

LOCATION: [UNITS 1 AND 2, CAMINO PARK, JAMES WATT WAY, NORTHGATE, CRAWLEY](#)
WARD: Northgate & West Green
PROPOSAL: CHANGE OF USE FROM STORAGE & DISTRIBUTION (CLASS B8) TO A FLEXIBLE USE INCLUDING GENERAL INDUSTRIAL (CLASS B2) AND/OR STORAGE & DISTRIBUTION (CLASS B8) USE AND PHYSICAL WORKS TO THE CAR PARK

TARGET DECISION DATE: 18 October 2019

CASE OFFICER: Miss S. Hobden

APPLICANTS NAME: Redefine Camino Park Crawley Limited
AGENTS NAME: Savills (UK) Limited

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
URB CA [08] 00 01	D01	Site Location Plan
URB CA [08] 00 02	D00	Existing Site Block Plan
URB CA [08] 00 03	D01	Proposed Site Block Plan
A400		Unit 1 Ground Floor
A401		Unit 1 Mezzanine
A402		Unit 1 First Floor
A403		Unit 2 Ground Floor
A404		Unit 2 Mezzanine
A405		Unit 2 First Floor
VN91361/TR02		HGV Vehicle Tracking Plan
VN91361_D101	A	Service Yard Arrangement (13 HGV Spaces)
URB-CA 08 00 04	A01	Indicative Cycle Parking Locations

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|--|---|
| 1. | GAL Aerodrome Safeguarding | No objection |
| 2. | Environment Agency | No objection |
| 3. | WSCC Highways | No objection but require a condition regarding Travel Plan to be submitted and approved by the LPA. |
| 4. | National Air Traffic Services (NATS) | No objection |
| 5. | Thames Water | No comment |
| 6. | Police | No comment |
| 7. | CBC Drainage Officer | No objection |
| 8. | UK Power Networks | No comment |
| 9. | Crawley Cycle & Walking Forum | Comment – Based on General Industrial (B2) use 85 cycle spaces should be provided. |
| 10. | Southern Water Ltd | Comment - Not within Southern Waters statutory area for drainage and wastewater services. |
| 11. | CBC Energy Efficiency & Sustainability | Conditional |
| 12. | WSCC Lead Local Flood Authority | No comment |
| 13. | CBC Manor Royal | No objection |

14.	Gatwick Diamond Grow Group	No comment
15.	CBC Economic Development	No comment
16.	Sutton and East Surrey Water plc	No comment

NEIGHBOUR NOTIFICATIONS:-

Site notices were erected on the site on the 2nd Aug 2019 and press notices were advertised in the Crawley Observer on the 31st Jul 2019.

RESPONSES RECEIVED:-

None received.

1. THE APPLICATION SITE:-

1.1 The application site relates to two large industrial buildings located within Camino Park that is to the south of James Watt Way and west of Whittle Way within the wider Manor Royal Industrial Area. The buildings are identical in design comprising white, dark blue and light grey cladding with curved roofs. The parking areas for the buildings are sited to the front (north) and side (west) of the site with a service yard to the rear (south). There are two site accesses off James Watt Way. The perimeter of the site comprises grass verges, small trees and low level hedges around the northern/western boundary with mature trees lining the southern and eastern boundaries.

2. THE PROPOSED DEVELOPMENT:-

2.1 Planning permission is sought for the change of use of units 1 and 2 Camino Park from use class B8 (storage and distribution) to a mixed use B8 (storage and distribution) and B2 (General Industrial) with alterations to the car park.

3. RELEVANT PLANNING HISTORY:-

3.1 Unit 1, Camino Park

CR/2000/0756/FUL - ERECTION OF TWO INDUSTRIAL/WAREHOUSE UNITS WITH ANCILLARY SERVICE YARDS AND CAR PARKING – Permitted.

Condition 6 - Restrictive condition regarding the extension of the buildings.

CR/2003/0763/FUL - ERECTION OF FIRST FLOOR MEZZANINE FLOOR TO PROVIDE APPROXIMATELY 350 SQ. M. OF ADDITIONAL FLOORSPACE – Permitted.

