure required. The development therefore fails to meet the requirements for its safe and proper use contrary to policies CH3, IN1, and IN3 of the Crawley Borough Local Plan 2015-2030.

CONCLUSIONS:-

- 6.1 In principle the NPPF strongly supports the provision of new schools and more school places, but this must be balanced against an objection in principle to development on, and close to, Ancient Woodland where there is significant harm to this asset. Other considerations must also be addressed in the balancing of planning issues including the suitability of the development for the site and its design and impact on the surrounding area.
- 6.2 In terms of the impact of the development upon visual amenity it is considered that the loss of trees combined with the level of works proposed excavating a sub-basement car park, the increase in the land (finished floor) levels and the erection of large and prominent building on the site would result in a development that would detract from the character of the area, the setting of the Mosque and result in an obstruction of views through the site to the woodland to the west and cause significant harm to visual amenities and the character of the area contrary to Local Plan policies CH2 and CH3 and the Urban Design SPD. In it is not considered that the loss of the protected trees would be mitigated adequately by the replacement planting proposed and their loss combined with the dominance of the proposed building, there would be harm the structural landscaping function of the site.
- 6.3 The development would not retain a 15m buffer to the Ancient Woodland off the site to the west, and would be represent development on an area of Ancient Woodland. Furthermore, the use and location of the building would result in the need for works to at least one retained tree within the woodland to the west, and would also result in future pressure for ongoing works. This would cause harm to the Ancient Woodland contrary to the standing advice from Natural England, the requirements of the NPPF and policies ENV1 and ENV2 of the Crawley Borough Local Plan 2015-2030.
- 6.4 It is considered that subject to suitable conditions and alterations to the highway, the use of the site itself could be implemented and have an acceptable impact upon the safe operation of the highway. The development would however, result in a loss of parking available for users of the Mosque that would not be fully replaced within the underground car-park which would be made available by the school. This displaced car-parking is likely to lead to at least an additional 25 cars being parked off the site at busy and is considered to have a detrimental impact upon nearby grass verges and the amenities of nearby residents who are already affected by high levels of parking and disruption at these times.

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- 6.5 With regard to technical and construction considerations the issues relating to energy efficiency and sustainability could be addressed through conditions and there would be some clear economic benefit from both the construction of the school and its ongoing future operation. In respect of drainage however, the applicant has failed to demonstrate that the surface water drainage strategy will comply with the SuDs requirements of policy ENV8, and on this basis it could lead to increased off site flooding and the design would be unacceptable.
- 6.6 In conclusion, it is considered that while there is great weight to be given to the principle of meeting the identified community need for a faith school, the development is on and adjacent to designated Ancient Woodland and given its impacts it is considered that the presumption in favour of development does not apply. The development as designed is considered to result in a harmful impact on the character of the area, a harmful impact upon the Ancient Woodland, loss of TPO trees and structural landscaping and drainage issues that could result in increased water flow off-site and therefore flooding. In addition, the proposal will make existing parking issues in the area at times of high use of the Mosque worse to the detriment of local residents and the character of the area. A S106 legal agreement required by WSCC to ensure the future safe operation of the highway has also not been completed. It is therefore considered that the development is contrary to the Local Plan and it is therefore recommended to be refused for the following reasons:

RECOMMENDATION RE: CR/2018/0064/FUL

Refuse - for the following reasons:

1. The proposed development due to the alteration to the topography of the site (with elevated finished floor levels), its design, height, massing and length would result in overdevelopment of the site that would appear cramped, visually prominent and have a significant adverse impact upon visual amenity including harm to the setting of the neighbouring Mosque, the street scene and the character of the area, contrary to policies CH2 and CH3 of the Crawley Borough Local Plan and the Urban Design SPD.
2. The development would result in the loss of parking for Mosque leading to increased parking on nearby residential streets, grass verges and walkways to the detriment of neighbours' amenities and the character of the area, contrary to policy CH3 of the Crawley Borough Local Plan 2015-2030.
3. The development would be located on a designated area of Ancient Woodland, would result in the loss of six TPO protected trees and would also have a close relationship (without a 15m buffer zone) to the Ancient Woodland to the west of the site. The loss of the protected trees would harm the amenity of the area, there would be a requirement to undertake works to at least one tree off site and there would be future ongoing pressure for works to the Ancient Woodland. This would have a detrimental impact on the Ancient Woodland and the amenity of the area contrary to the Natural England Standing Advice, the NPPF, and policies ENV1 and ENV2 of the Crawley Borough Local Plan 2015-2030 and the Green Infrastructure SPD.
4. The development of the site would result in the loss of 6 protected trees resulting in an adverse impact upon the Structural Landscaping and green amenity of the area. The tree loss would not be adequately mitigated by replacement planting contrary to policies CH6 and CH7 of the Crawley Borough Local Plan 2015-2030 and the Green infrastructure SPD.
5. The applicant has not demonstrated to the satisfaction of the Local Planning Authority that the development can be undertaken in a manner that would ensure that it would not increase flooding off-site through the application of the effective implementation, use and maintenance of SuDS contrary to policy ENV8 of the Crawley Borough Local Plan 2015-2030.
6. The applicant has failed to enter into a S106 agreement to achieve the required infrastructure changes to the local highway network required for its safe and efficient operation, contrary to policies CH3, IN1 and IN3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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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:

- Liaising with members, consultees, respondents, the applicant and the agent and discussing the proposal where considered appropriate and necessary in and during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.
- Informing the applicant of identified issues that are so fundamental that it has not been/would not be possible to negotiate a satisfactory way forward due to the harm that would be caused.

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



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

1:750



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 20 July 2021
REPORT NO: PES/373 (b)

REFERENCE NO: CR/2020/0676/FUL

LOCATION: [71A THREE BRIDGES ROAD, THREE BRIDGES, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: ERECTION OF FIRST FLOOR EXTENSION AND NEW ROOF TO CONVERT BUNGALOW INTO A TWO STOREY DWELLING.

TARGET DECISION DATE: 25 March 2021

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: Mr and Mrs Saraw

AGENT'S NAME: Mr A Ryrie

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
JS01		Location/Block Plan & Existing Ground Floor Elevations
JS02		Proposed Ground Floor Plan & Elevations
JS02	D	Proposed Plans and Elevations
CBC 0001		Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|------------------------------------|
| 1. | WSCC Highways | No objection |
| 2. | National Air Traffic Services (NATS) | No objection |
| 3. | Energy and Sustainability Officer | No objection subject to conditions |

NEIGHBOUR NOTIFICATIONS:-

6 to 10 (even Nos) Ridgeside;
71, 73, 120 and 122 Three Bridges Road.

RESPONSES RECEIVED:-

One letter of representation received querying the block plan as this did not originally show the neighbour's extension. No further comments received once amended block plan submitted.

REASON FOR REPORTING TO COMMITTEE:-

The applicant is a Crawley Borough Council employee.

THE APPLICATION SITE:-

- 1.1 The application site is located on the northern side of Three Bridges Road. This section of Three Bridges Road comprises mostly detached 1930's style dwellings. The application site contains a detached bungalow set within a large plot, with a detached flat roofed single garage. The roof of the property is hipped with a front gable projection. The dwelling is set back from the road by approximately 21m and the driveway has space to park approximately three vehicles with a further space in the garage. The existing bungalow has a width of 11.6m, a maximum length of 11m with a height of 2.8m to the eaves and 5.7m to the ridge. The single garage has a width of 2.8m, a length

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of 6.3m and a maximum height of 2.9m to the top of the flat roof. The existing footprint of the property measures 105sqm for the dwelling and 18sqm for the garage totalling 123sqm.

- 1.2 This part of Three Bridges Road has a fairly uniform street scene characterised by similar detached 1930's style two storey houses with the exception of the application site and No. 71 Three Bridges Road, which is a chalet bungalow. Opposite the application site are 1960's detached two storey houses with flat roof front projections and render to the first floor. The building line is staggered, with No. 71A set back from No. 71 and forward of No. 73.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought to convert the bungalow into a two storey house, including a first floor extension, a two storey rear extension and a single storey rear extension. The resulting house would have a maximum height of 9m, a width of 14.3m and a depth of 11.1m. The two storey rear extensions would have a maximum width of 11.4m, a maximum length of 2.7m with an eaves height of 5.1m and a ridge height of 9m. The single storey rear extension behind the garage would have a width of 2.9m and a length of 2.7 with a maximum height of 4.6m. Internally the proposal would allow the bedrooms to be located on the first floor, of which five are proposed with two bathrooms. The ground floor would then be re-configured to provide a kitchen breakfast room, lounge / dining room, study, utility, w/c and gym. The single garage would be moved away from the boundary to the west by 1m and would be attached to the house with a mono-pitched roof. The proposal would have a two storey front hipped projection and would be clad at first floor with timber effect cladding with brick to the ground floor. The proposed footprint would measure 149sqm. The parking arrangements would remain as existing.
- 2.2 The proposal has been slightly amended through the course of the application. The front elevation was amended so that there would be a single front door with a small window either side with a roof canopy over, instead of an enclosed glazed porch. The plans also show that the first floor materials would be cement fibre timber effect cladding. The window positioning on the front elevation was also amended so that the windows aligned.

PLANNING HISTORY:-

- 3.1 CR/068/1977 – Erection of single storey extension at rear. Permitted.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (February 2019):

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

- Section 2 – Sustainable Development – This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective- to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment.
- Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- 4.2 Crawley Borough Local Plan (2015-2030) (adopted December 2015)

The relevant policies include:

- 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

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considering development proposals, the council will take a positive approach to approving development which is sustainable.

- Policy CH1: Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design seeks to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets 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 will be required to make a positive contribution to the area; be of a high quality in terms of urban and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, layout, details and materials. Development must 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. Existing trees that contribute positively should be retained. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy ENV6: Sustainable Design and Construction states that in order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements
- Policy ENV9: Tackling Water Stress states that Crawley is situated within an area of serious water stress, and development should, therefore, plan positively to minimise its impact on water resources and promote water efficiency.

4.3 Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

The document has been published for Regulation 19 consultation on 6 January 2021 and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy DD1: Normal Requirements of All New Development
- Policy ST2: Car and Cycle Parking Standards
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks

4.4 Supplementary Planning Documents – Urban Design SPD 2016

The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It is a material planning consideration. It contains guidelines on the standards the Council expects for alterations and extensions to dwellings (Part 3). In particular relevant guidance is as follows:

- An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area'.
- Development should incorporate materials and colours that match the existing dwelling.
- Extensions should consider existing roof pitches. A house extension with a roof pitch that is different to the existing one can look out of place, while an extension with a matching roof pitch will likely be more suitable.
- Overshadowing or dominating neighbours' houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand.
- One or two storey rear extensions will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the extension, in order to avoid any potential overlooking and privacy issues.

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- A rear extension should not consume the entirety of a dwelling's private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension's rear external wall to the property's rear boundary in length, in order to ensure adequate private outdoor space.
- A single storey extension should not encroach into an area measured by drawing a 45 degree angle from the nearest edge of a neighbour's window or door
- A two storey extension should not encroach into an area measured by drawing a 60 degree angle from the nearest edge of a neighbour's window or door.
- Parking standards for residential uses states that in Three Bridges 2-3 spaces should be provided for dwellings with three or more bedrooms

4.5 Planning and Climate Change SPD (adopted October 2016)

This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6 and ENV9).

PLANNING CONSIDERATIONS:-

5.1 The main planning considerations for this application are:

- The design and appearance of the proposal on the existing site and the surrounding area
- The impact upon neighbouring properties and occupants amenities
- Highways and parking
- Sustainability

The design and appearance of the proposal on the existing site and the surrounding area

- 5.2 Policy CH3 of the Crawley Borough Local Plan states that new development will need to be of high quality in terms of its urban, landscape and architectural design and relate sympathetically to its surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. The Urban Design SPD states that '*an extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood*', and '*The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable*'.
- 5.3 The proposal would convert the existing bungalow into a large two storey house by building a first floor extension above the existing bungalow, constructing a two storey rear extension and incorporating a single attached garage onto the property, with a single storey rear extension behind.
- 5.4 The properties to the east of the application site are modest two storey dwellings with single garages. The width of these dwellings varies from 6m – 9m and all are of similar 1930s styles and character. Immediately to the west of No. 71A is a chalet bungalow and, next to that, a two storey dwelling which was extended in 2004, now having a width of 9m.
- 5.5 The combination of the proposed extensions and alterations would create a development that would be excessively large and dominant in comparison to its neighbours and would create unacceptable bulk and mass, especially at first floor, due to its excessive width and length. For example, to the east, No 73 has a first floor width of 8.5m, No 75 has a width of 6m, No 77 a width of 9m and No 79 a width of 6m. To the west No 71 (which is a chalet bungalow) has a width of 11m and No 69 has a width of 9m following an extension in 2004. Whilst the application site is set within a large plot, it is considered that building above the existing bungalow would result in an excessively wide property, with a maximum width of 14.3m, which would be uncharacteristic within the immediate street scene. The two storey properties within this stretch of Three Bridges Road are not as wide and the proposed development would become the widest two storey dwelling within this section of the road by approximately 5m. Unfortunately, a streetscene elevation has not been provided. However, the combination of the width and length of the proposed house would also undoubtedly result in its height being significantly greater than its neighbours, further exacerbating its undue prominence. It is therefore considered that the proposal would result in an adverse and unacceptable impact on the design and appearance of the site by the addition of excessive width, bulk, mass and resulting height.

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- 5.6 The property is set back from Three Bridges Road by 21 metres and is partially obscured from Three Bridges Road by the existing vegetation at the front boundary of the property. Views are obtained from the driveway though and the side of the dwelling is clearly visible when travelling towards the east and the west. Given the stagger in the building line, the entirety of the proposed eastern side of the property (measuring 11.6m in length) would be visible when travelling from the east to the west. The combination of the 11.6m length and 14.3m width of the resultant property would significantly add to the bulk and mass at first floor which further exacerbates the prominence of the proposal, detracting from the appearance of the site and the street scene.
- 5.7 The significant increase in the bulk and mass at first floor, together with the substantially elongated front and side elevations would create a very dominant addition when viewed from Three Bridges Road. The increased bulk at first floor, combined with the limited gap to the boundaries (1.5m to the east and 1m to the west), would unacceptably add to the dominance of the overall development. As a result, the proposal would appear unduly prominent from Three Bridges Road and would be an incongruous addition which would detract significantly from the character of this row of dwellings.
- 5.8 The materials proposed for the extension would be facing brick to the ground floor and composite timber effect cladding at first floor, with a tiled roof above to match that of the existing roof. It is considered that the use of cement fibre timber effect cladding would further detract from the surrounding area, given that the surrounding properties are a combination of brick, render and tile hanging. Composite timber cladding is not a common material within the immediate locality and would not in be in keeping with the traditional materials characteristic of and visible in the street scene.
- 5.9 In conclusion, it is considered that the excessive width of 14.3m, length of 11.6m and height of the resultant house would fail to respect the design and appearance of the street scene, given the scale, bulk and mass of the proposal as well as the use of unsympathetic materials. The proposal would create an overly dominant dwelling when viewed from the existing site and the surrounding area and, as such, the proposal would not accord with Policy CH3 of the Crawley Borough Local Plan or the Urban Design SPD.

The impact upon neighbouring properties and occupants amenities

- 5.10 The neighbouring property to the east, No. 73, has a single storey flat roofed garage located adjacent to the boundary with the application site. There are five small secondary windows on the single storey side elevation of the garage which face onto the application site. There is also a first floor side window on the main house. No. 73 is set back significantly further than No. 71A. Consequently, the two storey rear extension would not project beyond the rear wall of this neighbouring property, but the proposal would project beyond the front building line of No. 73 by 5m. However, given that the proposal would be adjacent to this property's garage, away from the main habitable rooms and that the building line is already staggered, the proposal would not result in unacceptable overbearance or loss of light to this property and would not encroach within the 60 degree line when drawn from the first floor front bedroom window on this property. A ground floor window and door are proposed in the side elevation, which would serve the kitchen and a utility room. At first floor one side window is proposed which would serve a bathroom. Given this and subject to a condition requiring the bathroom window to be obscure glazed, the proposal would not result in a loss of privacy to this neighbouring dwelling.
- 5.11 With regard to the impact on No. 71 Three Bridges Road, this neighbouring property is set entirely in front of the application site. No. 71 is a chalet bungalow with a pitched roof single garage with a pitched roof storage area located to the rear on the boundary with the application site. The new single garage at No. 71A would be moved away from the boundary with No. 71 by 1m.

Currently the existing dwelling at No. 71A and its garage encroach within the 45 degree angle when drawn from the edge of the nearest rear elevation window at No. 71. This is due to the existing stagger of the properties, with No. 71 set much further forward than the application site. No. 71 does, however, have an external storage area set behind its garage which also encroaches within the 45 degree angle. Therefore, the proposed single storey element is not considered to make the situation materially worse. In regard to the two storey part of the proposed development, this would

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also encroach within the 60 degree angle when drawn from this nearest window. However the existing bungalow considerably encroaches already, due to the staggered building line. Whilst the proposal does not meet the tests of the Urban Design SPD, given that the existing property already encroaches within both the 45 and 60 degree angles, the staggered building line and the similar relationships along this part of Three Bridges Road, the proposal is not considered to result in a significant material loss of light to No. 71.

- 5.12 This neighbouring property would be located 5m from the proposed development with their single garage and storage area in the intervening space. It is considered that given the positioning of both of the properties and the actual location of the habitable rooms, the proposal would not result in overbearance to this neighbouring dwelling. There are no side windows proposed on the west elevation therefore no overlooking would occur.
- 5.13 There are no other neighbouring properties within close proximity to the application site that would be impacted by the development.
- 5.14 Given the above, it is considered that the proposal would not result in an adverse impact upon residential amenity and would therefore accord with development plan policy in this regard.

Highways and parking

- 5.15 The proposed parking arrangements are not due to be altered as a result of the proposed development. There is currently space to park approximately three cars on the driveway and one in the garage. The Urban Design SPD states that, for a property with 3 or more bedrooms, 2 or more spaces should be provided. As four spaces can be accommodated for the proposed five bedroom property, the proposal would comply with the vehicle parking standards.

Sustainability

- 5.16 Policies ENV6: Sustainable Design & Construction and ENV9: Tackling Water Stress and the Planning & Climate Change Supplementary Planning Document (SPD) (2016) are relevant to this proposal from a climate change mitigation and adaptation perspective. ENV6 requires the submission of a Sustainability Statement responding to the six 'sustainability objectives' set out in the policy. ENV9 states that development should plan positively to minimise its impact on water resources and promote water efficiency. The Planning & Climate Change SPD provides further guidance as to how applications can comply with these requirements.
- 5.17 The proposal is supported by a Sustainability Statement. This identifies Policy ENV6 as being relevant to the proposal and sets out a range of responses relating to energy efficiency, water efficiency, materials, waste and drainage. The Energy and Sustainability Officer advises that the document is fairly general with limited quantitative information but, for a proposal of this nature and scale, this approach is considered reasonable. The proposal is considered to be acceptable in terms of the identified policies subject to conditions securing implementation of the suggested measures.

CONCLUSIONS:-

- 6.1 The proposed development, due to its excessive scale, bulk, design and massing, would be out of keeping with the design and appearance of the street scene. As such, the proposal would be contrary to Local Plan policy CH3 and the Urban Design SPD.

RECOMMENDATION RE: CR/2020/0676/FUL

REFUSE for the following reason:

- 1. The proposed upward, rear and side extensions, due to their scale, height, design, excessive bulk, massing and inappropriate materials, would result in a development that would be unsympathetic to and out of keeping with the scale and character of the existing development along this part of Three Bridges Road, would harm the street scene and, as such, would be contrary to Policy CH3 of the Crawley Borough Local Plan 2015 - 2030 and the Urban Design SPD.

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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 on the refusal of the application to solutions that would provide a satisfactory way forward in any subsequently submitted 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



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

1:750



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 20 July 2021
REPORT NO: PES/373(c)

REFERENCE NO: CR/2021/0247/FUL

LOCATION: [THE OFFICE, CRAWLEY BUSINESS QUARTER, MANOR ROYAL, NORTHGATE, CRAWLEY](#)
WARD: Langley Green & Tushmore
PROPOSAL: DEMOLITION OF EXISTING BUILDING AND ASSOCIATED STRUCTURES AND REDEVELOPMENT FOR STORAGE AND DISTRIBUTION WAREHOUSE WITHIN USE CLASS B8

TARGET DECISION DATE: 6 July 2021

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: RB (GATWICK) LTD
AGENT'S NAME: TDH Estates Limited

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
2529 P411 Rev	A	Site Location Plan
2529 P412 Rev	A	Block Plan - Existing
2529 P406 Rev	P	Proposed Site Plan
2529 P416	A	Block Plan - Proposed
2529 P100 Rev	E	Proposed Floor Plans
2529 P102 Rev	B	Proposed GIAs
2529 P101 Rev	C	Proposed GEAs
2529 P110 Rev	B	Proposed Roof Plan
2529 PSK04 Rev	G	Proposed Elevations
2529 P300 Rev	A	Proposed Typical Building Section
2529 P310		Site Sections
2529 P413 Rev	B	Surface Finishes Plan
2529 P414 Rev	B	Boundary Treatments Plan
2529 P415 Rev	B	External Furniture Plan
1610 KC XX Y 01 Rev	0	Tree Constraints Plan
1610 KC XX Y 01 Rev	0	Tree Protection Plan
LLD2253-LAN-DWG-010 Rev	04	Landscape Strategy Masterplan

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory Consultees

1.	GAL Aerodrome Safeguarding	No objection subject to conditions
2.	WSCC Highways	No objection subject to conditions
3.	National Air Traffic Services (NATS)	No objection
4.	WSCC Lead Local Flood Authority	No objection subject to conditions

Other Consultees

5.	Environment Agency	No objection subject to conditions
6.	Thames Water	No objection subject to conditions
7.	Sussex Building Control Partnership	No comments received
8.	CBC Drainage Officer	No objection subject to conditions
9.	CBC Planning Arboricultural Officer	No comments received
10.	CBC Environment Team	No comments received

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11.	CBC Contaminated Land Officer	No objection subject to conditions
12.	CBC Environmental Health Officer – Noise	No objection
13.	Crawley Cycle & Walking Forum	Requested amendments regarding the cycle layout, access and increase in the number of spaces
14.	Southern Water Ltd	No objection subject to conditions
15.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
16.	Archaeology Officer	No objection
17.	Ecology Officer	No objection subject to conditions
18.	CBC Manor Royal	No objection
19.	CBC Air Quality Officer	No objection subject to conditions
20.	CBC Economic Development	No objection subject to condition
21.	Manor Royal Business District	No objection
22.	The Gatwick Diamond Initiative	No comments received

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through a press advert and by two site notices that were displayed at the site on 28th April 2021 with an expiry date of 20th May 2021.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development.

THE APPLICATION SITE:-

- 1.1 The application site is located within Crawley Business Quarter which is within the larger Manor Royal area. The estate roads are privately maintained, with the public highway located further to the north at Fleming Way and to the south at Manor Royal. There are roundabouts to the immediate north and south of the site from which the site is accessed, plus there are two access points along the western boundary.
- 1.2 The site is broadly rectangular in shape and extends 2.55 ha with the long axis running north to south. The site contains The Office, a 5 storey office building comprising approximately 13,800 sqm. The building was last occupied by Virgin Atlantic. The building has a series of gables, projecting stairwells and entrance features principally in brick with a tiled roof. The building sits centrally within the plot with surface level car parking to the north, west and south. The eastern part of the site contains a decked car park, in concrete, over 2 levels. The car park is broken up by low hedges and some trees, with further landscaping along the northern, western and southern boundary. There is a central courtyard with a staff amenity facility and landscaping.
- 1.3 The site lies within the Manor Royal Main Employment Area as defined by Policy EC3 in the Crawley Borough Local Plan 2015-2030. The site also lies within a Priority Area for a District Energy Network (Policy ENV7) and within the Long Distance Viewpoint from Target Hill (Policy CH8). The Council's records identify the site as contaminated land. It is also within the Gatwick Airport and National Air Traffic Services (NATS) safeguarding zones. Buildings within this area exceeding 10m in height require consultation with Gatwick Airport Limited (GAL) and NATS. The site is also covered by an Article 4 Direction removing certain permitted development rights.

THE PROPOSED DEVELOPMENT:-

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- 2.1 The proposal is for the demolition of the existing building and the redevelopment of the site with a storage and distribution warehouse within use class B8 to be operated by Hermes. The proposed building would measure approximately 7,100sqm at ground floor with an office mezzanine of approximately 660sqm giving a total area of approximately 7800sqm. The building would be positioned at a mid-point north to south but set against the eastern boundary with staff car parking to the south and lorry parking and manoeuvring areas to the north and west. The existing accesses to the north and the south would be retained whereas the two accesses to the west would be removed. The existing boundary landscaping to the north, west and south would be largely retained with further enhancements.
- 2.2 The building would be a warehouse style with a mixture of contemporary horizontal flat panel cladding, vertical profiled cladding, feature flashings, trim colours and glazing with a flat roof. The building would have a mixture of dark grey, light grey and blue cladding. The building would measure a maximum width of 61.5m, a length of 116m and a maximum height of 16.15m. It is proposed that 95 car parking spaces would be provided to the south of the site for staff members. Of which, 19 would be electrical charging spaces, 6 disabled spaces and 9 car sharing spaces. 24 cycle parking spaces would also be located to the south. 48 HGV/LGV spaces are proposed to the west and the north east of the site and 22 docking stations are proposed to the north and west elevations of the building. These spaces would be accessed from the north. The site would be enclosed by 2.4m green paladin (mesh) fencing which would be located behind the existing landscaping buffer.
- 2.3 Hermes currently occupy a unit at Woolborough Lane in Crawley from which they would vacate and they propose to relocate to this site to expand their operations. They have advised that their existing site is no longer fit for their needs, being too small and with limited yard space and a building of around 4,000 sqm. The proposed facility would allow for increasing delivery demands, with an increase from around 90,000 parcels per day to 180,000 parcels per day. Around 158 jobs would be retained with an additional 67 jobs created.
- 2.4 The following documents have been submitted in support of the application:
- Design and Access Statement
 - Planning Statement
 - Transport Assessment
 - Economic Statement
 - Air Quality Assessment
 - Energy and Sustainability Statement
 - Statutory Services Report
 - Tree Survey and Impact Assessment
 - Flood Risk Assessment and Drainage Strategy
 - Contaminated Land Risk Assessment
 - Ecology Appraisal
 - Dust Management Plan
 - Archaeology Desk Based Assessment
 - Landscape Strategy

PLANNING HISTORY:-

- 3.1 CR/2021/0160/DEM - PRIOR NOTIFICATION FOR PROPOSED DEMOLITION
Prior Approval Approved

PLANNING POLICY:-

- 4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

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- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
- Section 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change. In addition to supporting the increased use of renewable and low carbon energy and reducing greenhouse gas emissions, including complying with local sustainability requirements, flood risk should not be increased elsewhere and sustainable drainage systems should be incorporated in major developments.
- Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment, including protecting and enhancing valued landscapes and biodiversity, and recognising the intrinsic character and beauty of the countryside. Development should also not add to or be at risk from pollution.

4.2 The Crawley Borough Local Plan 2015 - 2030

Policy SD1 (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town’s compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan’s policies and objectives.

Policy CH2 (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.

Policy CH3 (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future

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occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.

Policy CH4 (Comprehensive Development and Efficient use of Land) Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.

Policy CH6 (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.

Policy CH8 (Important Views) states that the Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The points from which the view can be enjoyed must remain unobstructed by development in the foreground. Where the view is to an identified feature, development is required to protect and/or enhance this feature.

Policy EC1 (Sustainable Economic Growth) - This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.

Policy EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area, and protects against net loss of employment floorspace.

Policy EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the 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 at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.

Policy ENV1 (Green Infrastructure) 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, or create links to, green infrastructure where possible.

Policy ENV2 (Biodiversity) All development will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.

Policy ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks,

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water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.

Policy ENV7 (District Energy Networks) Major developments within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.

Policy ENV8 (Development and Flood Risk) proposals on all sites of 1 hectare or greater are to be accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed.

Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.

Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.

Policy ENV11 (Development and Noise) states that people's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.

Policy ENV12 (Air Quality) states that proposals that do not have a negative impact on air quality will normally be permitted.

Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.

Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.

Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety. Proposals should be supported by a Transport Statement/Assessment.

Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

4.3 Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

The Local Plan Review Submission Consultation draft 2021-2037 has been published for Regulation 19 consultation on 6 January 2021, and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL7: Important and Valued Views.
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD4: Tree Replacement Standards
- Policy DD5: Aerodrome Safeguarding
- Policy IN1: Infrastructure Provision.

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- Policy IN3: Supporting High Quality Communications.
- Policy EC1: Sustainable Economic Growth.
- Policy EC2: Economic Growth in Main Employment Areas.
- Policy EC3: Manor Royal
- Policy EC5: Employment and Skills Development
- Policy EC6: High Quality Office Provision
- Policy GI 1: Green Infrastructure
- Policy GI 3: Biodiversity and Net Gain.
- Policy SDC1: Sustainable Design and Construction.
- Policy SDC2: District Energy Networks.
- Policy SDC3: Tackling Water Stress.
- Policy EP1: Development and Flood Risk.
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise.
- Policy EP5: Air Quality
- Policy EP6: External Lighting
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

4.4 Planning and Climate Change SPD – Adopted October 2016

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.

4.5 Green Infrastructure SPD – Adopted October 2016

This SPD provides further guidance on new and replacement tree planting, protection of existing trees, biodiversity and wider landscaping issues.

4.6 Urban Design SPD – Adopted October 2016

This document provides further advice on the principles of good urban design in the Crawley context, highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.

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”.

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.

Annex 1 of the SPD contains the Borough’s indicative minimum parking standards. For sites in Manor Royal the following standards apply for warehousing (B8):

Car parking – 1 space per 100 sq m

Lorry parking – 1 space per 500 sq m

Disabled parking – 1 space or 5% total provision

Cycle parking – 1 space per 500 sq m for staff and 1 space per 1000 sq m for visitors

Motorcycle parking – 1 space per 10 car parking spaces.

4.7 Manor Royal Design Guide SPD and Public Realm Strategy – Adopted July 2013

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This document aims to support economic growth in Manor Royal, providing guidance to ensure that 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 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.

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 delivering these improvements is achieving robust and consistent frontages 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, with landscaping to reduce the visual impact of fences and barriers.

The Crawley Business Quarter is identified as 'other minor roads' which states that all developments should demonstrate the following:

- Enhance the visual experience of the local road network
- Create a more legible relationship between roads and pavements, benefiting vehicle users and pedestrians
- Create seasonal interest through landscaping that also improves the clarity in the hierarchy of the road network.

The site is identified as being within the Core Business Zone Character Area A. Key considerations that proposed development in such locations should seek to address are to:

- Maintain the spacious setting of buildings;
- Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm;
- Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and
- Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.

4.8 Developer Contributions Guidance Note (published July 2016)

This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards the public realm in this area which is at a cost of £2 per sqm of new floorspace.

PLANNING CONSIDERATIONS:-

5.1 The main planning considerations are as follows:

- Principle of the development
- The design and appearance of proposal and impact on the street scene and wider area
- The impact on nearby occupiers/neighbours
- The impact on the highway, parking and the operational requirements of the site
- Landscaping, Trees and Ecology
- Sustainability
- Air Quality & Noise
- Flood Risk and Drainage
- Contaminated Land

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- Developer contributions
- Gatwick Airport safeguarding

Principle of the development

- 5.2 Local Plan Policy EC1 set outs that the overarching policy objective is to ensure that Crawley's economic role and function is maintained and enhanced, retaining and maximising the available supply of employment land in order to support economic growth and enable existing and new businesses to grow and prosper. The policy identifies a requirement for an additional 57.9ha business land in Crawley over the Plan period to 2030. As a result of Crawley's constrained land supply position, it identifies an available business land supply pipeline of only 23ha, and therefore a business land supply shortfall of 35ha over the Plan period to 2030. Since Local Plan adoption, available business land has continued to reduce as sites are built out, and the land supply pipeline is currently 17.56ha, as per the Employment Land Trajectory (Base Date 1 September 2020).
- 5.3 The scarcity of available employment land within the Borough and subsequent business land supply deficit place particular weight on the need to build upon and protect the role of the designated Main Employment Areas (MEAs). Local Plan Policy EC2 recognises the significant contribution made by the MEAs to the economy of Crawley and the wider economic sub region, identifying these locations as the focus for sustainable economic growth, and seeking to protect and enhance their employment function. Where proposals would result in a loss of employment floorspace, the specific policy criteria must each be met.
- 5.4 This application would result in a net loss of employment floorspace, due to the proposed demolition of the existing 13,754sqm office building and its replacement with approximately 7800sqm of B8 warehouse unit. The current scheme would represent a substantial loss of floorspace compared to the marginal amount suggested at pre-application discussions. As required, the applicant has submitted information to provide context against the loss of employment floorspace criteria in Policy EC2. These are discussed below.

i. the site is no longer suitable, viable or appropriate for employment purposes;

The applicant has acknowledged that the proposed development would result in a net loss of employment floorspace, though is of the view that any floorspace reduction should be considered within the context of what is a significant need for B8 warehouse units and the retention of the site for business use. The applicant also sets out its view that a net loss of floor space is inevitable where a multi storey office building is being replaced by a B8 warehouse use.

In this regard, it is recognised that there is a significant need for new Class B8 land and floorspace in Crawley, with the Crawley Focussed Economic Growth Assessment (2020) identifying need for at least 32.8ha new industrial (B1c/B2/B8) employment land. The applicant's office market report advises that the existing office floorspace is largely vacant, and having been subject to partial refurbishment and marketing, has attracted only limited interest. This reflects the council's own evidence base, with the Manor Royal Economic Impact Study 2018 finding that refurbished office accommodation, even where this is providing a good quality of accommodation, can also be met with limited market demand as a result of out-dated building configurations and large floor plates that do not meet current business needs. The Northern West Sussex EGA 2020 also discusses the current challenging office market conditions, whereby the available supply is largely composed of older Grade B stock that does not match the market demand for new Grade A stock.

The NPPF para 81(d) requires planning policies to enable a rapid response to changes in economic circumstances, and in this regard it is considered that the accommodation in the existing office building does not meet current business demands, and that the refurbishment of the building for office use (irrespective of viability) would not necessarily remedy this situation given market conditions. The application, whilst resulting in (for operational reasons) an overall loss of employment floorspace, would retain the site in business focussed employment use, bringing what is a currently under-utilised site into active employment use, and would help to meet an identified need for B8 warehouse floorspace.

ii. the loss of any floorspace will result in a wider social, environmental or economic benefit to the town;

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It is recognised that redevelopment of this site would enable Hermes to relocate from its existing Woolborough Lane site to a larger premises, enabling expansion of the business and creation of an estimated 67 additional full time jobs. NPPF para 82 requires planning decisions to address the *'specific locational requirements of different sectors...making provision for...storage and distribution operations at a variety of scales'*. As such, there would be clear economic benefits from this proposal. There would also appear scope for the development to deliver wider social and environmental benefits through appropriate design and landscaping and sustainability measures.

iii. **there is no adverse impact on the economic role or function of the Main Employment Area, and wider economic function of Crawley.**

As discussed at (i) above, the existing office building is largely vacant, and given the nature of the office market, even refurbishment to Grade A status may still face challenges in securing occupiers. Given that the development would retain the site in employment use and would contribute to accommodating the need for warehouse units, although providing a reduced amount of floorspace, it is not considered that the partial loss of employment floorspace would undermine the function of Manor Royal as an MEA, nor the wider economic function of Crawley.

- 5.5 Having regard to the above, the proposed development, although resulting in a significant loss of employment floorspace, would retain the site in business focussed employment use, helping to meet what is a significant B8 floorspace need for Crawley. It would also support the expansion of an existing Manor Royal business and create new job opportunities. It is therefore considered that, on balance, the criteria of Policy EC2 are met.
- 5.6 Local Plan Policy EC3 focuses specifically on Manor Royal, supporting the delivery of business uses in this location, seeking to protect and reinforce its core business function by promoting development within the B-use classes, and encouraging the reuse and intensification of land or buildings within the main employment area. The policy requires development to contribute positively to the overall setting and environment of the main employment area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document. In proposing B class employment development in Manor Royal, and encouraging the re-use of this largely vacant site, the application is consistent with Policy EC3. Given the net loss of employment floorspace, a Manor Royal Contribution would not be charged in this instance.
- 5.7 In conclusion this application would deliver business focussed employment use within Manor Royal, and is in principle supported. The key issue centres on the loss of what is a significant amount of employment floorspace arising from the replacement of the existing office building in favour of a new B8 storage and distribution warehouse. Given the challenges faced by the office market, the need to respond to changing economic circumstances, and that redevelopment of the site would help meet an identified need for warehouse units in Crawley, it is considered that the proposed reduction in employment floorspace at the site is in this instance justified. More broadly, the application would deliver wider economic benefits, bringing a largely vacant site into beneficial employment use, supporting the retention and expansion of an existing employer, and delivering new jobs. Therefore, it is considered that on balance, the loss of office floorspace is justified given the wider economic benefits that would be delivered through the proposed B8 scheme.

The design and appearance of the proposal and impact on the street scene and wider area

- 5.8 Policies CH2, CH3 and EC3 require that all development should contribute positively to the overall setting and environment of Manor Royal through high quality design and landscaping. Policy EC3 specifically makes reference to the Manor Royal Design Guide SPD (MRSPD), and it affords this document significant weight. The design and landscaping of any development at this site would need to be carefully considered, given its location.
- 5.9 The site is located centrally within the Crawley Business Quarter. The Manor Royal Design Guide identifies this area as being within the Core Business Zone Character Area A. The key considerations are that the proposed development in such locations should seek to address are to:
- Maintain the spacious setting of buildings;

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- Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm;
- Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and
- Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.

- 5.10 The proposed building would be offset to the east of the site with hardstanding and parking to the north, south and west. The building would measure 61.5m in width, 116m in length and 16.1m in height. The entrance to the south would lead to a parking area for cars, cycles and motorcycles. To the north would be the entrance / exit to the site for lorries and vans as well as a lorry / van parking area. The central section would form the operational area of the site and would include loading bays and lorry parking spaces. The yard and northern parking area of the site would be enclosed with 2.4m paladin fencing. Landscaping is proposed on the north, south and western boundaries and would also separate the southern parking area from the central yard area.
- 5.11 The proposed building would be commercial in nature however it has been designed so that it is not a typical large 'shed' style building which one would normally associate with such uses. It is proposed to use composite cladding in varying shades of grey, and blue with large glazing panels on the entrance of the building. The cladding would be laid both vertically and horizontally to provide depth and texture creating a building of high quality. The careful use of materials with varying colours and patterns would provide relief and punctuation which would help to break up the mass of the built form.
- 5.12 The landscaping buffer on the road frontages (discussed in more detail in paras 5.29 – 5.37) would also integrate the building within the surrounding locality. Whilst the site is visible in the surrounding area due to its position in relation to the road network, the main views would be from the north and south as one approaches the site. In this respect the landscaping is important to soften the impact of the built form. The building would be lower than the existing structure on the site and lower than those surrounding it and would be similar in character to the BOC buildings to the immediate east. Overall, it is considered that the site can comfortably accommodate a building of this scale, particularly given the scale of the existing building.
- 5.13 In regard to the possible impact in terms of long distance views from Target Hill, the proposed development would be significantly smaller than the building that it would be replacing therefore the proposal would have less of an impact than the current situation. As such the proposal would not adversely impact on the long distance views.
- 5.14 Overall, it is considered that overall the design and layout of the building is appropriate within the context of the main employment area. Whilst it is a large, relatively plain building, this reflects its function and purpose and the design has been improved on the north and south elevations to provide more interest. It is considered the development would create a high quality public realm with the landscaping proposals. As such the proposal would accord with the relevant policies within the Crawley Borough Local Plan and the Manor Royal SPD.