Condition 2 – Restrictive condition regarding the extension of the building.

CR/2005/0895/FUL - ERECTION OF TWO FLOOR MEZZANINE INSTALLATION AND RACKING, INCLUDING WORKSHOP AND MEETING/TRAINING AREAS PARTITIONED OFF – Permitted.

Condition 3 – Restrictive condition regarding the use of the mezzanine & ancillary workshop.

3.2 Unit 2, Camino Park

CR/2000/0756/FUL - ERECTION OF TWO INDUSTRIAL/WAREHOUSE UNITS WITH ANCILLARY SERVICE YARDS AND CAR PARKING – Permitted.

Condition 6 - Restrictive condition regarding the extension of the buildings.

CR/2002/0009/192 - APPLICATION FOR A CERTIFICATE OF LAWFULNESS OF PROPOSED USE OF NEW DEVELOPMENT FOR WAREHOUSE/INDUSTRIAL USE OF WHICH 278 SQ. M. USED AS SHOW AREA/TRADE COUNTER. HOURS OF OPERATION 9.00AM TO 6.00PM MON TO SUN – Refused.

CR/2002/0095/FUL - ERECTION OF TWO-TIER MEZZANINE FLOOR FOR STORAGE ONLY AND INSERTION OF DOORS ON THE WEST SIDE – Permitted.

CR/2014/0194/FUL - CHANGE OF USE OF MEZZANINE FROM WAREHOUSE (B8) TO OFFICE(B1A)/WAREHOUSE(B8), INSTALLATION OF ADDITIONAL WINDOWS ON SIDE ELEVATION & ADDITIONAL AIR CONDITIONING UNITS – Permitted.

4. PLANNING POLICY:-

4.1 National Planning Policy Framework (2019) (NPPF)

- 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.
- 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 considering development proposals the council will take a positive approach to approving development which is sustainable.
- 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. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy EC1: Sustainable Economic Growth. Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.
- Policy EC2: Economic Growth in Main Employment Areas. This Policy identifies Manor Royal as Main Employment Area and states that proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- Policy EC3: Manor Royal. Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. 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.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV7: 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.
- Policy ENV9: Tackling Water Stress. For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits. Should BREEAM be replaced, or any national standards increased, then this requirement will also be replaced by any tighter standard appropriate to an area of serious water stress. Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.
- 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.
- 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. Parking standards for other types of developments will be based on the particular usage of the premises, which will take account of the intensity and requirements of each employment usage and the accessibility of an area by public transport and other sustainable modes.

4.3 Manor Royal Design Guide Supplementary Planning Document (July 2013)

This document is also relevant and constitutes the planning guidance in relation to the Manor Royal Business District to ensure new development makes a significant contribution to the uplift of the area and secure high quality development that supports the key business function. It provides details of potential improvement projects that could be delivered by a variety of landowners and agencies to enhance the wider public realm as a whole where the application site is located. 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. This is through achieving robust and consistent frontages along Manor Royal to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas.

4.4 Urban Design Supplementary Planning Document (adopted October 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 contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and sustainable design.

It also includes in Annex 1 the Borough's indicative minimum parking standards.

For B8 warehousing the requirements are:

- Car parking – 1 space per 100 sq m
- Lorry parking – 1 space per 500 sq m. 1 space minimum.
- 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.

For B2 industrial the requirements are:

- Car parking – 1 space per 40 sq m
- Lorry parking – 1 space per 500 sq m. 1 space minimum.
- Disabled parking – 1 space or 5% total provision
- Cycle parking – 1 space per 200 sq m for staff and 1 space per 500 sq m for visitors
- Motorcycle parking – 1 space per 10 car parking spaces.

4.5 Planning and Climate Change SPD (adopted October 2016):

This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV7, ENV9 and IN3).

4.6 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.

4.7 Regulation 123 List (July 2016)

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 a

developer/landowner is not charged twice for the same piece of infrastructure. As set out in the Regulation 123 list, a Manor Royal contribution of £2 per square metre is required.