The impact on nearby occupiers/neighbours

- 5.15 The nearest occupiers to the proposed development are those to the east of the site, within the 'BOC' development which comprises of two warehouse buildings adjacent to the eastern boundary of the application site. A small path is proposed to be retained on this eastern boundary of the application site for maintenance/access. It is considered that given that the proposed use would be a warehouse building which would be compatible to the adjacent warehouse use to the east, the proposal would not result in an adverse impact on these adjacent commercial buildings.
- 5.16 Given that the surrounding area is industrial and commercial in its nature and appearance, immediate neighbours are therefore unlikely to suffer disturbance from the proposal. There are no residential dwellings in the near vicinity, it is therefore considered that the proposed development would not be detrimental to the amenities of neighbouring occupiers. As such the proposal would accord with development plan policy in this regard.

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The impact on users of the highway, parking and the operational requirements of the site

- 5.17 The site is currently occupied by a 13,710sqm office building which has historically been home to Virgin Atlantic. The development proposals consist of the redevelopment of the site to provide a 7,800sqm (approx) parcel distribution warehouse within the B8 use class for use by Hermes. The development proposals would include parking on site for employees as well as HGV parking and HGV loading bays.
- 5.18 The site currently has 4 points of access onto the private access road known as Crawley Business Quarter. The site is primarily accessed via two roundabouts to the north and south of the site, there are additionally two secondary accesses located on the western edge of the site which are used to access the existing car park areas.
- 5.19 A series of changes are proposed to the access arrangements at the site to suit the proposed B8 use and the passage of HGVs into and out of the site. The main changes to the northern access would be to create an in and out configuration which would only be used for HGVs and LGVs to access the service yard. It is anticipated that HGVs would approach and leave the site via Fleming Way. It is also proposed that the existing informal pedestrian crossings will be upgraded to be formal zebra crossings. In regard to the southern access, the existing access would be retained and would be used for the staff car park and the office element of the proposal. These vehicles would enter and exit from this access point. The cycle parking would be accessed from the south, originally the cycle parking was located adjacent to the building but it has been relocated so that it is adjacent to the zebra crossing at the front of the site. This makes the spaces more accessible for cyclists with easy access to the building. In addition to above, the two existing secondary accesses on the western boundary of the site will be closed and the footway reinstated.
- 5.20 The site will in effect be divided into two parts with the staff parking contained to the south of the site and with the yard area and lorry / van park to the north. Landscaping is proposed to separate the two areas.
- 5.21 In regard to the required parking arrangements proposed with this application, this is set out in the table below

Cars (1 space per 100sqm) Disabled(a minimum of one space or 5% of total parking provision)		Lorries (and vans) (1 space per 500sqm – 1 space minimum)		Cycle (1 space per 500sqm for staff, 1 space for 1000sqm for visitors)		Motorcycle (1 space minimum+1 space / 10 car parking spaces)	
Standards	Provision	Standards	Provision	Standards	Provision	Standards	Provision
78 (including 5 disabled)	95 (including 6 disabled)	16	48 (spaces) 22 (docking bays)	24	24	11	12

- 5.22 The 95 car parking spaces would be laid out within a car park to the south of the site. Of the 95 spaces, 20 would be electric vehicle charging spaces, 6 would be disabled bays and 9 would be car sharing spaces. 11 motorbike spaces would be located to the far south of the car park and 24 cycle spaces adjacent to the access and egress to the site. The 48 HGV/LGV parking would be located along the western and north eastern boundary of the site within the yard area which is separated from the car park by fencing and a hedge. The 22 docking spaces would be located on the north and west elevations of the building in front of the service doors.
- 5.23 Comparing the proposed provision to the required, the car and HGV parking is higher than the standards require, however the provision has been based on the operational needs of the user. The applicant advises that Hermes are not only relocating but also expanding throughput and employment numbers considerably. They have confirmed their intention to increase from about 158 jobs to about 225 jobs. The unit would operate 24 hours a day, with 3 shifts. At shift turnover during peak periods, up to around 2/3 of these staff may need to be on site, i.e. up to about 150. Their estimate is that this will require a higher number of spaces than the current minimum standard. While it is to be expected that the travel plan and accessibility improvements will reduce overall parking demand, the effectiveness of this will likely be limited when shifts cross over at night time.

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- 5.24 The Local Highway Authority (LHA) were consulted on the application and advise that whilst the proposal would be offering more spaces than the proposed standards, this need for the additional spaces is based on operational need of Hermes. The LHA do not raise concern in this regard but advise that sustainable travel where possible must still be encouraged through the Travel Plan.
- 5.25 The accessible car parking spaces are provided to standard at 5% total provision and in addition, the applicants have considered the guidance in paragraph 110 of the NPPF, the WSCC 2019 guidance on 'Parking and New Development' and emerging local plan and provided EV charging parking spaces within the layout for 20% of the car parking spaces providing 20 spaces. These measures are considered a positive addition to future proof the development and encourage more sustainable forms of private vehicle travel.
- 5.26 In terms of the net traffic impact, the LHA advise that the proposed use would greatly decrease the number of trips on the highway network at peak times. However, it would increase the amount of operational HGV traffic to and from the site in the peak hours and across the whole day. Whilst there would be an increase in HGV trips during the peak periods the LHA do not consider that it would be at a level where further highway junction assessment modelling would be required.
- 5.27 The LHA requested further information regarding the proposed traffic distribution for the site which the applicant has provided. The LHA advise that given that the proposed development is intended to replace the existing Hermes depot, and also considering the previous use of the site with its associated trips it is not expected that there would be a significant impact on the local junctions that would affect capacity or safety and therefore they do not raise objection to the proposal. Conditions are requested regarding the submission of a construction management plan, cycle parking details, for the travel plan to be approved and for the vehicle parking and turning area to be implemented prior to occupation. Furthermore, the LHA require a contribution of £3500 for Travel Plan monitoring which would be secured by a S106.
- 5.28 In conclusion, the proposed number of cycle spaces and motorbike parking spaces would comply with the parking standards. Whilst there is a considerable overprovision of car parking spaces and HGV/LGV spaces, this is as a result of the specific needs of the end user and would be acceptable in this instance. The parking layout would be acceptable with the car park / cycle / motorbike spaces separated from the main yard area and the HGV/LGV spaces and loading bays. Therefore, subject to the above suggested conditions, it is considered that the proposal would not result in an adverse impact in regard to highway capacity or safety and as such would accord with development plan policies in this regard.

Landscaping, Trees and Ecology

- 5.29 Local Plan Policies CH2, CH3 and EC3, the Manor Royal SPD and supporting the Public Realm Strategy places considerable emphasis on enhancing private landscaped areas along the road frontages and internally within the sites. Policy ENV2 states that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation value within and around the development.
- 5.30 This site is designated within The Manor Royal Urban Design Guide as 'other minor roads' which states that areas beyond the Secondary and Primary roads are less prominent but are also important in defining the look, feel and experience of the Business District. Consistent general design guidance and provision of a landscaping buffer can improve public areas across the highway network and ensure there is quality interaction between private plots and the public realm. The SPD goes on to say that all developments on minor roads should demonstrate how they address the following:
- Enhance the visual experience of the local road network.
 - Create a more legible relationship between roads and pavements, benefiting vehicle users and pedestrians
 - Create seasonal interest through landscaping that also improves the clarity in the hierarchy of the road network

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Whilst most of the existing soft landscaped areas are within private ownership, by considering the use of verges and making better use of space within the private realm, there is scope for areas of wildflower, groundcover and tree planting.

- 5.31 The application was supported by a Landscape Masterplan Strategy, An Arboricultural Impact Assessment and Method Statement, including a Tree Protection Plan and an Ecological Assessment. It is proposed to remove 50 individual / pairs of trees and 5 groups of trees. The trees to be removed vary from category C to U class trees with the exception of the following category B trees; a pair of paperback Birch trees (T11), a pair of Ash Trees (T18), a group of Ash trees (T30) and an Alder (T32). None of the trees are protected and they are not significant in terms of their size or age. Further the Ash trees are showing sign of ash die back. Policy CH6 requires 77 replacement trees to be planted, and 138 new trees are proposed.
- 5.32 Given the operational needs of the site, it is not proposed that there would be any planting within the main yard area of the site. The planting would be kept to the boundaries and within the staff parking area to the south. The existing landscaping buffer on the northern boundary is a maximum of 10.6m in length and on the west is 8m. The southern boundary is more informal and varies in depth. These boundaries are proposed to be strengthened by planting a mixture of 58 extra heavy standard trees and 80 standard trees. These would be native species of 14-16cm girth and 8-10 cm girth. Ornamental tree planting (4-4.5cm girth), shrubs and a native mixed species hedgerow. To the south of the site a native hedge is proposed on the boundary of the staff car park, tree planting is proposed within the parking area to break up the hardstanding and ornamental planting and native wildflower grassed areas are also proposed. To the east, there is little opportunity for planting given the location of the building with the boundary however this boundary is the least visible from the surrounding area and would be acceptable in this instance.
- 5.33 The proposed planting has been balanced against the operational requirements of the site. The landscaping has been improved on the boundaries of the site which would help to soften the appearance of the site when viewed from the surrounding area and the hardstanding to the south has been broken up by further planting. The proposed replacement planting of 138 trees coupled with the retention of the majority of the existing trees on the boundaries is such that the proposed landscaping and planting strategy would be acceptable subject to conditions requiring the protection of the retained trees during construction. Further the proposal would provide in excess of the number of replacement trees under Policy CH6 (77 required and 138 proposed).
- 5.34 In regard to the ecological impacts of the site, an ecological assessment and bat survey were submitted with the application which stated that the majority of the application site is of no intrinsic ecological value, comprising areas of built form and hardstanding. The small areas of amenity grassland and ornamental planting are considered to be of negligible ecological value given their small extent and limited species range. The report suggests that no specific mitigation would be required for the loss of these habitats.
- 5.35 A key component of the landscaping proposals will include for the extensive buffering of the western, northern and southern boundaries to both enhance its value as an ecological asset in its own right, as well as strengthening its links with connected Green Infrastructure within the wider area, including pockets of Ancient Woodland and the identified Ancient Hedgerow network. The ecological enhancements would include the use of flowering plants to encourage invertebrates, bat-friendly planting to increase foraging, native species-rich hedgerows on the site boundaries and within the car park to the south, green walls to the building by training climbing plants to grow up the building and the installation of bird and bat boxes.
- 5.36 The Ecologist was consulted on the proposal and advises that the report suggests that the proposals would provide for a net gain in biodiversity. However he does not consider that there would be any significant gain but he accepts that the modest amount of new habitat is capable of offsetting the loss of a modest amount of existing habitat, once matured which should be weighed against the local plan policy for net gain. He is satisfied with the results of the bat surveys and that no bats were present. A condition is suggested that the development is carried out in accordance with the recommendations set out within the Ecological Impact Assessment and subject to this, the proposal would be acceptable in this regard.

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- 5.37 Policy ENV2 states that developments should incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation. Given that the proposed re-planting far exceeds that which would be removed, coupled with the proposed ecological enhancements, it is considered that the removal of a number of trees would be acceptable in this instance. The proposal would therefore comply with the relevant Local Plan Policies and the Manor Royal SPD.

Sustainability

- 5.38 Policy ENV6 (Sustainable Design and Construction) states that all development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. Policy ENV7 (District Energy Networks) states that major developments within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area. Policy ENV9 (Tackling Water Stress) states that non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 5.39 The proposal is supported by an Energy and Sustainability Statement, including a BREEAM Pre-Assessment Document as an Appendix. The Energy and Sustainability Statement refers to the current adopted policies, and responds in the following terms:
- Building fabric is similar to the 'notional' Building Regulations compliant specification;
 - Some improvements to energy efficiency of building services in relation to Building Regulations 'notional' requirements, e.g. more energy efficient lighting;
 - Air Source Heat Pumps and mechanical ventilation with heat recovery are identified as the most appropriate technology for providing heating, cooling and ventilation to the office areas;
 - Solar PV is also proposed for the roof area (as shown on the roof plans)
 - In terms of EV charging infrastructure the proposal includes 'active charging points for up to 20 vehicles' and buried ducts 'to be provided to the remaining car parking spaces, for future installation of electric charging points'.
 - In respect of policy ENV7 and District Energy Networks, the Statement identifies that there is no network currently in the vicinity. It continues: *The development has been designed to include a valved connection point for future connection to a district heat network via a plate heat exchanger, and future pipework routes have been considered. However, it is deemed that air source heat pumps offer an optimal low carbon solution to heating and cooling the office spaces and will offer further savings as the electricity grid continues to decarbonise.*
- 5.40 The proposed Strategy would achieve a reduction of 59% in energy consumption and 45% in CO2 emissions compared with baseline Building Regulations requirements. Allowing for 'unregulated' energy consumption (i.e. energy consuming equipment not covered by building regulations) these would fall to 31% and 20% respectively.
- 5.41 The Energy and Sustainability Officer advises that the strategy is considered acceptable. The report states that the future user would be responsible for connecting to the district network and that the proposed heat pump would be the heat source in the first instance. The plans show that an area would be safeguarded within the proposed building to allow for connection in the future and a condition is recommended to secure this. The BREEAM pre-assessment confirms that a level of performance which meets the ENV6 and ENV9 requirements is being targeted which can be secured via a condition. Conditions are also suggested in regard to the details of the solar PV array and electrical vehicle charging spaces.

Air Quality & Noise

- 5.42 The proposal is accompanied by an Air Quality Assessment that has considered the air quality impacts during the construction (dust and vehicle emissions) and the buildings' subsequent operational phases (traffic impacts on the local road network).

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- 5.43 The Council's Air Quality officer comments that during the construction phase, dust emissions can be adequately managed by adopting appropriate mitigation measures. This can be covered in the Construction Management Plan condition. The Air Quality officer also notes that the cumulative impacts of this development combined with other traffic growth generally within the area may contribute to a creeping baseline which may lead to exceedances and to account for this the applicants also carried out an Emissions Mitigation Assessment to calculate the cost of this damage from increased emissions from this development and appropriate mitigation to offset this damage.
- 5.44 The total cost was calculated at £127,164. This relates to the value of mitigation that should be applied to offset these adverse effects. It is recommended that these measures are secured by a s106 legal agreement in order to address these air quality issues. The package of measures would be a combination of both on-site and off-site proposals. The additional on-site mitigation measures are required to be over and above existing policy requirements.
- 5.45 Since this analysis was done, the applicants have reviewed the figures and at the time of writing this report have just submitted a new Air Quality Assessment. This is currently being considered by the Air Quality officer and an update will be given at the Committee meeting.
- 5.46 In regard to the noise impacts of the development, given that the site would be located within an existing industrial estate and would be used for warehousing and distribution, the proposal would not result in any adverse noise impacts and there are no residential properties within close proximity to the site.
- 5.47 Overall, subject to conditions and a s106 agreement the proposal would not result in an adverse impact upon air quality or noise and would therefore accord with Local Plan Policy ENV12.

Flood Risk and Drainage

- 5.48 The proposed development site is a brownfield site with buildings and the majority of the remaining site area laid to hardstanding. The site is located within Flood Zone 1 and is an area with low potential of flooding. The existing developed site has several surface water drainage connections to Thames Water infrastructure. The submitted Flood Risk Assessment and Drainage Strategy shows that sustainable drainage techniques in the form of below ground attenuation with a restricted discharge to the main Thames Waters sewer as well as permeable paving to the staff car park.
- 5.49 Thames Water have advised that in regard to foul water that there is sufficient sewerage capacity to accommodate the development. In regard to surface water, they advise that they will only connect once it has been demonstrated that the hierarchy of disposal methods has been examined and approved by the lead local flood authority. The Council's Drainage Officer raised no objection to the proposal and confirmed that based on the impervious nature of the soil strata and the distance to a watercourse, the feasible option will be a connection of the surface water discharge to a public sewer asset such as Thames Water. The Drainage officer requires the submission of a construction drainage and environment management plan prior to the commencement of the development.
- 5.50 Subject to conditions it is considered that the proposal would not result in an adverse impact in regard to flood risk or drainage in accordance with Local Plan Policy ENV8.

Contaminated Land

- 5.51 A Preliminary Phase 2 Contaminated Land Risk Assessment was submitted with this application. This indicates that the ground under the existing floor slab may require further intrusive investigation following demolition works. It is understood intrusive works have been undertaken and that no remediation works are suggested based on the results of the investigation and future surfacing of the site. It is further understood that not all the site was available for intrusive works and that more investigation is to be undertaken.
- 5.52 The recommendations and analysis detailed in the submitted report are considered acceptable in principle, but the report states that further investigation is required. As a result, the Environment

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Agency raised no objection, but request a condition advising that should contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy is approved. The Council's Contaminated Land Officer has no objection to the proposal subject to a condition relating to a 3-stage risk based approach relating to risk assessment, options appraisal and remediation & verification.

- 5.53 Therefore, the proposal, subject to conditions requiring the submission of a 4 stage contaminated land strategy to be submitted prior to the commencement of the development as well as a condition requiring work to stop immediately should any contamination be found, the proposal would not result in an adverse impact regarding contamination and is considered acceptable in this regard.

Developer contributions

- 5.54 A S106 agreement is required to secure the following matters:

- Travel Plan monitoring fee of £3500
- Air Quality Mitigation measures to a value of £127,164 to include both on-site and off-site mitigation measures

- 5.55 In regard to a Manor Royal contribution towards public realm improvements, the proposal would result in a reduction in business floor space therefore a contribution would not be required in this regard.

Gatwick Airport safeguarding

- 5.56 Gatwick Airport Safeguarding and NATS have both commented on the application. NATS has no objection. GAL Safeguarding has no objection, subject to conditions to address: the implementation of the Bird Hazard Management Plan, submission of a detailed landscaping scheme to ensure that the amount of be fruit/berry bearing species would not exceed 40% of the total planting, submission of details for the PV, and a cranes informative. All these conditions are recommended accordingly.

CONCLUSIONS:-

- 6.1. The use of the site is in principle supported by Local Plan policies and would have a potentially positive impact in terms of the local economy. The building design, size, massing, materials and landscaping would be considered acceptable within Manor Royal. Given the proposed landscape strategy and proposed ecological enhancements, it is considered that the removal of several trees would be balanced against the overall benefits of the development. The specific operational needs of the site and this operator in terms of access, car, lorry, cycle and motorcycle parking can be met, and the Local Highway Authority have confirmed there are no objections in terms of impact upon road capacity or highway safety. The proposals relating to drainage, air quality, and contaminated land would also be acceptable, subject to conditions, and the sustainability measures would provide a BREEAM excellent rating for water and energy credits.
- 6.2. Subject to the completion of the S106 legal agreement for the Travel Plan monitoring fee and air quality mitigation measures, it is considered that the proposal would accord with the relevant sections of the NPPF the relevant policies of the Local Plan 2015-2030 and relevant Supplementary Planning Guidance. On this basis it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2021/0247/FUL

PERMIT - Subject to the conclusion of a Section 106 legal agreement, and subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:

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(Drawing numbers to be added)

REASON: For the avoidance of doubt and in the interests of proper planning.

3. The development hereby permitted shall be used solely for the purposes of Use Class B8 (Storage or Distribution) and not for any other use as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended), without the prior written consent of the Local Planning Authority
REASON: To ensure that there is adequate parking and servicing provision on the site to reflect the use in accordance with Policies IN3, IN4 and CH3 of the Crawley Borough Local Plan 2015 - 2030 and the Urban Design Supplementary Planning Document.
4. 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 buildings 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.
REASON FOR PRE-COMMENCEMENT: This condition is required pre-commencement as it relates to the site layout and how building will be constructed.
5. Prior to the commencement of the development hereby permitted, a Construction, Drainage and Environment Management Plan shall be 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),
 - details of public engagement both prior to and during construction works.
 - the management of surface water during construction
 - details of biodiversity and mitigation measures during site clearance, demolition and construction.REASON: In the interests of highway safety, ecology, drainage and the amenities of the area in accordance with Policy IN3 and CH3 of the Crawley Borough Local Plan 2015 - 2030.
REASON FOR PRE-COMMENCEMENT: This condition is required pre-commencement to ensure appropriate arrangements are in place to manage construction vehicles and related construction traffic arriving at the site and to ensure the potential impacts upon the amenity of the area, drainage and ecology are controlled.
6. The development hereby permitted shall be carried out in accordance with the Air Quality Assessment in particular Table 22 - Mitigation of Construction Activities, dated July 2021 submitted with the application which must be implemented during the construction of the development .
REASON: To ensure that the development does not have a negative impact on Air Quality in accordance with Policy ENV12 of the Crawley Borough Local Plan 2015 - 2030.
7. The development hereby permitted shall be carried out in accordance with the Travel Plan ref 2021/5819/TP02 dated June 2021 submitted with the application. Only the approved details shall be implemented.
REASON: To encourage and promote sustainable transport in accordance with Policy IN3 of the Crawley Borough Local Plan 2015 - 2030.
8. Prior to the occupation of the development hereby permitted the car, motor cycle and lorry parking spaces (including the electric vehicle charging spaces) and the turning and manoeuvring areas shall be constructed in accordance with the approved plans. These spaces and areas shall thereafter be retained for their designated use.

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REASON: To provide adequate on-site car parking and turning space for the development in accordance with Policy IN3 of the Crawley Borough Local Plan 2015 - 2030.

9. Prior to the first occupation of the development hereby permitted, plans and elevation shall be submitted to and approved in writing by the Local Planning Authority for:
- (i) sheltered cycle parking spaces,
 - (ii) details of the storage of refuse / recycling provision
 - (iii) details of the substation and transformer plants.

The agreed details must be laid out and available prior to first occupation of the development and retained for the life of the development unless otherwise approved in writing by the Local Planning Authority.

REASON: In the interests of visual amenity and to ensure the operational and servicing requirements of the development are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

10. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with Policy ENV10 of the Crawley Borough Local Plan 2015-2030 and paragraph 170 of the National Planning Policy Framework.

11. The development hereby permitted shall be implemented and thereafter maintained and managed in accordance with the Flood Risk Assessment and Drainage Strategy provided by PRK UK Ltd and dated 30 March 2021, including a reduction of 50% of the pre development surface water flow rate as part of the surface water management plan, unless otherwise agreed in writing by the Local Planning Authority.

REASON: This is a major development and the performance of the drainage system must be future proofed to avoid flooding within the development and subsequent flood risk to other areas close to the development site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.

12. Prior to the occupation of the development hereby permitted, a post construction certification shall be submitted to and approved in writing by the Local Planning Authority. This shall confirm that the works including the SuDS features proposed in the FRA and Drainage Statement have been constructed as stated. This shall be carried out by a third party.

REASON: This is a major development and the performance of the drainage system must be future proofed to avoid flooding within the development and subsequent flood risk to other areas close to the development site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.

13. The development hereby permitted shall be carried out in accordance with the Tree Survey and Impact Assessment dated March 2021 ref: 1610-KC-XX-YTREE Rev 0 submitted with the application. The tree protection measures as set out within Section 6 of the report must be implemented prior to the commencement of the development and thereafter maintained for the duration of the construction works.

REASON: To ensure that the existing trees are not compromised during the construction of the development in accordance with Policy CH3 and CH6 of the Crawley Borough Local Plan 2015 - 2030. This condition is required pre-commencement as it relates to the site layout and how building will be constructed.

14. No above ground development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs
- Hedging

The approved details of the landscaping shall be carried out in the first planting and seeding season following the occupation of the building 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

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any variation. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: In the interests of amenity and of the environment of the development and to avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015 - 2030.

15. Prior to the first occupation of the development, a Landscape Management Plan which covers a period of no less than 15 years shall be 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.

16. The recommendations set out in the Ecological Impact Assessment report by Lizard Landscapes dated 11 June 2021 shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

REASON: to ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with policy ENV2 of the Crawley Borough Local Plan 2015 - 2030.

17. Prior to the first occupation of the development, an enhancement and management plan for biodiversity features, which may be integrated with a landscape management plan, setting out aims, objectives initial enhancements, ongoing management operations, initial five-year action plan, details of responsibility for implementation, and, provision for review and updating shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in full, including on site completion of initial biodiversity enhancements prior to first occupation, unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with policies ENV2 of the Crawley Borough Local Plan 2015-2030 and paragraph 175 of the NPPF.

18. Prior to the commencement of the development hereby permitted, details showing the proposed location of one fire hydrant or stored water supply (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service. The approved details shall then be implemented prior to occupation of the development.

REASON: to ensure the operational requirements of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

REASON FOR PRE-COMMENCEMENT: This condition is required pre-commencement as it relates to how the site layout and building will be constructed.

19. No above ground works shall be carried out unless and until a schedule of materials and finishes including samples of such materials and finishes to be used for external walls (and roofs) of the proposed building, including the glazing and cladding have been submitted to and approved by the Local Planning Authority. The development shall thereafter only be constructed in accordance with the approved materials.

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.

20. No above ground works shall be carried out unless and until precise details (including a 1:20 section of the glazing details), showing the ground and 1st floor window profiles, main entrance door fenestration profiles including surrounding details for the south and west elevations have been submitted to and been approved 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 policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

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21. Prior to the commencement of the development hereby permitted, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- The Bird Hazard Management Plan shall be implemented as approved, upon completion of the roof 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 roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015 - 2030.
- REASON FOR PRE-COMMENCEMENT: This condition is required pre-commencement as it relates to how the building will be constructed.
22. Prior to the commencement of the development hereby permitted, a strategy to deal with the potential risks associated with any contamination of the site shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:
1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.
- REASON: The proposed site is on a former works/engineering/industrial ground with risk of contamination on the site and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution or contaminated land in accordance with Policy ENV10 of Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.
- REASON FOR PRE-COMMENCEMENT: This condition is required pre-commencement as it relates to how contamination will be investigated and remediated during construction and then during operation.
23. 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 a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.
- REASON: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with Policy ENV10 of Crawley Borough Local Plan 2015-2030 paragraph 170 of the National Planning Policy Framework.
24. No solar panels shall be installed until full details have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless agreed in writing by the Local Planning Authority. The scheme shall be implemented as approved.
- REASON: In the interest of visual amenity and to ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues in accordance with Policies CH3 and ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD

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25. Within six months of the occupation of the development hereby permitted, a post-construction report shall be submitted to and agreed in writing by the Local Planning Authority, verifying that that Unit has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
26. The space and connection point for a future heat plate exchanger and associated future ducting route for a connection to a District Heat Network, identified on submitted drawing 6113-CBC-00-00-DR-U-96002 T01, shall be kept available for this purpose.
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.

INFORMATIVES(S)

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email: lgwcranes@gatwickairport.com

Please note that as from 31st May 2021 crane operators will in the first instance need to notify the Civil Aviation Authority (CAA) of any cranes in the UK that are over 10m in height or taller than the surrounding trees/structures. Notification should be at least 8 weeks before any crane is due on site. For further details please refer to CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk

2. Only clean uncontaminated water should drain to the surface water system. Roof drainage shall drain directly to the surface water system (entering after the pollution prevention measures). Appropriate pollution control methods (such as trapped gullies and interceptors) should be used for drainage from access roads and car parking areas to prevent hydrocarbons from entering the surface water system.
3. In regard to condition 22 above, the following applies:
1. A desk-top study carried out by a competent person. The study shall detail the history of the site uses and identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. Two full copies of the desk-top study and the non-technical summary shall be submitted to the LPA.
 2. A site investigation shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology BS 10175:2011. The site investigation should fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications, including an assessment of risk to any potential receptors. A full report on the findings of the site investigation shall be submitted to the LPA see note above.
 3. A written remediation statement, detailing the works necessary so as to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including any controlled waters, shall be submitted to the LPA and agreed in writing with the LPA prior to any remediation commencing on site. Two copies of the remediation report shall be submitted to the LPA.
 4. Approved remediation works shall be carried out in full on site, under a quality assured scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the remediation works contamination is encountered that had not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA in accordance with the process laid out at points 1 – 3 above.
 5. Upon completion of the remediation works, this condition shall not be discharged until further validation report has been submitted to, and approved by the LPA. The validation report shall include quality assurance certificates to show that the works have been carried out in accordance with the approved methodology. Details of any post remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the

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validation report together with the necessary documentation detailing what waste materials have been removed from the site.

4. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act.

Trees and scrub are likely to contain nesting birds between 1 March and 31 August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present.

5. The applicant is advised of the following advice from Thames Water:
There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

6. The applicant is advised of the following advice from Southern Water:
 - No excavation, mounding or tree planting should be carried out within 6 metres of the public water main without consent from Southern Water.
 - No new soakaways should be located within 5 metres of a public water main.
 - All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works. Please refer to: southernwater.co.uk/media/default/PDFs/stand-off-distances.pdf

Following initial investigations, Southern Water can provide a water supply to the site. Southern Water requires a formal application for connection and on-site mains to be made by the developer. A formal application for a connection can be made via Southern Water's online developer services portal at: <https://developerservices.southernwater.co.uk>

1. NPPF Statement

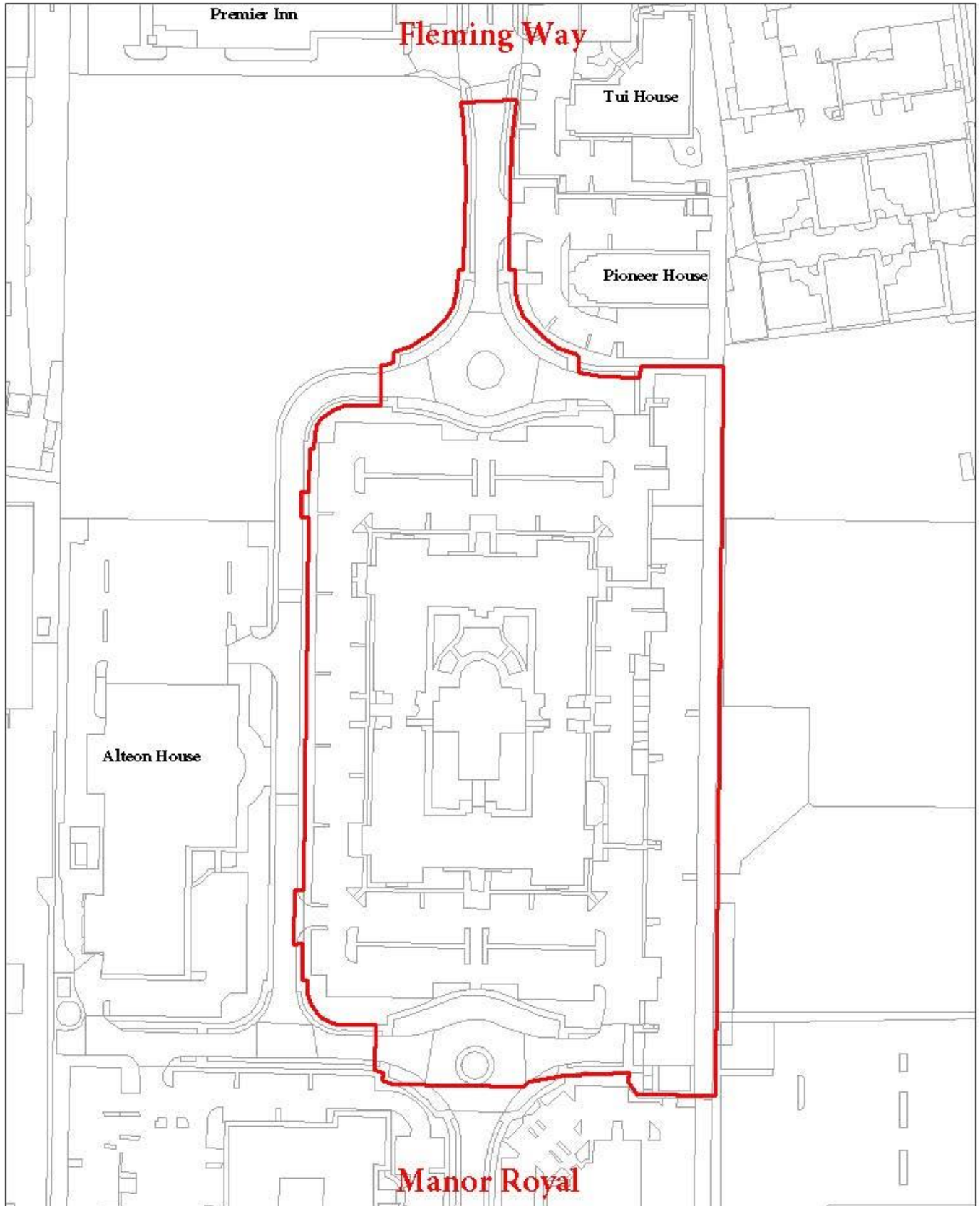
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

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

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



CR/2021/0247/FUL Proposed Site Plan 4



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 20 July 2021
REPORT NO: PES/373(d)

REFERENCE NO: CR/2021/0308/ARM

LOCATION: [42 & 44 BRIGHTON ROAD, SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: APPROVAL OF RESERVED MATTERS IN RELATION TO APPEARANCE AND SCALE PURSUANT TO CR/2020/0588/OUT FOR THE ERECTION OF A PART 3 AND PART 4 STOREY BUILDING COMPRISING OF 5 X 1NO. BEDROOM FLATS AND 15 X 2NO. BEDROOM FLATS, OF WHICH 2 NO. WILL BE DESIGNATED AS AFFORDABLE HOUSING, FOLLOWING THE DEMOLITION OF EXISTING SEMI-DETACHED DWELLINGS, THE IMPROVEMENT OF AN ACCESS FROM BRIGHTON ROAD, THE CREATION OF A NEW VEHICULAR ACCESS FROM STONEFIELD CLOSE AND ASSOCIATED WORKS AND LANDSCAPING

TARGET DECISION DATE: 26 July 2021

CASE OFFICER: Ms D. Angelopoulou

APPLICANT'S NAME: Turnbull Land Ltd
AGENT'S NAME:

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
0268-P020		Location And Block Plan
0268-P051	B	Proposed Site Plan Showing Ground Floor Layout
0268-P052	B	Proposed 1st & 2nd Floor Plans
0268-P053	B	Proposed 3rd Floor & Roof Plan
0268-P054	A	Proposed West Elevation
0268-P055	B	Proposed South Elevation
0268-P056	A	Proposed East Elevation
0268-P057		Proposed North Elevation
0268-P058	A	Proposed Streetscene Elevation
0268-P059	A	Proposed Section AA
0268-P060		Proposed Section BB
s18/6717/01		Topographical Survey
0268-P031		Illustrative Landscaping Site Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

Type	Comments
1. GAL Aerodrome Safeguarding	No objection subject to conditions & informative as attached under CR/2020/0588/OUT.
2. WSCC Highways	No objection subject to conditions & informative as attached under CR/2020/0588/OUT.
3. National Air Traffic Services (NATS)	No objection.
4. Thames Water	Under previous application CR/2020/0588/OUT; No objection subject to condition & informative.
5. Sussex Building Control Partnership	No response received.

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| 6. | Police | Comments regarding Secured by Design remain extant as per CR/2020/0588/OUT. |
| 7. | CBC Drainage Officer | No objection subject to conditions under CR/2020/0588/OUT. |
| 8. | CBC Housing Enabling & Development Manager | No response received. |
| 9. | CBC Planning Arboricultural Officer | Under previous application CR/2020/0588/OUT; no objection subject to condition. |
| 10. | CBC Environmental Health | Under previous application CR/2020/0588/OUT; no objection subject to condition. |
| 11. | CBC Refuse & Recycling Team | No objection subject to the previous condition under CR/2020/0588/OUT. |
| 12. | Southern Water Ltd | No objection subject to informative as per CR/2020/0588/OUT. |
| 13. | CBC Energy Efficiency & Sustainability | No objection subject to conditions & Informative as per CR/2020/0588/OUT. |
| 14. | CBC Urban Design | No response received. |
| 15. | CBC Countryside & Open Space | Under previous application CR/2020/0588/OUT comments regarding open space contributions. |

NEIGHBOUR NOTIFICATIONS:-

The application was publicised through site notices and a press notice, with a consultation period running from 26/05/2021 until 24/06/2021.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is for 'major' development.

THE APPLICATION SITE:-

- 1.1. The application site is located on the eastern side of Brighton Road at its junction with Stonefield Close, within the neighbourhood of Southgate. The site measures 0.17 hectares, and currently contains a pair of semi-detached dwellings, Nos. 42 and 44 Brighton Road. The two properties are brick built with red tile hanging detailing at first floor level and pitched roofs. There are attached garages on the sides of the two properties. No. 42 Brighton Road has vehicular access from Stonefield Close, whilst No. 44 Brighton Road has a vehicular access onto Brighton Road.
- 1.2. There are a number of mature trees and other vegetation on the site. This includes screening along the western boundary fronting Brighton Road, the southern boundary adjacent to Godolphin Court, and on the eastern boundary of the site adjacent to No. 26 Stonefield Close.
- 1.3. The surrounding area is predominantly residential in character. To the south is Godolphin Court (a three storey block of flats), to the north is Alexandra Court (a two storey block of flats), and to the west is Glendon House (a three storey block of flats). To the east along Stonefield Close are semi-detached bungalows.
- 1.4. The site lies on Brighton Road which is a classified 'A' road, and within the Gatwick Safeguarding Zone which requires GAL Safeguarding and NATS to be consulted on proposals which exceed 10m in height.

THE PROPOSED DEVELOPMENT:-

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- 2.1. The site has outline planning permission for the demolition of the existing two semi-detached properties and the erection of a part 3/part 4 storey residential building. This comprises 5x 1no. bedroom flats and 15x 2no. bedroom flats. Two flats would provide affordable housing. Access and layout were approved at outline application stage. The current application seeks approval of the appearance and scale of the development. Landscaping would remain to be considered through a later reserved matters application.
- 2.2. Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, defines these matters as:
- Layout – *“the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.”*
- Scale – *“the height, width and length of each building proposed within the development in relation to its surroundings.”*
- Access – *“the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.”*
- Appearance – *“the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.”*
- Landscaping – *“the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features”*
- 2.3. The outline application approved two vehicular accesses to the site. The existing access from Brighton Road will be retained to provide access to the small car parking area in front of the building. A new access will be created onto Stonefield Close providing access to the larger parking area to the rear. In total, 20no. on-site car parking spaces would be provided. A cycle store would be located on the southern side of the site, providing covered storage for 38no. cycles.
- 2.4. The outline also approved the layout. The building would be positioned 3.5m from the southern boundary, 9m from the western boundary, 2m from the northern boundary and 24-27m from the eastern boundary.
- 2.5. The current Reserved Matters application addresses scale and appearance. For scale, the drawings show a part three/part four storey building. The four storey element would be located on the southern side of the site, nearly 13m in height including the lift overrun, and the three storey element would be on the northern side and 9.7m in height. The building would be located within the middle of the site and would have a maximum width of 24m and a length of 24.5m. It would be set back 12m from Brighton Road, 5m from Stonefield Close, and there would be a gap of 29-31.5m between the rear elevation of the building and No. 26 Stonefield Close to the east.
- 2.6. In terms of appearance, the building would have a flat roof. There would be recessed balconies on the front elevation, while the other elevations would contain projecting balconies. The building would be mainly finished in brick and would have decorative textured brickwork and metal cladding to the 3rd and 4th storeys.
- 2.7. The following supporting documents have been submitted with the application:
- A site layout plan, proposed floorplans, elevations and streetscene elevations
 - Indicative landscaping site plan
 - Planning Statement
 - Design and Access Statement
 - Covering Letter
- 2.8. The submitted Planning Statement states that *‘the scheme is essentially the same as the one submitted for the outline approval under CR/2020/0588/OUT, with only minor revisions to internal*

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layouts and servicing/maintenance requirements. The internal amendments have been suggested by Crawley Borough Council Development/Housing team who have expressed an interest in developing the site alongside Turnbull Land. So we can be confident that the layouts are suitable for modern living maximising storage and carbon reduction.'