5. PLANNING CONSIDERATIONS:-

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

- The principle of the change of use.
- The impact on the character and appearance of the area.
- The impact on neighbouring amenity.
- The impact on highways and parking and whether the development can meet its own operational needs.
- Protected Trees and Landscaping.
- Sustainability.

The principle of the change of use.

5.2 The application site is situated within the Manor Royal Main Employment Area as defined by Local Plan Policies EC1, EC2 and EC3. 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 development is for the change of use of Units 1 and 2, Camino Park from B8 use (storage or distribution) to a flexible mix of B2 (general industrial) and/or B8 (storage or distribution) uses. The principle of the development proposed is therefore considered to accord with Local Plan Policies EC1, EC2 and EC3.

The impact on the character and appearance of the area.

5.3 The proposed development would not involve any alterations to the buildings therefore, it would not have an impact on the general character of the area.

5.4 The proposal is considered acceptable in this regard and would therefore comply with the relevant local plan policies, the design guidance contained within the Urban Design SPD and the relevant paragraphs of the NPPF.

The impact on neighbouring amenity.

5.5 The surrounding area is industrial and commercial in its nature and appearance. The proposed use could create some noise however, there are no residential dwellings in the near vicinity. It is therefore considered that the proposed use would not be detrimental to the amenities of neighbouring occupiers.

5.6 The proposal is considered acceptable in this regard and would therefore comply with the relevant local plan policies, the design guidance contained within the Urban Design SPD and the relevant paragraphs of the NPPF.

The impact on highways and parking and whether the development can meet its own operational needs.

5.7 No modifications are proposed to the two existing vehicle access points onto James Watt Way. The Local Highway Authority (LHA) have commented that the proposed change of use would not have a detrimental impact on the capacity of the highway network or highway safety. The site is sustainably

located within walking and cycling distance of public transport. There is a lit footway around the perimeter of the site on one side of the road and a frequent bus service runs close to the site. The majority of James Watt Way is subject to double yellow line waiting restrictions. Despite the site being sustainably located the LHA recognise that there will still be a need for employees to use a car and have therefore, requested a condition is attached to the permission requiring a Travel Plan to be submitted to and approved in writing by the LPA.

- 5.8 Annex 1 of the Urban Design SPD contains the Borough’s indicative minimum parking standards for B2 and B8 uses for lorries, cars and cycles. The combined total internal floorspace of both units is 11,823 sqm (7,047sqm for Unit 1 and 4,776sqm for Unit 2). Currently both units are in B8 use and the parking requirement based on the current SPD is for 118 car parking spaces, 23 cycle spaces and 11 visitor cycle spaces. On the basis of the current floorspace within the buildings, if both units were changed to a B2 use the parking requirements would be 295 car parking spaces, 59 cycle spaces and 22 visitor cycle spaces.
- 5.9 The current site layout has space for 110 car parking spaces and 12 spaces for cycles. It should be noted however that the previous occupier was Evans Cycles and there was plenty of cycle storage within the building. The applicants propose to reconfigure the car park and introduce an additional 67 car parking spaces, 63 of these spaces will be located within the service yard of the buildings and 4 within the aisle that runs between the two buildings. To accommodate these spaces it is proposed that traffic movement through the aisle will be restricted to southbound movements only. A total of 177 car parking spaces could therefore be provided which is clearly well below the adopted standard required for a wholly B2 use on the site.
- 5.10 The LPA therefore consider that given the considerable shortfall in parking for a wholly B2 use that the amount of B2 floorspace permitted on the site should be controlled and it is suggested that the floorspace of unit 2 (which is the smaller of the two units) should be the maximum amount released for B2 use. It is proposed that this would be conditioned and the B2 use could either be the whole of unit 2, part of unit 1, or split between the buildings as a mix of B2/B8 uses.
- 5.11 Based on the assumptions set out in paragraph 5.10 above, the parking standards for a mixed use development (with up to 4,776 sqm of B2 floorspace) would be as follows:

Use	Floor Space	Car Parking
B2	4,776 square metres	119 spaces
B8	7,047 square metres	70 spaces
	Total	187 spaces

The associated cycle provision would be 38 employee cycle spaces and 17 visitor cycle spaces (total 55 spaces). Based on these assumptions, the proposed layout would provide a total of 177 car parking spaces, a deficit of 10 parking spaces. It is considered that this slight shortfall in parking spaces against the adopted standard is acceptable given the relatively sustainable location of Camino Park.