PLANNING HISTORY:-

- 3.1. CR/2020/0588/OUT – Outline application (access and layout to be determined with appearance, landscaping and scale reserved) for the erection of a part 3 and part 4 storey building comprising of 5 x 1no. bedroom flats and 15 x 2no. bedroom flats, of which 2 no. will be designated as affordable housing, following the demolition of existing semi-detached dwellings, the improvement of an access from Brighton Road, the creation of a new vehicular access from Stonefield Close and associated works and landscaping – Approved on 16 February 2021 following completion of a S106 agreement.
- 3.2. CR/2019/0214/OUT – Outline application (access and layout to be determined with appearance, landscaping and scale reserved) for the erection of a part 3 and part 4 storey building comprising of 5 x 1no. bedroom flats and 15 x 2no. bedroom flats, following the demolition of existing semi-detached dwellings, the creation of a new vehicular access from Stonefield Close and associated works and landscaping (amended plans received).
This application was considered by Planning Committee at its meeting on 18 November 2019 and refused on 19 November 2019 for the following reasons:
1. The proposal would not provide any provision towards affordable housing, where there is a significant and demonstrated need in the Borough. The proposed development is therefore contrary to Policies H4 of the Crawley Borough Local Plan 2015-2030, the Affordable Housing Supplementary Planning Document (2017), and paragraph 64 of the National Planning Policy Framework (2019).
 2. An agreement is not in place to ensure that the appropriate contributions for tree planting and open space are secured. The development is therefore contrary to policies CH6, ENV5, and IN1 of the Crawley Borough Local Plan 2015-2030 and Supplementary Planning Guidance Document 'Green Infrastructure'.

The subsequent appeal was dismissed on 13 July 2020.

- 3.3. CR/040/1988 – Erection of two storey side extension, double garage and front extension at 44 Brighton Road. Permitted however not implemented.
- 3.4. CR/155/1979 – Erection of extension to garage with provision for room above at 44 Brighton Road. Permitted however not implemented.
- 3.5. CR/142/67 – Erection of a bungalow and garage, Stonefield Close rear of 42 and 44 Brighton Road. Refused.
- 3.6. CR/466/64 – Proposed formation of additional bedroom over the garage at 44 Brighton Road. Permitted however not implemented.
- 3.7. CR/465/64 – Proposed formation of additional bedroom over garage, at 42 Brighton Road. Permitted however not implemented.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1. The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Paragraph 8 states that achieving sustainable development means the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are:
 - a) an economic objective – “to help build a strong, responsive and competitive economy...”

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b) a social objective – “to support strong, vibrant and healthy communities....”

c) an environmental objective- “to contribute to protecting and enhancing our natural, built and historic environment...”

- Section 4 – Decision Making states that Local Planning Authorities should approach decisions on proposed development in a positive and creative way
 - Paragraph 57 states that where up-to-date policies have set out the contribution expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. All viability assessments should be made publicly available.
- Section 5 – ‘Delivering a sufficient supply of homes’ emphasises the need for the planning system to deliver a sufficient supply of homes including affordable housing and the need for LPA’s to maintain and monitor the supply of housing against its housing requirement.
 - Paragraph 64 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:
 - a) provides solely for Build to Rent homes;
 - b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
 - c) is proposed to be developed by people who wish to build or commission their own homes; or
 - d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.
- Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the need of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 11 – ‘Making effective use of land’ states in paragraph 117 that *‘Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions’*. The redevelopment of underutilised land and buildings is encouraged, and LPA’s should take a positive approach to alternative uses of currently developed land which is not allocated for a specific purpose to meet identified development needs. Paragraphs 122 and 123 seek to ensure efficient use though achieving appropriate densities on each site.
- Section 12 - ‘Well designed places’ states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high-quality buildings and places. Paragraph 127 states:
‘Planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

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

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

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

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

- Section 15 – Conserving and Enhancing the Natural Environment. Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Crawley Borough Local Plan (2015-2030) (adopted December 2015)

4.2. The following Local Plan policies are relevant to this application:

- Policy SD1: Presumption in Favour of Sustainable Development. This is the overarching policy for the plan and states that there will be a presumption in favour of sustainable development. Development will be supported when it complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel. Development will be supported where it respects the heritage of the borough and protects, enhances and creates opportunities for Crawley's unique Green Infrastructure and accords with other policies and objectives unless material considerations indicate otherwise.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. In particular development proposals will be required to:
“(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,
(b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,
(c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,
(d) make places that connect with each other and are easy to move through,
(e) provide recognisable routes, intersections and landmarks to help people find their way around,
(f) consider flexible development forms that can respond to changing social, technological and economic conditions,
(g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs”.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH4: Comprehensive Development and Efficient Use of Land. Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.

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- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, based on the Nationally Described Space Standards, and be capable of adaption through meeting Building Regulations Part M Category 2. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.
- Policy CH6: Tree Planting and Replacement Standards. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. If on-site provision is not feasible or desirable, commuted sums will be sought in lieu.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing need ensuring against town-cramming or unacceptable impact on the planned character or neighbourhoods or residential amenity.
- Policy H2: Key Housing Sites. This policy encourages residential uses in the town centre, identifying the area as a broad location for housing.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.
- Policy H4: Affordable and Low Cost Housing. 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 ENV5: Provision of Open Space and Recreational Facilities. The impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space. This policy requires development to make provision for open space and recreational facilities.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations and any subsequent increased requirements along with the water efficiency standards.
- Policy ENV8: Development and Flood Risk. 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. New dwellings should where viable and technically feasible, meet the Building Regulations' optional requirement for tighter water efficiency.
- Policy IN1: Infrastructure Provision. 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. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.

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- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- Policy IN4: Car and Cycle Parking Standards. 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 parking standards. Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

- 4.3. The Local Plan Review Submission Consultation Draft 2021-2037 was published for Regulation 19 consultation from 6 January 2021 until 30 June 2021, and therefore limited weight should be given to the following applicable policies:
- Policy SD1: Presumption in Favour of Sustainable Development
 - Policy CL1: Neighbourhood Principle
 - Policy CL2: Making Successful Places: Principles of Good Urban Design
 - Policy CL3: Local Character and Form of New Development
 - Policy CL4: Effective Use of Land: Sustainability, Movement and Layout
 - Policy CL5: Form of New Development – Layout, Scale and Appearance
 - Policy DD1: Normal Requirements of All New Development
 - Policy DD4: Tree and Landscape Character Planting
 - Policy DD5: Tree Replacement Standards
 - Policy IN1: Infrastructure Provision
 - Policy IN3: Supporting High Quality Communications
 - Policy H1: Housing Provision
 - Policy H4: Future Housing Mix
 - Policy H5: Affordable Housing
 - Policy SDC1: Sustainable Design and Construction
 - Policy SDC2: District Energy Networks
 - Policy ST1: Development and Requirements for Sustainable Transport
 - Policy ST2: Car and Cycle Parking Standards

Supplementary Planning Documents

- 4.4. The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application:

Urban Design SPD 2016:

- 4.5. This SPD includes further guidance, examples and explanation of the principles of good urban design and public realm design.
- 4.6. In relation to massing and materials, it advises that buildings within the urban realm should work harmoniously and complement each other and that *“All new elements within the urban realm should consider the scale and materiality within their immediate context, as well as the overall character of their setting”*. The document explains that building heights in Crawley have been dictated by the history of the town and new development should show consideration to the scale and massing of its immediate surroundings. Proposals should consider existing and important views, relationship to human scale, possible wind tunnels, overshadowing and existing trees/hedges.
- 4.7. The SPD states that developments should consider how the immediate space around them may be occupied/developed in the future and accommodate any potential development.

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- 4.8. The SPD includes minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more), the minimum distance between a blank gable and rear of an adjacent building and outdoor amenity space standards.
- 4.9. In respect of multi-dwelling residential development (flats) the SPD seeks *a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. For apartments and flats, a useable private space should also be provided for residents. While balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable*. Guidance is given on the shape, orientation, privacy, layout and position of amenity space provision. Detailed advice is provided to ensure that flatted developments are integrated into the community. The SPD states *“Elements of the design, such as entrances, public and private spaces and routes through should be clear and easy to navigate. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Details and decorations are encouraged in residential developments, as they will create more character and visual interest. The materials used can often help with creating such details and decorations with little other effort – for example, a change in material within the elevation can help break up the mass of a building. Flatted developments, in particular those with multiple buildings, should endeavour to provide visual interest through a variation in the elevational treatment. Parking provisions should meet the recommendations set in Annex 1.”*
- 4.10. It also includes the Crawley minimum car parking standards. For 1 bed and 2 bed flats in this location, the minimum standards are 1 car parking space per dwelling. Regarding cycle parking it is stated that: *‘All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For one bed dwellings: One space per dwelling and 1 space per 8 dwellings for visitors will be required. For two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required’*.

Green Infrastructure SPD 2016:

- 4.11. This SPD provides guidance on how to meet the requirements of Local Plan policies in relation to Crawley’s Green Infrastructure assets. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards. This document includes a costing of £700 per tree in lieu of on-site planting. It also sets out the open space standards and costings. The document also links to the Urban Design SPD in respect of considering landscaping as part of high quality design.

Planning and Climate Change SPD 2016:

- 4.12. This SPD includes further guidance and justification on sustainability policies within the Local Plan (Policies ENV6, ENV8, ENV9 and IN3).

Affordable Housing SPD (adopted November 2017)

- 4.13. This SPD includes further guidance on the requirements of policies H3 and H4 in the Local Plan and when affordable housing would be sought from residential development.

Crawley Community Infrastructure Levy Charging Schedule 2016

- 4.14. The Crawley CIL Charging Schedule has been in effect since 17th August 2016 and is relevant to this application as the proposal would create new residential flats.

Developer Contributions Guidance Note (published July 2016)

- 4.15. This sets out the Council’s approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought.

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PLANNING CONSIDERATIONS:-

- 5.1. This application seeks approval of the reserved matters comprising the appearance and scale of the development. The principle of the re-development of this residential site, including the number of units, access and layout, have already been considered and were approved when outline planning permission was granted in February 2021.
- 5.2. The main issues for consideration in determining this application are therefore:
- Design and visual appearance
 - Impact on neighbouring properties and residential amenities
 - The acceptability of the proposed development for future occupiers
 - Noise impacts
 - The impact on access, highways, parking and operational requirements
 - Impact on trees and landscaping
 - Drainage
 - Sustainability
 - Gatwick Airport and bird hazard management plan
 - Affordable housing, infrastructure and CIL

Design and visual appearance

- 5.3. The site is located in a residential area, within the built up area boundary. Brighton Road is characterised here by a mixture of two and three storey blocks of flats. To the east along Stonefield Close are semi-detached bungalows. The proposal would involve the demolition of the existing pair of semi-detached houses and the erection of a part 3 and part 4 storey block of 20 flats. The principle of the siting, layout and general massing of the development to provide 20 flats in total has been accepted with the granting of the outline planning permission. Illustrative plans and elevations showing an almost identical scheme were submitted and considered at the outline application stage.
- 5.4. Policy CH2 (Principles of Good Urban Design) of the Crawley Borough Local Plan (2015-2030) states that all development proposals should respond to and reinforce locally distinctive patterns of development and landscape character. Policy CH3 (Normal Requirements of All New Development) requires all proposals for development in Crawley to make a positive contribution to the area; be of high quality design and should relate sympathetically to their surrounds in terms of scale, density and layout. They should also 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 safe and proper use of the site. The scale and massing of flatted developments should also relate to the surrounding area.
- 5.5. The proposed building would be positioned in the centre of the site, with the entrance facing onto Brighton Road. There would be two vehicular accesses, the first from Brighton Road would serve a small parking area (5no. spaces) and the second from Stonefield Close which would serve the main parking area (15no. spaces).
- 5.6. The scale of this reserved matters application proposes that the four storey element of the building would be located on the southern side of the site and the three storey element would be on the northern side. As layout was approved at the outline application, the building has already been approved 3.5m from the southern boundary, 9m from the western boundary, 2m from the northern boundary and 24-27m from the eastern boundary. The front elevation of the building would be in line with the front elevation of Godolphin Court. Overall, the proposed positioning of the building was considered to be acceptable, and the front elevation of the building would relate well to the existing streetscene of Brighton Road and the front elevation of Godolphin Court to the south. Although the northern elevation of the proposed building would project forward of the front building line of the bungalows along Stonefield Close, due to the 29-31.5m separation distance between the building and the bungalows and as a similar existing relationship already exists between Alexandra Court and the front elevation of the bungalows on the northern side of Stonefield Close, the proposed positioning of the building is acceptable.

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- 5.7. The footprint of the proposed building would be significantly larger than the existing two semi-detached properties and, given the proposed height of part 3 and part 4 storeys, it would be clearly visible from both Brighton Road and Stonefield Close. It is considered that the proposed increase in massing on the southern side of the building is acceptable though, given the height of the neighbouring Godolphin Court to the south, Glendon House to the west and the streetscene of Brighton Road. The proposed bulk and massing are considered to be acceptable in this location.
- 5.8. For appearance, the application proposes a building mainly finished in buff facing brickwork. A complementary brick, brighter in tone, would be used on the 3 storey element to the north which is considered acceptable to break up the more visible elevations. The brick as a material is used extensively within the surrounding area. The 4th storey would be finished in fibre cement cladding panel. The front balconies would be recessed. The other elevations would contain projecting balconies, which would be articulated with balcony 'frames' supporting and enclosing the outer portion of the balconies. They would be finished in fibre cement cladding to match the material proposed on the set back storey of the 4th storey. The building would also be articulated with a projecting header brick detailing and the applicants have sent an example of this which is considered acceptable.
- 5.9. It is therefore considered that the proposed scale, design and appearance of the building would be an acceptable addition to Brighton Road and would not adversely affect the character of Stonefield Close. The development would therefore accord with the NPPF which emphasises the importance of good design and Policies CH2 and CH3 of the Local Plan.

Impact on neighbouring properties and residential amenities

- 5.10. In terms of the impact on neighbour amenity, the closest residential properties would be No. 26 Stonefield Close to the east (a semi-detached bungalow), a 3-storey block of flats (Godolphin Court) to the south and a 2-storey block of flats (Alexandra Court) to the north. Illustrative plans and elevations showing an almost identical scheme were considered at the outline application stage. These were considered acceptable, subject to more detailed consideration of the methods to minimise potential overlooking through appropriate window and balcony design as part of the reserved matters application.
- 5.11. The front elevation of the building would face Brighton Road and the rear elevation would face towards the side elevation of No. 26 Stonefield Close. In order to prevent any potential harmful overlooking and privacy issues, the Urban Design SPD seeks a 30m distance between three storey building and the rear elevations of any facing dwelling. The proposal would be located 29-31.5m away from the western side elevation of No. 26 Stonefield Close, which has its entrance and three secondary windows on its western elevation. The illustrative planting scheme shows that the existing cypress trees on the eastern boundary would be retained and that additional planting would screen the building to the east. It is considered that the relationship between the proposed building and No. 26 would be satisfactory, as the gap between the buildings is sufficient to address overlooking. Together with tree screening, this would ensure that the proposal would not have a significant detrimental overbearing impact on the amenity enjoyed by the occupants of No. 26.
- 5.12. The submitted plans and elevation include vertical balcony screening on the eastern elevation on the second and third floor which is considered acceptable to protect the privacy of the future occupants of the flats and the residential amenity of the occupants of No. 26. A new condition is recommended in this regard to ensure implementation of this prior to occupation of these units.
- 5.13. Regarding the impact on Godolphin Court to the south, a gap of 8m would be retained between the side elevations of the two buildings. The existing planting and trees between the two buildings would also be retained as shown on the indicative landscaping plan. The southern elevation of the building has been amended during the course of the current application. Changes include the correct positioning of the habitable windows of Godolphin Court in relation to the proposal and the provision of all the south facing windows of the proposal to be obscured glazed. This is considered acceptable to prevent overlooking and loss of privacy. A new condition is recommended in this regard to ensure implementation of this prior to occupation of these units.

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- 5.14. Alexandra Court is located on the northern side of Stonefield Close and there would be a separation distance of 18m between the side elevations of the two buildings. It is considered that the resultant relationship would be satisfactory and is a typical relationship between properties which are separated by a road. There could be some shadowing caused by the proposed building, however it is not considered to be unacceptable as the lower element of the building (three storey) is proposed to be located on the northern side of the site closest to Alexandra Court.
- 5.15. In conclusion, it is considered that the proposed positioning of the building within the site would be acceptable, with sufficient gaps between Godolphin Court and Alexandra Court being retained. The separation distance between the rear elevation of the building and the western side elevation of No. 26 Stonefield Close is considered satisfactory, and the retention of the existing screening along the eastern boundary of the site would help to retain privacy for the existing occupants of No. 26. The proposed detailed designs through appropriate window and balcony design to minimise any potential overlooking to Godolphin Court and No. 26 Stonefield Close are considered acceptable and are recommended to be conditioned accordingly.

The acceptability of the proposed development for future occupiers

- 5.16. Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. A 1 x bed, 2 person single storey dwelling should provide a minimum internal floorspace of 50 sqm, a 2 x bed, 3 person, single storey dwellings should provide a minimum floorspace of 61sqm, and a 2 x bed, 4 person, single storey dwellings should provide a minimum floorspace of 70sqm. The submitted floorplans considered under this reserved matters application show that all of the proposed flats would meet the minimum internal space requirements, including the required built-in storage (1.5sqm for 1-bed & 2sqm for 2-bed flats).
- 5.17. The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. It also states that while balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable. The proposal considered under this current application shows private balconies/terraces to all flats that would accord with the Urban Design SPD's private outdoor space requirement. In addition there would also be a communal garden to the rear of the building at the south-east corner which would provide additional outdoor amenity space. Conditions are attached to the outline permission to ensure compliance with the internal and external space requirements.
- 5.18. The proposed plans and elevations show obscure glazed windows facing Godolphin Court and screening to the balconies facing No. 26 Stonefield Close, which would both provide some privacy to future occupants. The bedrooms of the flats facing south would be served by projecting window bays that would also have east and west facing clear glazed windows, alongside their south facing obscure glazing, to improve outlook. There could be some overlooking between these bedrooms within the flats of the proposed building, but this is considered to be minimal due to internal layout and shape of these bedrooms. There would be no overlooking to existing flats. It is considered though that these east/west facing bedroom windows are required to be clear glazing to provide outlook from these rooms and as such the minimal overlooking would be considered acceptable in this instance. The revised southern elevations and third floor plan now proposes a projecting window bay to flat 19 to both allow light and prevent overlooking which is also considered acceptable.
- 5.19. Overall, it is considered that the proposed development would provide a satisfactory environment for future residents, subject to the additional recommended conditions, and would therefore accord with Local Plan policy CH3, the advice contained within the Urban Design SPD and the relevant paragraphs of the NPPF.

Noise impacts

- 5.20. The application site fronts on to Brighton Road which is a classified road and a busy route into and out of the town centre. Traffic noise is therefore the main noise source.

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- 5.21. Noise was considered at the outline application stage, with a Noise Assessment submitted in support of that application. Conditions 22 and 23 of the outline permission require details of noise and overheating mitigation measures to be agreed and implemented prior to commencement of the development. Condition 24 of the outline permission requires a survey involving the measurement of the effectiveness of the protection from noise to be submitted within 3 months after completion of the development.
- 5.22. The Environmental Health Officer, when considering the previously approved outline application CR/2020/0588/OUT, commented that, although it is likely that the site is capable of supporting the proposed development, the current proposed mitigation in the form of fixed shut windows and glazing and trickle ventilation to achieve the 45 LAeq would not be adequate, and would not be a sustainable solution or good acoustic design. The Environmental Health Officer, considered that an alternative window and façade design should be adopted to ensure that internal standards can be achieved with windows open.
- 5.23. The current application provides full details of layout, window and door openings and elevational appearance. There is no further information submitted with this Reserved Matters application to address noise and the concerns raised above from Environmental Health.
- 5.24. These concerns have been raised with the applicant. They are unwilling to provide further detail at this stage though and are content to rely upon the noise conditions on the outline permission. This is unfortunate as it does not allow the issues to be fully resolved and may lead to further applications to amend the scheme later. However, given that the outline permission was granted with noise conditions, the Local Planning Authority cannot pursue this issue further at this stage.

The impact on access, highways, parking and operational requirements

- 5.25. As approved at outline stage, the site would have one vehicular access from Brighton Road and one from Stonefield Close. A total of 20 car parking spaces and 38 cycle parking spaces would be provided, which meets the parking standards. The principle of the access, siting, layout and arrangement of car and cycle parking of the development has been accepted with the granting of the outline permission. West Sussex County Council Highways raised no objection.
- 5.26. The site is located in a sustainable location with good public transport links including Crawley Station, bus stops are located adjacent to the application site on Brighton Road, and cycle paths within the vicinity which would help to encourage the use of sustainable modes of transport.
- 5.27. Overall, the access and servicing of the development were agreed by the outline permission where it was considered that, although the proposal would increase the number of vehicular movements to and from the site, given the location of the site on Brighton Road which is a main road into and out of Crawley and the sustainable location of the site close to public transport links, that the overall impact would not be detrimental to the highway network. The proposal would meet the minimum car and cycle parking requirements, there would be a designated refuse and recycling area, and space within the site to manoeuvre in and out of parking spaces and parking areas. As a result, the proposal is considered to meet its operational requirements. Therefore, the proposal is considered to accord with Local Plan policies CH3 and IN4 and the parking standards contained within the Urban Design SPD.