- 5.12 In respect to cycle parking, an indicative cycle layout plan has been provided demonstrating that the site can accommodate 58 cycle spaces using 29 ‘sheffield’ hoops. No details of the cycle shelters have been provided. Whilst the agent has provided an indicative plan demonstrating that 58 cycle spaces can be accommodated at this site. A condition would be attached to any permission requiring a final cycle parking layout plan to be submitted to and approved in writing by the LPA prior to the buildings / floorspace being brought into B2 use. This will also require details of the cycle parking shelters.

- 5.13 With regard to HGV parking and manoeuvring space, the original plans for the site when the units were first constructed showed no parking for HGV vehicles. In 2005 a permission was granted for mezzanine floors at this site. This permission was restricted to B8 use and an approved plan showed a parking layout for 13 HGV spaces to the rear (south) of both units (8 spaces for unit 1 and 5 spaces for unit 2). Given that the proposed development does not involve an increase in floor space and the lorry parking standards for a B2 use are the same as a B8 use (1 space per 500sqm. 1 space minimum), it is considered the existing lorry parking arrangements are adequate although these are below the current SPD standard of up to 24 spaces for the floorspace on the site. Planning officers have sought to retain the current agreed level of lorry parking provision of 13 HGV spaces and further information on how the lorries can manoeuvre and park within the site given its tight physical constraints as a result of the additional car parking spaces within the rear service yard. The agent has submitted a revised parking plan showing 13 HGV spaces and a swept path analysis that demonstrates a 16.5m lorry can manoeuvre and park within the site. This is therefore considered acceptable.
- 5.14 Whilst the agent has provided car, lorry and cycle parking layout plans there is no indication as to how the spaces will be divided between the two units or potentially several occupiers (if the units are shared or subdivided). Therefore, a condition is proposed to be attached to any permission requiring a parking management plan to be submitted to and approved in writing by the LPA prior to the buildings being brought into B2 use.
- 5.15 The LHA has been re-consulted on the proposed development and considers that the revised parking layout and HGV tracking plans are acceptable. The LHA does not consider that the proposal would result in a detrimental impact to the safe operation of the highway network. Therefore subject to conditions to control the amount of B2 floor space proposed, to require car, lorry and cycle parking to be provided, and the adoption of a Travel Plan for the site, it is considered that the proposed development would be able to meet its own operational requirements in accordance with Policies CH3 and IN4 of the Local Plan.

Protected Trees and Landscaping

- 5.16 The Manor Royal Design Guide sets out proposals to improve the character and environment of the Manor Royal employment area. The site currently has trees, low level hedges and green verges around the perimeter of the site that provides a green buffer. To the north of the site are several protected trees along the front boundary. It is therefore acknowledged that, given the existence of the protected trees and soft landscaping, the location of the application site and the red line of the site, there is no scope for additional landscaping and the proposal is therefore considered acceptable in this regard.
- 5.17 In addition, it is noted that the indicative cycle plan layout shows the location of cycle storage potentially within the grass verge areas close to protected trees and possibly their root protection areas. It is therefore considered necessary to attach a condition to the permission requesting construction details of the proposed cycle hoops and shelters to ensure the health and appearance of the trees are not damaged.

Provision of Manor Royal public realm contributions

- 5.18 According to Policy EC3 and the Regulation 123 list (July 2016), contributions to the improvement of the public realm of Manor Royal will be sought from all new developments within the Manor Royal Main Employment Area and the contribution will be calculated on the basis of £2 per sqm of development as stated in footnote 7 of the Developers Contributions Guidance Note. The proposal does not involve any new creation of floor space therefore, this requirement is not applicable.