Impact on trees and landscaping

- 5.28. The site contains a number of existing trees and mature vegetation which make a positive contribution to the visual amenity of the site and provide some privacy to the occupants of neighbouring residential properties. Access and layout were approved under the outline permission, which was accompanied by a tree survey. The layout and survey identified that a 10 individual trees plus a group of 5 trees of trees would need to be removed in order to facilitate development. The Council's Arboricultural Officer, when considering the previous application, raised no objection to the proposed removal of the trees on site, subject to suitable replacements.

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- 5.29. The proposed site plan shows that the existing planting, trees and hedging along the boundary with No. 26 Stonefield Close would be retained in order to protect the amenity of the occupants of neighbouring properties. Similarly the trees along the southern boundary of the site would also be retained. The site layout currently shows, illustratively, that 10no. new trees would be planted within the site. The Council's Arboricultural Officer, when considering the previous application, raised no objection to the proposed location of these trees. However, it is noted that landscaping would be a separate reserved matter and is not covered by this application. Tree protection was dealt with at the outline stage and is covered by Condition 14.

Drainage

- 5.30. The application site does not lie within a Flood Zone. Drainage was considered at the outline application stage, with a Drainage and Flooding Statement submitted in support of that application. The Council's Drainage Officer and WSCC Lead Local Flood Authority raised no objection to the previous outline permission subject to conditions requiring specific drainage designs. No further information has been submitted with this Reserved Matters application and drainage will be dealt with through discharge of the previously imposed conditions 19 and 20 on the outline permission.

Sustainability

- 5.31. Policies ENV6 (Sustainable Design & Construction) and ENV9 (Tackling Water Stress) are relevant to this proposal from the perspective of environmental sustainability. Policy ENV6 requires that applications for new dwellings submit a Sustainability Statement detailing how the proposal will pursue the sustainability objectives set out in the policy. Policy ENV9 requires new dwellings to meet the 'optional' tighter standard for water efficiency introduced into the Building Regulations in 2015.
- 5.32. The Council's Energy Efficiency and Sustainability Officer, when considering the outline application, commented that compliance with this standard is assessed as part of the Building Regulations progress, but it can only be triggered by a Local Plan policy (such as ENV9) coupled with a planning condition (condition 26). Condition 25 requires a Sustainability Statement to be provided prior to commencement of the development to ensure compliance of Local Plan Policies ENV6 and ENV7.
- 5.33. The agent has confirmed that a range of different energy strategies could be pursued within the framework of the submitted plans under this current application and the Council's Energy Efficiency and Sustainability Officer raised no objection for this to be left for the discharge of condition 25 at a later point. The Planning Statement and confirmation received via email from the agent explained that the intention is to develop the site in conjunction with Crawley Borough Council and in order to make sure that the internal layouts suit their very specific requirements of using MVHR (Mechanical Ventilation with Heat Recovery), the plans incorporate MVHR so the floor plans are fixed for later discharge of conditions.

Gatwick airport and bird hazard management plan

- 5.34. The site lies within a Gatwick Safeguarding Zone where Gatwick Airport is required to be consulted for proposed buildings over 10m. A bird hazard management plan was submitted with the outline application and Condition 17 of the permission required its implementation in accordance with GAL Safeguarding's consultation. Condition 18 specifies height limitation as per GAL's request. The proposed maximum height of the building at 13m meets this height requirement (104.35 AOD). As a result, GAL Safeguarding raised no objection to the proposal and did not make any further comments in relation to this reserved matter application.

Affordable housing, infrastructure and CIL

- 5.35. The outline permission CR/2020/0588/OUT was subject to a Section 106 Agreement to secure
- i) provision of on-site 2 x shared ownership units
 - ii) a formula to enable financial contribution to be made in lieu of the anticipated shortfall of tree planting on site up to £23,100; and
 - iii) open space (£11,575) infrastructure contributions.

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Affordable housing and infrastructure contributions have therefore already been assessed and addressed.

CONCLUSIONS:-

- 6.1. Outline planning permission has already been granted for the principle, access and layout of the development. This current application seeks approval for appearance and scale, two of the reserved matters. Landscaping would remain to be determined under a subsequent reserved matter application.
- 6.2. It is considered that the proposed scale, design and appearance of the building would be an acceptable addition to the streetscene area of Brighton Road and would not adversely affect Stonefield Close. In addition, it is considered that the proposed positioning and scale of the building within the site would be acceptable, with sufficient gaps between Godolphin Court and Alexander Court being retained. The separation distance between the rear elevation of the building and the western side elevation of No. 26 Stonefield Close is considered to be satisfactory, and the retention of the existing screening along the eastern boundary of the site would help to retain privacy for the existing occupants of No. 26. The proposed detailed elevational designs, materials and window and balcony design to minimise any potential overlooking to Godolphin Court and No. 26 Stonefield Close are considered acceptable. The latter are recommended to be conditioned accordingly.
- 6.3. Matters of access, operational requirements of the development, noise, sustainability and drainage would be subject to the previously imposed outline conditions. Affordable housing and infrastructure contributions have already been addressed. It is therefore recommended that the scheme is granted Reserved Matters approval subject to conditions.

RECOMMENDATION RE: CR/2021/0308/ARM

APPROVE - Subject to the following additional conditions:-

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
2. Prior to the occupation of units identified as 4, 5, 10, 11, 16, 17, 19 and 20, the obscured glazed windows on the south elevation of the building shown on the approved elevation and floor plans, shall be fully installed and thereafter retained unless otherwise approved in writing by the Local Planning Authority.
REASON: To protect the amenities and privacy of Godolphin Court to the south and the amenity of the future occupiers of the development, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
3. Prior to the occupation of units identified as 14, 15, 16 and 20, the balcony privacy screens on the eastern elevation shown on the approved plans and elevations shall be fully installed and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.
REASON: To protect the amenities and privacy of No. 26 Stonefield Close to the east and the amenity of the future occupiers of the development, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

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.

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- Liaising with applicant 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 and 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.



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 20 July 2021
REPORT NO: PES/373(e)

REFERENCE NO: CR/2021/0249/FUL

LOCATION: [FORMER GSK MANOR ROYAL, TELECON METALS & CARPENTERS TECHNOLOGY SITE, NAPIER WAY, NORTHGATE, CRAWLEY](#)

WARD: Langley Green & Tushmore

PROPOSAL: ERECTION OF 3 WAREHOUSE UNITS (USE CLASS B8), ASSOCIATED EXTERNAL PLANT, CAR/HGV PARKING, SITE ACCESS, INTERNAL ROADS, BOUNDARY SECURITY FENCING AND HARD/SOFT LANDSCAPING.

TARGET DECISION DATE: 7 July 2021

CASE OFFICER: Mrs J. McPherson

APPLICANT'S NAME: GLP UK

AGENT'S NAME: Quod

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
20363 RPS SI XX DR A 0100		Site Location Plan
20363 RPS SI XX DR A 0101		Existing Site Plan
20363 RPS SI XX DR A 0108	A	Fence Details
20363 RPS SI XX DR A 0110	A	Contextual Elevations
20363 RPS SI XX DR A 0113	A	Unit 1 Building Plan
20363 RPS SI XX DR A 0114	A	Unit 1 Office Plans
20363 RPS SI XX DR A 0115		Unit 1 Sections
20363 RPS SI XX DR A 0116	A	Unit 1 Elevations
20363 RPS SI XX DR A 0117		Unit 1 Roof Plan
20363 RPS SI XX DR A 0123	A	Unit 2 Building Plan
20363 RPS SI XX DR A 0124	A	Unit 2 Office Plans
20363 RPS SI XX DR A 0125		Unit 2 Sections
20363 RPS SI XX DR A 0126	A	Unit 2 Elevations
20363 RPS SI XX DR A 0127		Unit 2 Roof Plan
20363 RPS SI XX DR A 0133	A	Unit 3 Building Plan
20363 RPS SI XX DR A 0134	A	Unit 3 Office Plans
20363 RPS SI XX DR		Unit 3 Sections

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A 0135		
20363 RPS SI XX DR A 0137		Unit 3 Roof Plan
20363 RPS SI XX DR A 0136	A	Unit 3 Elevations
BMD.21.019.DR.P001 Rev	C	Overall Landscape General Arrangement
BMD.21.019.DR.P102 Rev	C	Detailed Landscape General Arrangement And Planting Plan (sheet 2 Of 4)
BMD.21.019.DR.P101 Rev	C	Detailed Landscape General Arrangement And Planting Plan (sheet 1 Of 4)
BMD.21.019.DR.P103 Rev	C	Detailed Landscape General Arrangement And Planting Plan (sheet 3 Of 4)
BMD.21.019.DR.P104 Rev	C	Detailed Landscape General Arrangement And Planting Plan (sheet 4 Of 4)
BMD.21.019.DR.P401 Rev	A	Landscape Section A And B
BMD.21.019.DR.P402 Rev	A	Landscape Section C And D
10319 PL 100 Rev	B	Overall Site External Lighting Lux Level Plot
10319 PL 101 Rev	B	Unit 1 External Lighting Lux Level Plot
10319 PL 102 Rev	B	Unit 2 External Lighting Lux Level Plot
10319 PL 103 Rev	A	Unit 3 External Lighting Lux Level Plot
10319 PL 104 Rev	A	Site Access Road External Lighting Lux Level Plot
CRAW1- RPS-B1-ZZ- DR-A-5300	P03	Unit 1 Elevations - Materials
CRAW1 -RPS-B2-ZZ- DR-A-5300	P03	Unit 2 Elevations - Materials
CRAW1- RPS-B3-ZZ- DR-A-5300	P03	Unit 3 Elevations - Materials
CRAW1- RPS-b1-XX- DR-A-1193	P01	Bicycle and motorcycle shelters - Layout and Details
CRAW1- RPS - SI- XX-DR-A- 1001	P2	Proposed Site Plan
21017-BGL-XX-X-DR- C-0200	T1	Proposed Level Plan
21017-BGL-XX-XDR- C-0202	P3	Proposed Sections Plan
21017-BGL-XX-X-DR- C-0202	T1	Proposed Sections Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|---|--|
| 1. West Sussex Fire Brigade | No objection subject to condition |
| 2. GAL Aerodrome Safeguarding | No objection subject to conditions and informatives |
| 3. Environment Agency | No objection subject to conditions and informatives |
| 4. WSCC Highways | No objections subject to conditions and informatives |
| 5. National Air Traffic Services (NATS) | Objection |
| 6. Thames Water | Concerns raised about surface water infrastructure –
condition sought |
| 7. Sussex Building Control Partnership | No comments received. |
| 8. Police | No objection |
| 9. CBC Drainage Officer | No objection |
| 10. CBC Planning Arboricultural Officer | Comments received |
| 11. UK Power Networks | No response received |
| 12. CBC Environment Team | No comments received. |
| 13. CBC Contaminated Land | No objection |
| 14. CBC Environmental Health (Noise) | No objection subject to conditions |

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- | | | |
|-----|--|---|
| 15. | Crawley Cycle & Walking Forum | Comments provided |
| 16. | Southern Water Ltd | Can facilitate supply to the development subject to a Formal application for connection. |
| 17. | CBC Energy Efficiency & Sustainability | No objection subject to conditions |
| 18. | Archaeology Officer | No objection |
| 19. | Ecology Officer | Comments received |
| 20. | WSCC Lead Local Flood Authority | No objection subject to condition |
| 21. | CBC Env Health (AQMA) | No objection subject to condition |
| 22. | The Gatwick Diamond Initiative | No comments received. |
| 23. | CBC Economic Development | Supports the application and investment subject to the principles and aspirations of the Manor Royal SPD being given due consideration. |
| 24. | Manor Royal Business District | No comments received. |

NEIGHBOUR NOTIFICATIONS:-

The application was publicised by a press notice and site notice.

Due to the size of the site and the location of the site notice a limited number of neighbouring occupiers were also notified of the application. These were:

Digital Crawley 1 Sarl Luxembourg Unit 1, Power Avenue;
Alpha Flight UK Ltd Unit A1, Woolborough Lane;
Unit B1, Napier Way;
United Parcel Service, Manor Royal;
Alpha LSG Ltd Unit D, Woolborough Lane.

RESPONSES RECEIVED:-

None.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site is a vacant 'L' shaped plot of brownfield land (approximately 2.9 hectares) located north of the A2011 (Crawley Avenue) and west of Napier Way within the Manor Royal Employment Area. The site has been cleared of all former buildings and structures with just a few patches of hardstanding evident towards the northern end. The site boundaries are generally delineated by 2–2.5 m high fencing. The rest of the site is roughly laid grass and scrub. The site appears relatively flat but there is drop in level of about 2m from east to west midway across the wider northern section of the site. The properties along the south east boundary of the site are also set a higher level (approx. 2m taller) than the main level of the application site and an embankment with fence on top marks this boundary. To the south is the dual carriageway which is screened from the site by a belt of highway trees set along on a raised embankment relative to the road level.
- 1.2 There is an existing vehicular access towards the northern end of the site onto Napier Way at which point the site is most visible from public views. Just north of the site access are 2 mature oak trees that provide a notable landmark on approach along Napier Way (which is a relatively narrow road with double yellow lines down both sides). There is limited landscaping along the eastern site boundary (mainly bushes and scrub) although some trees overhang along the northeastern part of the boundary from the adjoining cycle track. The northern and western site boundaries are relatively open to the industrial units beyond. The southern site boundary is well screened supplemented by a dense tree screen along the adjoining dual carriageway (Crawley Avenue) which forms part of a belt of Structural Landscaping.
- 1.3 The site is bounded by Manor Court to the north-west, UPS to the north, Unit 1 (Data centre) to the west, Crawley Avenue to the south (beyond which are nearest residential properties in Dalewood Gardens), Unit A1 Woolborough Lane to the east and Woolborough Lane with its cycle track to the

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north-east beyond the site access. Napier Way becomes Woolborough Lane at the right angle road bend approximately where the current site access is positioned. The cycle route along Woolborough Lane is part of National Cycle Route Network 21 'London to Paris route'.

- 1.4 There are two groups of trees that are the subject of a Tree Preservation Order which impact upon the site both groups are protected under Manor Royal No 3 Tree Preservation Order (Reference 16.6.57) dated 2013. These are:
- Two individual oaks located on the land on eastern site boundary just to the north of the proposed site access (identified as T1 and T2); and,
 - A group of trees comprising Horse Chestnut, Oak, Ash, Hawthorn and Hazel (identified as G1) that extend along the entire southern boundary fronting Crawley Avenue. These trees overhang the southern boundary of the site but are in fact located on highway land between the fence boundary and the eastbound dual carriageway. These trees (G1) are also identified as Structural Landscaping along with any trees within the southern site boundary which extends along the dual carriageway.
- 1.5 The site is located centrally within the Manor Royal Main Employment Area which is also protected by Article 4 directions removing permitted development rights for changes of use to residential (C3) uses from office (B1a), storage and distribution (B8) and light industrial (B1c).
- 1.6 The site also lies within a Priority Area for District Energy Networks as set out in the Crawley Borough Local Plan (CBLP). The southern part of the site also lies within the Hazelwick Roundabout Air Quality Management Area (AQMA) and the whole site is identified as contaminated land on Council records. The south western corner and sections of the southern boundary of the site are within Flood Zone 2.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks planning permission for the construction of 3 logistics warehouse units with ancillary offices (Use Class B8) and plant deck together with associated parking for cars / HGV's, cycles, site access, internal roads, boundary fencing, an acoustic fence, external lighting landscaping and associated works. The development is speculative with no specific end-user in mind at this stage however, the applicants have identified a strong market for logistics in this location and are keen to commence construction in autumn 2021.
- 2.2 A total of 14,938 sqm of B8 floorspace would be provided. The 3 units would be of varying sizes, the largest unit occupying the southern half of the site while unit 2 would be sited in the northwest part of the site and the smallest unit 3 occupying the north east corner nearest the site entrance.
- 2.3 Details of the buildings are as follows:

	Dimensions	B8 and ancillary office space Sq m	Plant Deck Sq m	Total Sq m
Unit 1	16.7m high x 108m long x 68m wide	8,160	555	8,715
Unit 2	13.7 high x 72m long x 52 wide	4,360	222	4,582
Unit 3	12.0m high x 52m long x 39m wide	2,418	95	2,513

- 2.4 Each building is essentially a rectangular box with low level parapet wall concealing the pitched roof behind. Each unit has space a mezzanine level for ancillary offices and plant deck and are designed with a glazed two storey feature entrance and finished with insulated metal wall and roof cladding. Due to the site levels unit 3 is set at a slightly higher level than the other buildings.
- 2.5 A single vehicular access to the site is proposed from Napier Way serving all 3 units with a pedestrian footpath proposed along the southern side of the access road. Each unit would have its own independent secure fenced service yard/ parking arrangements and space for refuse, cycles etc. The boundaries of the development are proposed to be softened by landscaping.

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PLANNING HISTORY:-

- 3.1 There is extensive planning history for this site. The western part of the land was formerly part of the SmithKline Beecham pharmaceutical complex whereas the northeastern part of the land was formerly part of the Telecon Metals site.
- 3.2 Most recently, the land (as part of a wider site extending to the west of the application boundary) was granted planning permission under application CR/2013/0255/FUL for redevelopment and use as 2 data centres. This permission remains extant as it has only been part implemented, with data centre 'building 1' having been constructed on land to the west and operational while data centre 'building 2' (of an identical size and scale to building 1) along with associated plant and a data hall was proposed to occupy the land now subject of this planning application. It is a material consideration that this permission remains capable of being implemented.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1. The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
 - Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
 - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued including designing into development provision for plug-in and low emission vehicles and the requirement for travel plans for developments generating significant amounts of movement.
 - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
 - Section 14 of the NPPF deals with meeting the challenge of climate change, flooding and coastal change. Paragraphs 155-165 set out a sequential, risk based approach to flooding and the location of development, which takes account of climate change. The NPPF seeks to avoid increasing flood risk elsewhere and seeks the use of sustainable drainage systems in major developments.
 - Section 15 – 'Conserving and enhancing the natural environment' - includes advice on ground conditions and pollution, seeking opportunities to improve air quality and mitigate impacts and resisting development if there is significant harm to biodiversity.

Crawley Borough Local Plan (2015-2030) (adopted December 2015)

- 4.2. The following policies from the Crawley Borough Local Plan are most relevant to the proposal:
- Policy SD1: (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other

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partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town's compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan's policies and objectives.

- Policy CH2: (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.
- Policy CH3: (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.
- Policy CH4: (Comprehensive Development and Efficient use of Land) Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.
- Policy CH6: (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.
- Policy CH7: (Structural Landscaping) This policy (through the Local Plan Proposals Map) identifies areas of soft landscaping that make an important contribution to the town or its neighbourhoods in terms of character and appearance, structure, screening and softening. Development proposals that affect this role should demonstrate their visual impact and should protect and enhance this landscaping. Opportunities will be sought through development proposals to deliver enhancements.
- Policy EC1: (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.
- Policy EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area, and protects against net loss of employment floorspace.
- Policy EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the 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 at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design

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and landscaping that is in accordance with the Mayor Royal Design Guide Supplementary Planning Document.

- Policy ENV1 (Green Infrastructure) 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, or create links to, green infrastructure where possible.
- Policy ENV2 (Biodiversity) All development will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.
- Policy ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.
- Policy ENV7 (District Energy Networks) (DEN). The site is within a priority area for District Energy Networks. The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The policy requires that any major development proposal should demonstrate whether it can connect to an existing DEN, 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) Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere. Proposals on all sites of 1 hectare or greater are to be accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed.
- Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.
- Policy ENV11: (Development and Noise) People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- Policy ENV12 (Air Quality) Development proposals that do not result in a material negative impact on air quality will normally be permitted. In all relevant cases, development that cannot demonstrate how material negative air quality impacts will be mitigated may be refused.
- Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure to avoid the need for retrofitting.
- Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety.
- Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by the Council's supplementary guidance.

Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

- 4.3 The Crawley Borough Local Plan is in the process of review. The Council published its Submission Draft Local Plan for Regulation 19 for consultation from early January 2021 to 30th June 2021 and therefore limited weight should be given to the following applicable policies:

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- Policy SD1: Presumption in Favour of Sustainable Development
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact of New Development – Layout, Scale and Appearance
- Policy CL6: Structural Landscaping
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD4: Tree Replacement Standards
- Policy DD5: Aerodrome Safeguarding
- Policy DD6: Advertisements
- Policy IN1: Infrastructure Provision
- Policy IN3: Supporting High Quality Communications
- Policy EC1: Sustainable Economic Growth
- Policy EC2: Economic Growth in Main Employment Areas
- Policy EC3: Manor Royal
- Policy EC5: Employment and Skills Development
- Policy GI1: Green Infrastructure
- Policy GI3: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy EP5: Air Quality
- Policy EP6: External Lighting
- Policy ST1: Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

Supplementary Planning Documents

4.4 The following supplementary planning documents are applicable to this application:

Manor Royal Design Guide SPD and Public Realm Strategy – Adopted July 2013

4.5 This document aims to support economic growth in Manor Royal, providing guidance to ensure that 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 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

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 delivering these improvements is achieving robust and consistent frontages 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, with landscaping to reduce the visual impact of fences and barriers.

The application site is located within Character Area A as set out in the guidance. Paragraph 4.1.1 provides further advice. It seeks to:

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- *“Maintain the spacious setting of buildings;*
- *Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm;*
- *Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and*
- *Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.”*

The site is also identified as part of the Core Business Zone and the western part of the site falls within key development site D1 ‘Principal Park’, the former GSK site. Page 36 identifies Crawley Avenue as an important route and the need to provide high quality development on these prominent frontages which along this section of the site should be robust and consistent landscaping.

Woolborough Lane is a key cycle route. Paragraph 2.8 of the SPD seeks opportunities to improve the fragmented cycle network and requires all development to demonstrate how the following will be addressed:

- *“Utilise opportunities to improve access to sustainable forms of transport within all developments*
- *Have regard to potential linkages with existing cycle ways and opportunities for provision of new links within development sites.*
- *Ensure that developments incorporate and encourage cycle and pedestrian access and any on site features such as showers, cycle parking and cycle racks.”*

Planning and Climate Change SPD – Adopted October 2016

- 4.6 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.

Green Infrastructure SPD – Adopted October 2016

- 4.7 This SPD provides further guidance on new and replacement tree planting, protection of existing trees, biodiversity and wider landscaping issues.

Urban Design SPD – Adopted October 2016

- 4.8 This document provides further advice on the principles of good urban design in the Crawley context, highlighting in particular the importance of massing and materials, public realm, street design, parking and sustainable design.

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.”

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.

Annex 1 of the SPD contains the Borough’s indicative minimum parking standards.

Developer Contributions Guidance Note (published July 2016)

- 4.9 This sets out the Council’s approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards the public realm in this area at £2 per square metre of new floorspace.

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PLANNING CONSIDERATIONS:-

5.1. The main planning issues in the determination of this application are:

- The principle of development /Planning policies for the local economy
- Design and Layout of the development and impact on street scene
- Sustainability
- Access / highway impacts and operational requirements (including parking / cycle provision)
- Impact on trees, Structural Landscaping and ecology
- Impact on amenity of neighbouring properties / occupiers
- Impact on ground conditions (Archaeology, Contamination. Flooding, Drainage and Utilities)
- Air Quality
- Gatwick Safeguarding
- Developer contributions

The principle of development /Planning policies for the local economy

- 5.2 The application site is situated within the Manor Royal Main Employment Area and policies EC1, EC2 and EC3 in the CBLP are directly relevant. Policy EC3 places a clear focus on the delivery of business uses in Manor Royal, seeking to protect and reinforce its core business function by promoting development within the B-use classes, and encouraging the reuse and intensification of land or buildings within the main employment area. The proposed redevelopment of the site for Class B8 logistics warehouses is consistent with this policy, adding to the overall stock and range of premises and would assist in strengthening the overall offer of the business district.
- 5.3 The proposal is for redevelopment of vacant brownfield employment land that is already identified as part of the employment land supply in the CBLP. The proposal would provide 3 separate logistics warehouses and would represent an efficient use of this site in a highly sustainable and established employment area. It represents and intensification and more efficient use of this land when compared to the current extant (data centre) planning permission for the site. The applicants estimate that around 265 FTE jobs would be created in the anticipated 7 month construction phase and longer term the units could generate up to 225 FTE jobs on the site. This is considerably more than was envisaged with the proposed data centre which anticipated a maximum of 104 employees over the entire site (in effect 52 employees on the application site).
- 5.4 Draft Local Plan policy T5 seeks to address the local skills gap though requiring the preparation of an Employment and Skills plan for all major developments and also a financial contribution towards employment and skills initiatives in Crawley. While this policy currently has limited weight, the applicants, have produced an Employment and Skills Plan which the CBC Economic Development and Regeneration team are supportive of as this would support the Council's own Employment & Skills Programme. It is considered that the requirements of this plan can be secured via a S106 Agreement.
- 5.5 Overall, the proposed development represents additional Class B8 floorspace, within the Manor Royal Employment Area and is considered to accord with policies EC1, EC2 and EC3 in this regard. The principle of the development is therefore considered to be acceptable and is supported by current and emerging employment policy.

Design and Layout of the development and impact on street scene

- 5.6 The proposed development is for 3 separate buildings, each with their own servicing and parking areas and all accessed from Napier Way. As Napier Way is the sole point of access for the development for both vehicular and pedestrians, the design concept for the site has sought to ensure that the site access provides an attractive entrance gateway to the development with the protected trees just north of the proposed access being retained and immediate boundaries around and along the entrance approach landscaped to provide an attractive feature.

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- 5.7 The buildings have been designed with their entrances and office accommodation facing onto the access road to create visual interest to the warehouse buildings and to create a new 'active frontage' along the approach. For example, the entrance to unit 2 projects forward of the main building to given increased visual prominence from Napier Way but also to partially screen the service yard beyond. The most visually interesting sections of the buildings are therefore designed to be key features along the access route as well as providing legibility to staff and visitors for the buildings in respect of their building entrances. It is considered that this design approach has resulted in an acceptable visual impact and attractive design for users of the new development and is appropriately integrated with the wider street scene of Napier Way / Woolborough Road which the development connects into further east.
- 5.8 Wider views of the development are fairly limited due to the tree boundary to the south, existing data centre building to the north and other industrial buildings along the northern and eastern site boundaries. The elevations facing these directions of the site are bland but in design context are considered acceptable as these are not readily visible from any public vantage points.
- 5.9 The 3 buildings are all designed with an identical palette of materials with slightly recessed 2 storey curtain wall glazing marking the building entrances and with further glazing serving the first floor office areas. The buildings would be of a steel portal framed construction finished with insulated metal wall and roof cladding, designed with low level parapets to disguise the pitched roof behind. All elevations would incorporate a dark blue plinth of vertical profiled cladding. Above this vertical cladding the building detailing varies depending upon the visual prominence of the elevation with horizontal bands of cladding above (5-7 stripes) fading from blue to grey on the most prominent elevations and a light blue/grey vertical cladding used on the less visible rear and some side elevations. The changes in cladding and detailing are considered to be well proportioned and articulated given the site context, with the lighter colour change on the upper portion of the buildings designed to blend in with the skyline.
- 5.10 Overall, it is considered that overall the design and layout of the buildings would be appropriate within the context of the main employment area. Consideration has been given at the design stage within the layout for incidental structures such as bin stores / refuse areas, cycle and motorcycle stands and these have been shown within the layout. While large, relatively plain buildings these reflect their function and purpose and the design has sought to create an active frontage along the development approach from Napier Way. It is considered the development would create a high quality public realm even with the proposed security fencing around the units when considered alongside the proposed landscaping (discussed later in the report) and therefore in respect of the building design complies with the guidance set out in the Manor Royal and Urban Design SPDs.

Sustainability

- 5.11 The application is supported by a Planning Energy Report and a BREEAM pre-assessment document provided in order to address the relevant sustainability policies ENV6, ENV7 and ENV9 in the CBLP. These demonstrate that the applicants have already considered in detail how to meet the requirements of these policies and, in particular the need to achieve the minimum standards for BREEAM 'excellent' in the energy and water categories. The building design proposes measures such as thermally efficient building materials, 15% polycarbonate roof-lights into the warehouse space to reduce lighting demand, heat recovery air handling units, water efficient fittings, solar thermal systems for water heating and limited solar PV (8.1kWp) roof installation. It is considered that compliance with policies ENV6 and ENV9 can be secured via condition.
- 5.12 Policy ENV7 identifies Manor Royal as a District Energy Network (DEN) priority area. While no DEN is available in the vicinity, the proposed energy strategy proposes future proofing with external infrastructure from the site boundary to the 3 units to be installed to carry any future district heating pipework. This approach is considered appropriate and is considered can be adequately secured via a condition.

Access / highway impacts and operational requirements (including parking / cycle provision)

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- 5.13 The applicants have provided a Full Transport Statement, Stage 1 Safety Audit, Construction Management Plan and Framework Travel Plan as part of this application and during course of application have provided further information on cycling provision.
- 5.14 The development site access is proposed from Napier Way which is currently an existing point of vehicular access to the land. It is proposed to move the access slightly further to the south and widen this to create a pedestrian path along the route. WSCC Highways have confirmed that there are no problems in relation to the proposed access works, there is sufficient visibility and space for vehicle manoeuvring. Precise details of the final design would be secured through a S278 agreement. The works would involve the loss of some of the grass verge and small adjustments to the cyclepath but these would not have any negative impact on these users.
- 5.15 Each building has been provided with its own designated lorry, car, motorcycle and cycle parking spaces. WSCC have confirmed that the proposed vehicle tracking for each unit is adequate as is the proposed access and egress for each unit onto the internal spine road.
- 5.16 Annex 1 of the Urban Design SPD sets out the Borough Parking standards, for Class B8 uses, car parking should be provided at one space per 100sq m (with disabled/accessible spaces at 5% of the total provision) and lorry parking at 1 space per 500 sq m of floor-space. Motorcycle parking should be provided at one space plus one space per 10 car parking spaces. Cycle parking must be sheltered and secure and must be provided at 1 space per 500 sq m for staff and 1 space per 1000 sq m for visitors. The table below shows the SPD requirements alongside the proposed development.

	SPD Requirement				Proposed			
	Car	Lorry	M'cycle	Cycle	Car	Lorry	M'cycle	Cycle*
Unit 1 8,160 sq m	81.6	16.3	9.1	24	81 (inc. 4 accessible)	20	9	26
Unit 2 4,369 sq m	43.6	8.7	5.3	13	43 (inc. 3 accessible)	6	6	18
Unit 3 2,418 sq m	24.1	4.8	3.4	7.2	25 (inc 2 accessible)	3	5	28

- 5.17 As set out above, each unit meets the Borough standards for car and motorcycle parking. There is slight under-provision of lorry parking for units 2 and 3 although this deficit is matter for the future occupier but not considered sufficient to warrant a refusal on this basis. Accessible car parking spaces are provided to standard at 5% total provision and in addition, the applicants have considered the guidance in paragraph 110 of the NPPF, the WSCC 2019 guidance on 'Parking and New development' and emerging local plan and provided EV charging parking spaces within the layout for 20% of the car parking spaces providing 16 spaces for unit 1, 9 spaces for unit 2 and 5 spaces for unit 3. These measures are considered a positive addition to future proof the development and encourage more sustainable forms of private vehicle travel.
- 5.18 It should be noted that each unit does have mezzanine space within it for plant (which may be required by a future tenant). The parking standards have been calculated excluding this plant floorspace which equates to 555 sq m in unit 1, 222 sq m in unit 2 and 95 sq m in unit 3 which would slightly increase the parking requirements. As the level of parking provision is only just compliant with the Council standards, it considered expedient to control permitted development changes from a B8 use to ensure that any alternative uses for the units are considered on a case-by-case basis, given the limited availability of overspill parking in the surrounding area.
- 5.19 The cycle and motorcycle provision for staff is considered to be secure and covered in line with the guidance and has been increased and the design adjusted during the course of the application to respond to detailed comments provided by the Cycle Forum, this includes for each unit a cycle rack with an e-bike charge point and additional cycle provision for visitors. The provision is considered of an appropriate design and well positioned to encourage use by staff and visitors. It is proposed to condition that the parking /lorry, cycle / motorcycle provision is provided and retained in accordance with the submitted plans.

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- 5.20 The very close proximity of the application site to National Cycle Route 21 (Napier/Woolborough Lane) which links into a wider cycle network around Manor Royal has also been highlighted by your Officers during pre-application discussions and by the cycle forum. The Crawley Local Cycling and Walking Infrastructure Plan 2020 (LCWIP) identifies this key cycle route as one for improvement in order to develop a better connected cycle network and to encourage active travel. The ambition is to refurbish the existing cycle track (north of site access) and reduce traffic speeds along the cycle route to the south (Woolborough Lane) to 20 miles per hour combined with robust enforcement of the on street traffic regulations. The applicants have agreed to fund the upgrade of cycle links along Woolborough Lane from the site access to the underpass as part of any S106 contributions required in connection with the development (discussed later in this report). A draft proposal has been prepared, the contents of which require further discussion with other delivery agencies but any final design must be compliant with the DfT Local Transport Note 1/20.
- 5.21 The applicants have during the course of the application provided an updated Framework Travel plan which at this stage has not been re-consulted upon. Final agreement any Travel Plan (which may not be possible until the future occupier of the units is known) is recommended to be secured via condition. WSCC have also requested a monitoring contribution to review any travel plan arrangements for the site which would be secured via the S106 agreement.
- 5.22 A construction management plan addressing the highway impacts during construction was provided with the application. WSCC Highways requested clarification on a number of points within the document and applicants have updated the document to address these matters. WSCC Highways have been re-consulted and the committee will be updated on any further comments received. The measures are proposed to be secured via condition.
- 5.23 Overall, this site occupies a highly sustainable and accessible location within Manor Royal, the development would not have an unacceptable impact on highway safety and the access and operational requirements are considered to have been adequately addressed. Vehicle and cycle parking is also provided to an acceptable standard. The proposal is therefore considered to accord with policies SD1, IN1, IN3 and IN4 of the CBLP and annex 1 of the Urban Design SPD.

Impact on trees, Structural Landscaping and ecology

- 5.24 The applicants have provided an Arboricultural Survey, Arboricultural Impact Assessment, Arboricultural Method Statement, additional construction and information on tree protection for works along the southern boundary of unit 1, a Preliminary Ecological Appraisal and a Biodiversity Net Gain report in support of the application. A detailed landscaping scheme is also proposed.
- 5.25 The development would result in the loss of nine trees (3 individual trees including a Eucalyptus) and six forming 2 tree groups which are identified as category C (low quality) in the submitted arboricultural reports. The Arboricultural officer raised no objection to the loss of 8 of the trees but expressed concern at the categorisation of the eucalyptus which he considered is of moderate quality and potentially worthy of retention.
- 5.26 It is considered however, that the loss of the eucalyptus tree which is located midway along the southern boundary with the adjoining unit in Woolborough Lane and is visible from the site access would be acceptable in order to optimise the site layout. Furthermore it is considered that its retention is not appropriate as it is a non-native tree that grows to a substantial size and is not a suitable species choice within a commercial redevelopment. As part of the landscaping strategy 47 standard trees are proposed to be replaced on the site to mitigate for those lost, these are of a size and species considered appropriate to the development layout. This level of replacement planting complies with the requirements of policy CH6 and it is considered that the loss of the 9 trees would be appropriately mitigated.
- 5.27 The Arboricultural officer has sought further clarification on the works taking place around the protected oak trees on the eastern site boundary as excavation is proposed within in the root protection areas. There is already hardstanding (including the existing site access) within the RPA and the development will reduce the level of hardstanding within these areas once the road is re-aligned further to the south, allowing reinstatement of planting within these areas. Further

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information on how these trees will be protected during the construction works around them and in particular the methodology for removal of the former access and adjustment of the RPA zone around these trees as the access is reconfigured and the area re-landscaped has been requested. An update will be provided at the committee meeting.

- 5.28 With regard to the development impact on the Structural Landscaping belt just beyond the southern site boundary, the Arboricultural officer is satisfied that the works within the site can be implemented without damage to these trees and therefore the development is not expected to have any negative impact on their health. The appearance and visual impact of the tree belt would change due to the presence of Unit 1 behind as its height, scale and massing would result in the top part of the building being very visible above the tree line. The building scale and proximity to the boundary is considered to detract slightly from the impact of the structural landscaping however, other nearby employment buildings including the adjoining data centre which is set further in from the boundary are also visible above the tree line, so the overall impact in the wider context is not considered harmful or contrary to policy CH7. It should be noted that the applicants are proposing additional tree planting along much of this boundary on their land (except at the closest corner of unit 1 to the road) so, in the longer term the landscaped tree belt along much of the boundary be strengthened and enhanced as there are no trees within the site along this boundary at present.
- 5.29 Aside from the southern boundary which has been explained in paragraph above, tree or shrub planting is provided along both sides of the site access route and along the eastern boundary, along sections of the northern and western boundary and between units 2 and 3. In terms of the internal site layout, the design has little opportunity for landscaping to break up parking areas and service yards however, on balance, as public views into the site are limited it is not considered to detract from the character and design of the development as whole as the visible and visually sensitive boundaries to the scheme are considered to be appropriately landscaped.
- 5.30 Policy ENV2 'Biodiversity states: *"All development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation value within and around the development"*.
- 5.31 The Council's ecological advisor has commented on the Biodiversity report and comments that the proposals do not make provision for an improvement in biodiversity as the report recommends off-site mitigation to achieve the biodiversity net gain. He considers that the development conflicts with policy ENV2 and comments that it is disappointing the use of green roofs has not been considered or habitat provided for ground nesting birds. In this case however, it is not considered that there is an opportunity to address this given the site layout and a green roof is not the right design approach for this development given the proximity to Gatwick Airport with the concerns about bird strike and the need to balance and address other policy requirements such as sustainable construction measures (rooflights and PV panels) which also impact upon the design of the roof.
- 5.32 It is considered that the site is currently ecologically poor as it is cleared brownfield principally covered in rough grass and limited scrub which would be cleared. The important tree belts around the site edges would be retained and enhanced by the proposed mix species planting and landscaping plan. The current local plan policy does not specifically seek net gain on sites such as this and in this case it is considered that the applicants have done all that is reasonable on site and this ecological concern is outweighed by other material considerations in favour of the development.

Impact on amenity of neighbouring properties / occupiers

- 5.33 The development surrounded on its north, east and western boundaries by other commercial / industrial units within the Manor Royal employment area and to the south by the busy A2011 dual carriageway beyond which are the nearest residential properties in Dalewood Gardens.
- 5.34 As discussed above, there is not considered to be any harmful impact from the development in terms of visual amenity and wider views. To the west of the site is the existing datacentre, a substantial building which is laid out with the rear of the building facing the application site, there is no harm to amenity from the development Units 1 and 2 on this development.

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- 5.35 To the north are the properties of Manor Court and the UPS building. These units also have their service yards backing onto the application site and therefore the relationship of Units 2 and 3 to these premises is not considered to be harmful.
- 5.36 The units to the southeast of the site are set at a higher level than the application site and front towards Woolborough Lane. Due the change in site levels and separation distance between the buildings, there would be no harmful impact from the development on these properties.
- 5.37 There is a landscaped boundary along both sides of the dual carriageway separating the visual impact of the development from the nearest residents in Dalewood gardens however, there is potential for the use of units (in particular unit 1) to generate noise from any plant of vehicle movements which may cause disturbance to these properties especially at night time when background noise levels are lower. A noise impact assessment has been provided by the applicants to address this matter which recommends a 3 metre acoustic barrier be provided along the southern edge service yard to reduce the noise outbreak to residents. This barrier would be set back from the southern site boundary with the dual carriageway and structural landscaping and would be set behind any supplementary landscaping proposed by the applicants, it would therefore be screened from view and its location is considered acceptable.
- 5.38 The Environmental Health team have considered the noise report and have commented that while satisfied with the results and conclusions of the report in terms of traffic impacts, the report fails to include a predicted assessment noise from any new mechanical services and plant and further assessment and details of these should be provided in order to ensure that their operation does not cause a negative acoustic impact on the area.
- 5.39 It is considered that a condition to ensure provision of the acoustic fencing along the boundary is appropriate along with a further condition to secure details of the installation and acoustic properties of the plant to be installed in Unit 1 (which is closest to the dual carriageway) in order to safeguard nearby residents from future noise from the site.