Sustainability.

- 5.19 The agent has submitted a limited Sustainability Statement. The Council's Energy Efficiency and Sustainability Officer has been consulted and advises that Policies ENV6, ENV7 and ENV9 are relevant to this proposal and has recommended that a condition is attached to the permission seeking a Sustainability Statement that details measures by which the development will address the requirements concerning climate change mitigation and adaptation set out in the above Local Plan policies above.

6. CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the change of use from B8 to a more flexible mix of B8/B2 uses in this location is acceptable. The site is considered to meet its own operational requirements in terms of car, lorry and cycle parking despite car parking numbers being slightly below the minimum parking standards by 10 spaces, this is not considered significant enough to warrant a refusal. The proposal would not have a detrimental impact on neighbouring amenity or the street scene and subject to conditions requiring a parking management plan, a travel plan, the location and details of the cycle shelters and their construction details (to ensure the health and appearance of the protected trees are not affected) and a sustainability statement to be submitted to and approved in writing by the LPA. The proposal is considered to be acceptable and would accord with the policies outlined in the NPPF (2019), the Crawley Borough Local Plan (2015-2030), the Urban Design SPD (2016), the Planning and Climate Change SPD (2016), and the Manor Royal Design Guide SPD (2013).

RECOMMENDATION RE CR/2019/0470/FUL:-

PERMIT subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The total floor space within the application site being used for General Industrial (B2) purposes shall not at any time exceed 4,776 square metres of floor space.
REASON: To ensure that adequate parking for cars, lorries and cycles is provided clear of the highway in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document.
4. The premises shall be used only for purposes within Use Classes B2 General Industrial and B8 Storage and distribution as defined in the Town and Country Planning (Use Classes) Order, 1987 and shall not be used for any other purpose.
REASON: To ensure that the operational requirements of the site can be met in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.
5. No part of the buildings within the application site shall be bought into General Industrial (B2) use until the parking layout is implemented in accordance with drawing no. URB CA [08] 00 03 D01 to form 177 car parking spaces and 13 HGV spaces unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure an adequate and satisfactory standard of parking provision is implemented before the site is bought into General Industrial (B2) use to manage traffic on the site and in the surrounding area in the interests of highway safety in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document.

6. No part of the buildings within the application site shall be brought into General Industrial (B2) use until a parking management plan for the site has been submitted to and approved in writing by the Local Planning Authority and the agreed parking management plan implemented. The site shall thereafter be managed in accordance with the approved parking management plan.
REASON: To manage traffic on the site and in the surrounding area in the interests of highway safety in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document.
7. No part of the buildings within the application site shall be brought into General Industrial (B2) use until full construction details and plans showing sheltered and secure cycle parking provision for a minimum of 55 cycles has been submitted to and approved in writing by the Local Planning Authority. The details shall include the location, design and appearance of the cycle parking and measures to protect any adjacent trees and landscaping during the course of construction. The approved details shall be implemented in full prior to the commencement of any General Industrial (B2) use and shall thereafter be retained for the life of the development unless otherwise approved in writing by the Local Planning Authority.
REASON: To encourage sustainable transport and provide appropriate parking for cyclists in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030, the parking standards set out in the Urban Design Supplementary Planning Document and to ensure the retention of vegetation important to the visual amenity and for the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
8. No part of the buildings within the application site shall be brought into General Industrial (B2) use until a Travel Plan relating to that use has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
9. No part of the buildings within the application site shall be brought into General Industrial (B2) use until there has been submitted to and approved in writing by the Local Planning Authority a Sustainability Statement detailing measures by which the development proposes to address the requirements concerning climate change mitigation and adaption as set out in Local Plan policies ENV6, ENV7 and ENV9. The measures in the approved Sustainability Statement shall be implemented prior to any part of the buildings being brought into General Industrial (B2) use.
REASON: In the interests of sustainable design and construction and in accordance with policies ENV6, ENV7 and ENV9 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:

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

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

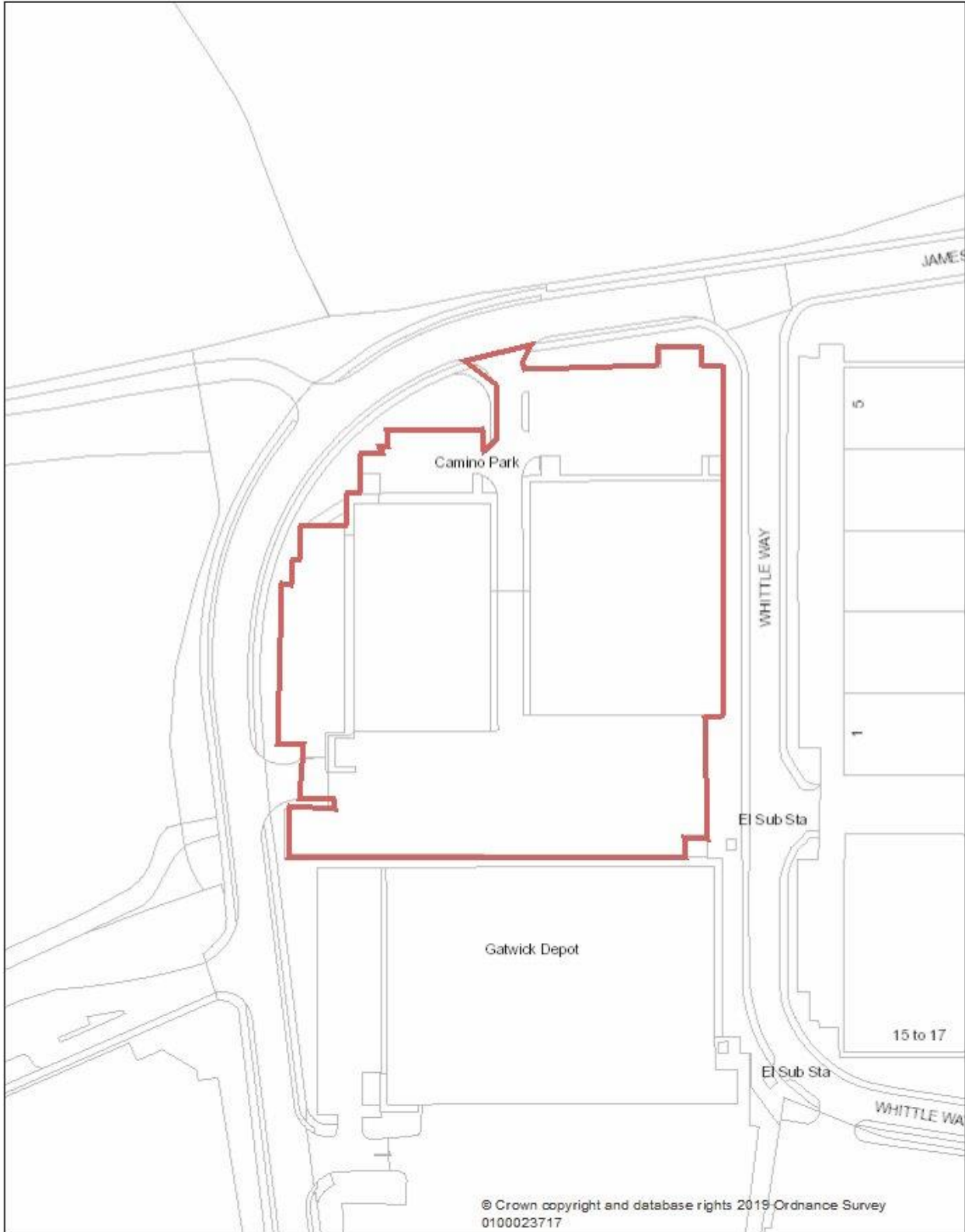


ArcGIS Web Map



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