Impact on ground conditions (Archaeology, Contamination, Flooding, Drainage and Utilities)

- 5.40 The applicants have provided various supporting documents in relation to ground conditions, drainage and infrastructure at the site.
- 5.41 In respect of archaeology, the applicant's desk based assessment has been considered by the Council's Archaeological Advisor who has raised no objection to the development, given its low theoretical archaeological potential, no identified Heritage Assets and the limited likelihood for archaeological remains surviving on this previously developed site.
- 5.42 The site is brownfield land and potentially contaminated. The applicants provide a Preliminary Risk Assessment and Geo-Environmental Assessment, Explosive Ordnance Threat Assessment and Remediation and Verification Strategy.
- 5.43 The Councils Contaminated Land Officer has commented that the recommendations in the submitted Remediation and Verification Strategy report are accepted. The Environment Agency have also commented that reports identify minimal contamination of soil and groundwater but recommend that conditions are imposed to deal adequately in the event of any unidentified contamination being present during construction and to safeguard groundwater. A condition is also considered expedient to ensure the works are implemented carried out in accordance the recommendations in the submitted strategy.
- 5.44 In respect of Flooding, the Environment Agency raised no comments in relation to the submitted Flood Risk Assessment. West Sussex County Council as the Lead Flood Authority also raise no objection to the proposal commenting that the site is at low risk of surface water and groundwater flooding but recommend all works should be undertaken in accordance with agreed surface water drainage designs and that an agreed site specific maintenance and manual should be submitted and agreed. These requirements can be secured via condition.

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- 5.45 Thames Water have raised concerns about the capacity of the existing surface water infrastructure and that the proposed site run-off rates are too high as they consider the developer should be working towards greenfield run-off rates. It is a material consideration that the extant data centre permission had an agreed discharge rate with Thames Water much higher than what is currently being proposed in the current drainage strategy which represents a 65% betterment (reduction) in run off rates over the extant permission. The CBC drainage officer has commented that he has no objection to the run-off rates within the applicants Drainage Strategy subject to receipt of a discharge letter from Thames Water. Thames Water have been re-consulted following additional receipt of additional supporting information supplied by the applicants and other drainage consultees which is anticipated to resolve this concern and their request for a condition. A verbal update on this matter will be provided at the committee meeting.
- 5.46 WSCC Fire and Rescue service has raised no objection to the development subject to a condition ensuring the provision of fire hydrants.

Air Quality

- 5.47 The southern part of the site is located within the Hazelwick Roundabout AQMA which has shown no net improvement in air quality since its designation in 2015. The applicants have provided an Air Quality Assessment in support of their application which has been considered by the Environmental Health Division. The report identified air quality impacts at the construction phase (dust and vehicle emissions) and at the operational phase (traffic impacts on the local road network). The EHO officer notes that the cumulative impacts of this development combined with other traffic growth generally within the area may contribute to a creeping baseline which may lead to exceedances in the AQMA and to account for this the applicants also carried out an Emissions Mitigation Assessment to calculate the cost of this damage from increased emissions. The cost was calculated as £80,208 and the EHO recommends that a package of mitigation measures is secured to offset the negative air quality impact to a value of £80,208. As part of the mitigation package the applicants have costed an upgrade to the Woolborough Lane cycle track south the site entrance to the dual carriageway attributing a value to the works as £54,893 and a contribution of this amount would be offered towards this upgrade. The balance of the air quality mitigation £25,315 could be attributed to additional on-site mitigation measures towards sustainable travel to be provided over and above existing policy requirements for example, the proposed electric bike charging points. These on site measures would form part of a costed schedule to be provided as part of the S106.
- 5.48 The applicants have provided a Dust Management plan (contained within the Construction Management Plan which has been reviewed by the EHO who has commented that the measures proposed are acceptable.

Gatwick Safeguarding

- 5.49 The site is located approximately 2.4 km south of Gatwick Airport and both National Air Traffic Services (NATS) and Gatwick Airport Limited have been consulted on this application.
- 5.50 NATS have objected to the application as they consider that the buildings would interfere with radar signal path and therefore requires mitigation in the form of modification to the radar system software. The applicants are in active dialogue with NATS, have agreed to pay to update the radar software and a draft contract to address this matter is currently being prepared. At the time of preparing the report, this contract has not been signed however, its expected this matter can be resolved prior to the committee meeting and further information has been requested from the applicant prior to the meeting to address this point. NATS have already stated in their consultation response that: *"Notwithstanding the objection, mitigation measures are confirmed as available and appropriate ,it would be supportive of a conditional consent"*. Officers consider that this objection is capable of, and is close to, resolution and, based on previous applications, conditions are recommended to ensure that a detailed Radar Mitigation Scheme is agreed and implemented.
- 5.51 GAL request conditions be imposed to secure the implementation of a long term Bird Hazard Management Plan confirming that the applicant's submitted document is considered acceptable. They also request a condition to ensure that details of any PV panels fitted to the buildings are agreed in in order to avoid any glare.

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Developer contributions

- 5.52 The development attracts the Manor Royal S106 contribution, which is used towards public realm improvements in the business district. This is charged at a rate of £2 per square metre of new floorspace created. The total GIA for the development is 15,810 sq m which equates to a total contribution of £31,620. This would be spend on nearby projects such as the Manor Royal bus lane or walking and cycling improvements in the general area.
- 5.53 Further contributions to be included in the S106 Agreement include:
- Air Quality Mitigation to a value of £80,208 – including a contribution of £54,983 towards the upgrading of Woolborough Lane cycle route and balance of contribution provided via a costed schedule identifying on site mitigation measures over and above current policy requirements.
 - Travel Plan monitoring fee £3,500
 - Implementation of an Employment Skills Plan

CONCLUSIONS:-

- 6.1 The principle of the redevelopment of this site for 3 Class B8 logistics units in an established employment area is supported and would have a positive impact on the local economy. The development is considered to have been designed to maximise the use of this vacant brownfield site while retaining the important trees and structural landscaping. The estate design is considered appropriate in its context, creating an active, visually interesting and well landscaped frontage into the development. The design of the units is also considered appropriate in this location, demonstrating compliance with the sustainability standards and meeting the future needs of the occupiers.
- 6.2 The development is designed to meet its operational needs and in such a way that avoids harm (visual or acoustic) to adjoining properties. The impact on the highway network is considered acceptable and an acceptable mitigation strategy is proposed to address air quality impacts. Other technical matters such as drainage design, radar safeguarding and other technical matters are all acceptable in principle and details can be controlled via conditions.
- 6.3 To conclude, subject to the completion of the S106 legal agreement to address air quality mitigation, the Travel Plan monitoring fee and securing of an Employment Skills Plan, it is considered that the proposal would accord with the relevant sections of the NPPF the relevant policies of the Local Plan 2015-2030 and relevant Supplementary Planning Guidance. On this basis it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2021/0249/FUL

PERMIT – subject to the conclusion of a S106 Agreement 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 construction work shall commence on site until a Radar Mitigation Scheme, including a timetable for its implementation during construction, has been submitted to and approved in writing by the Local Planning Authority. The Radar Mitigation Scheme shall be implemented in strict accordance with the agreed details.
REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

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4. No above ground construction work shall be carried out on site until the Radar Mitigation Scheme detailed in condition 3 has been implemented. The Radar Mitigation Scheme shall thereafter be implemented and operated in accordance with the approved details.
REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
5. No construction work shall commence on site until a Crane Operation Plan has been submitted to and approved in writing by the Local Planning Authority. Construction at the site shall only thereafter take place in strict accordance with the approved Crane Operation Plan.
REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
6. All construction works in connection with the development hereby permitted (including any pre development works such as site set up and delivery of materials) shall be carried out in accordance with the Construction Management Plan (CMP) Rev B which includes a Dust Management Plan (Appendix C) dated July 2021, submitted with the application. The approved CMP shall be implemented in full and its measures adhered to throughout the entire construction period.
REASON: In the interests of highway safety, to mitigate air quality impacts and to safeguard the amenities of the area in accordance with policies CH3, IN3 and ENV12 of the Crawley Borough Local Plan 2015-2030.
7. Prior to the first occupation of any unit, a verification report demonstrating that the site works have been completed in accordance with the requirements of sections 4.0 to 8.0 of the approved 'Remediation and Verification Strategy' dated March 2021 shall be submitted to, and be approved in writing by the Local Planning Authority. The report shall comprise all the requirements set out in section 9.0 of the Remediation and Verification Strategy.
REASON: To safeguard the environment, water environment and human health as the proposed site is on a formerly contaminated land in accordance with Policy ENV10 of Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.
8. 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 a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.
REASON: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.
9. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.
10. The development hereby permitted shall be carried out in accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement and its Tree Protection Plan provided by Deltasimons dated March 2021 submitted with the application. The tree protection measures as set out within the report must be implemented prior to the commencement any site works and thereafter maintained for the duration of the construction works.
REASON: To ensure that the protected trees are not compromised during the construction of the development in accordance with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015 - 2030.
11. The landscaping shall be implemented in accordance with drawing numbers BMD.21.019.DR.P101 Rev C, BMD.21.019.DR.P102 Rev C, BMD.21.019.DR.P103 Rev C and BMD.21.019.DR.P104 Rev C unless agreed in writing with the Local Planning Authority. All planting, seeding or turfing comprising in the approved details of landscaping shall be carried out in the first planting and seeding seasons

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following the occupation of the first unit or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

12. Prior to the first occupation of any unit, a Landscape Management Plan which covers a period of no less than 15 years shall be 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.
13. The site clearance works and construction works shall be carried out in accordance with the measures set out in section 6.0 of the Preliminary Ecological Appraisal document submitted with the application.
REASON: To safeguard species on the site in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
14. The development shall be implemented in accordance with the details and measures set out in the Flood Risk Assessment and Drainage Strategy dated 31st March 2021 unless otherwise agreed in writing by the Local Planning Authority.
REASON: This is a major development and the performance of the drainage system must be future proofed to avoid flooding within the development and subsequent flood risk to other areas close to the development site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.
15. Prior to the first occupation of any unit within the development a site specific maintenance manual for the site wide SUDs drainage infrastructure shall be submitted to, and approved in writing by the Local Planning Authority. The infrastructure shall be implemented and maintained in accordance with the approved document.
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.
16. The Bird Hazard Management Plan dated 11 May 2021 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.
17. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved drawings numbered CRAW1-RPS-B1-ZZ-DR-A-5300 Rev P03, CRAW1-RPS-B2-ZZ-DR-A-5300 Rev P03, CRAW1-PRS-B3-ZZ-DR-A-5300 Rev P03 and CRAW1-RPS-B1-XX-DR-A-1193 Rev P01 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 and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
18. No solar panels shall be installed until details, including a solar hazard glare study if required, have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved schemes are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.
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 glare issues.

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19. Within three months of the occupation of each building (Unit 1, Unit 2, Unit 3) forming part of the development a post construction report shall be submitted to and agreed in writing by the Local Planning Authority, verifying that the building or the development as a whole has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015 and the Planning and Climate Change Supplementary Planning Document.
20. The development shall be implemented incorporating the duct work and its routing shown on drawing ... (drawing number to be added) 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.
21. The fire hydrants for the development shall be located in accordance with the details shown on agreed drawing number 10319-EXT-410 unless otherwise approved in writing by the Local Planning Authority and West Sussex County Council's Fire and Rescue Service. At the developers expense, the hydrant/s shall be provided and be operational prior to the first occupation of any unit forming part of the proposed development in the approved location to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting.
The fire hydrant shall thereafter be maintained as part of the development by the water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner / occupier if the installation is retained as a private network.
REASON: In the interests of amenity and in accordance with Crawley Borough Local Plan (2015 – 2030) Key Policies IN1 and CH3 and in accordance with The Fire & Rescue Service Act 2004.
22. Prior to first occupation of any of the units, the vehicle turning spaces, car parking and lorry parking serving that unit shall be provided and constructed in accordance with the approved details (Drawing Number CRAW1-RPS-SI-XX-DR-A-1001 Rev P02 - Proposed Site Plan). Once provided the spaces shall be retained for that use (either parking or manoeuvring) at all times for the lifetime of the development.
REASON: To ensure that adequate and satisfactory provision is made for the development for the parking and manoeuvring of vehicles clear of the highway in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030 and Annex 1 in the Urban Design SPD.
23. Prior to the first occupation of any unit, the motorcycle and cycle spaces (including the cycle EV Charging point) shall be provided and constructed in accordance with details set out on drawing number CRAW1-RPS-B1-XX-DR-1193 Rev P01 - Bicycle and Motorcycle Shelters-Layout and Details. Once provided and operational, the spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide alternative travel options to the use of the car in accordance with policies IN3 and IN4 in the Crawley Borough Local Plan 2015-2030 and the advice in Annex 1 of the Urban Design SPD.
24. Prior to the first occupation of any unit, the Electric Vehicle Charging points serving the car parking spaces for that unit shall be provided in accordance with approved drawing Number CRAW1-RPS-SI-XX-DR-A-1001 Rev P02. The EVC charging points shall be made operational on first occupation of the unit and such provision shall thereafter be retained.
REASON: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.
25. Each unit hereby permitted shall not be occupied unless and until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in respect of that unit. The Travel Plan for each unit once approved shall thereafter be implemented as specified in 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 sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

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26. Prior to first occupation of Unit 1, a 3m acoustic barrier shall be provided in the location identified on Figure 206/0072/F3 in the Noise report dated May 2021 and shall be constructed in accordance with the acoustic specification 206/0072/SPC1 set out in the report. The barrier shall remain in place for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
REASON: To safeguard noise sensitive properties in Dalewood Gardens from operational noise emulating from Unit 1 in accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.
27. No mechanical services and plant shall be installed on or within Unit 1 until details of the plant and equipment together with an accompanying acoustic report (which must include the predicted noise levels from the proposed equipment and the likely impact on the nearest residential properties) has been submitted to and agreed in writing by the Local Planning Authority. Implementation shall at all times be in full accordance with the approved report details.
REASON: To ensure that the development does not cause noise disturbance to nearby residents in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
28. The units hereby permitted shall be used solely for the purposes of Use Class B8 (Storage and Distribution) and not for any use as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended, without the prior written consent of the Local Planning Authority).
REASON: To ensure that there is adequate parking and servicing provision on the site to reflect the use in accordance with policies IN3, IN4 and CH3 of the Crawley Borough Local Plan 2015-2030 and Annex 1 of the Urban Design SPD.

INFORMATIVE(S)

1. Only clean uncontaminated water should drain to the surface water system. Roof drainage shall drain directly to the surface water system (entering after the pollution prevention measures). Appropriate pollution control methods (such as trapped gullies and interceptors) should be used for drainage from access roads and car parking areas to prevent hydrocarbons from entering the surface water system. There should be no discharge into land impacted by contamination or land previously identified as being contaminated. There should be no discharge to made ground. There must be no direct discharge to groundwater, a controlled water.
2. Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:
- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011
Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status of any proposed treatment, importation or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.
3. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email: lgwcranes@gatwickairport.com. For further details please refer to CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk
4. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

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5. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
6. The impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a NRSWA enquiry in order to protect public apparatus. Please send these enquiries to: Developer.Services@southernwater.co.uk
7. Southern Water requires a formal application for a connection to the water supply to be made by the applicant or developer. To make an application visit: southernwater.co.uk/developing and please read the New Connections Services Charging Arrangements documents which are available via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119). Website: southernwater.co.uk /email: SouthernWaterPlanning@southernwater.co.uk
8. As part of the Building Regulations 2004, adequate access for firefighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments.(BS5588 Part B 5) for further information please contact the Fire and Rescue Service. Evidence will also be required that Fire Service vehicle access meets with the requirements identified in Approved Document B Volume 2 2019 Edition: B5 Section 15, including Tables 15.1, 15.2 and diagrams 15.1 & 15.3.
9. The applicant's attention is drawn to the consultation response provided by Sussex Policy dated 26th April 2021 on crime prevention measures and further sources of information which are likely to be of benefit to future occupiers of the units.

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary 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.

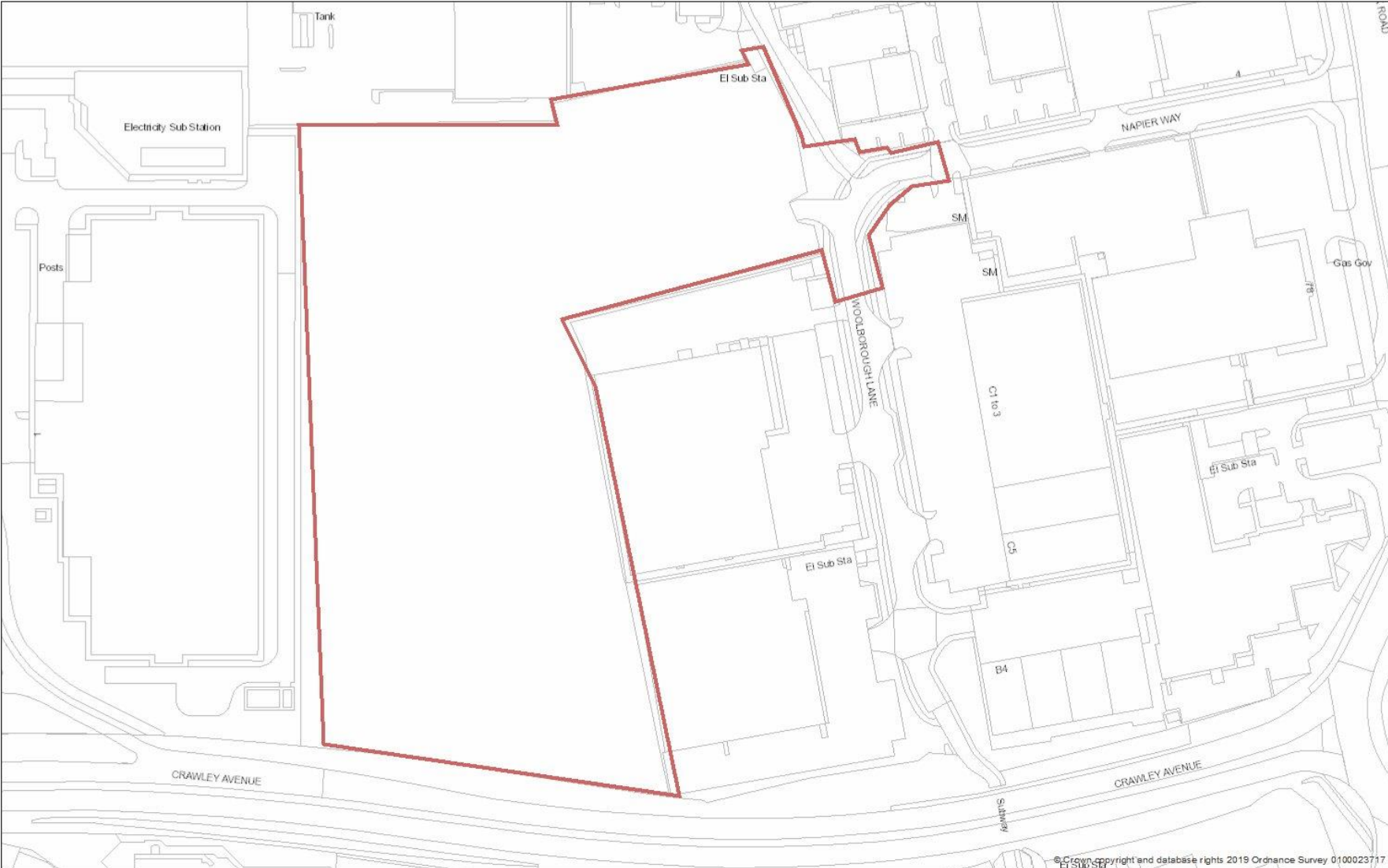


ArcGIS Web Map



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

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