

REFERENCE NO: CR/2019/0696/FUL

LOCATION: [LAND PARCEL AT JERSEY FARM, COUNTY OAK LANE, LANGLEY GREEN, CRAWLEY](#)
WARD: Langley Green & Tushmore
PROPOSAL: ERECTION OF A WAREHOUSE BUILDING TO PROVIDE B8 USE TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPING (AMENDED PLANS AND DESCRIPTION).

TARGET DECISION DATE: 18 December 2019

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Mr G Scott

AGENTS NAME: Robert Davies John West Ltd

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
390-RDJWL-01-XX-DR-A-0015	C1	Site Location Plan
390-RDJWL-01-XX-DR-A-0016	C1	Block Plan
390-RDJWL-01-XX-DR-A-0020	C1	Proposed Site Layout
390-RDJWL-01-ZZ-DR-A-0025	C1	Proposed Floor Plans
390-RDJWL-01-ZZ-DR-A-0030	C1	Proposed Elevations
263-01-02	B	Landscape Mitigation Strategy
263-01-03	A	Planting Plan
390-RDJW-01-ZZ-DR-A-0040	C1	Proposed 3D Views - Sheet 1
390-RDJW-01-ZZ-DR-A-0041	C1	Proposed 3D Views - Sheet 2

CONSULTEE NOTIFICATIONS & RESPONSES:-

- GAL Planning Department

No objection – No hard-landscaping shown in the area safeguarded for a second runway. Would prefer no landscaping in this area as it would be removed if a second runway were to be realised in the future. LPA to consider whether these elements of landscaping on safeguarded land integral to proposal. It also falls within the Crawley Draft Local Plan 2035 Indicative Search Corridor for Crawley Western Relief Road (CWRR). Considers that LPA needs to consider what weight should be given to CWRR Policy ST4 whilst having regard to the ongoing need to safeguard land for an additional runway and this development.
- GAL Aerodrome Safeguarding

No objection. Bird Hazard Management Plan condition and cranes informative recommended.
- Environment Agency

No comment as the development would have a low environmental risk.

4.	WSCC Highways	No objection to the original submission that proposed greater floor-space, subject to travel plan, construction management plan, access and parking conditions, and informatives. A S106 to address site specific infrastructure requirements is recommended. A further update to the revised reduced proposal for just the B8 Use Class will be provided at the meeting.
5.	National Air Traffic Services (NATS)	No objection.
6.	Surrey County Council	No comment.
7.	Mid Sussex District Council	No comment.
8.	Thames Water	No objection – Surface water will not discharge into the public network so approval should be sought from the Lead Local Flood Authority. An informative is recommended.
9.	Mole Valley District Council	No objection.
10.	Sussex Police	No objection – Recommends measures to mitigate against any identified local crime trends and site specific requirements should be considered.
11.	Horsham District Council	No objection.
12.	CBC Drainage Officer	No objection in principle. More information required
13.	CBC Property Division	No comment received.
14.	CBC Planning Arboricultural Officer	No objection – No significant loss of amenity due to the removal of the hedgerow between the site and the adjacent site to the south.
15.	Tandridge District Council	No objection.
16.	Reigate and Banstead Borough Council	No objection.
17.	CBC Environment Team	No comment received.
18.	CBC Environmental Health	Recommends that an emissions impact assessment/calculation is provided.
19.	Crawley Cycle & Walking Forum	No objection – Cycle parking provision is greater than the minimum requirement in the Urban Design SPD. Comments have been provided as to the design for cycle parking and how improvements to access can be made. The commentary on cycle networks is lacking. Walking and bus information is relevant.
20.	Southern Water Ltd	No objection – Can provide a water supply to the site. An informative is recommended.
21.	CBC Energy Efficiency & Sustainability	No objection subject to conditions.
22.	CBC Retail & Employment	No comment received.
23.	CBC Urban Design	No comment received.
24.	Ecology Officer	To be advised, but there was no objection subject to conditions to the previous proposed development of the site granted under ref CR/2015/0453/FUL.
25.	WSCC Lead Local Flood Authority	No objection –Surface Water - low risk of flooding, existing surface water flow paths should be maintained. Groundwater - Low risk of flooding, Local or field boundary ditches should be maintained.
	Historic flooding	No records having been reported. SUDS – recommended that this is reviewed by the Borough Council Drainage Engineer.
26.	CBC Countryside & Open Space	No comments received.
27.	Gatwick Diamond Grow Group	No comments received.

NEIGHBOUR NOTIFICATIONS:-

The development was advertised by an advertisement in the press and site notices posted around the site on 9th October 2019.

Unit 38 Basepoint Business Centre.

RESPONSES RECEIVED:-

Manor Royal BID – Supports the application as a sensible extension to Manor Royal in keeping with its primary uses and providing much needed new employment floor-space.

REASON FOR REPORTING TO COMMITTEE:-

The planning application is for a “major” development of greater than 1000sqm of floorspace.

THE APPLICATION SITE:-

- 1.1 Located to the west of the County Oak Way and the north west of the Dualit building, the site comprises a roughly triangular area of undeveloped field. There are trees and hedging along the south-eastern boundary whilst the north-west and south west boundaries would be open to the remaining parts of the field and the countryside beyond. There is public footpath to the north west of the field running along part of the hedge/trees that form the field boundary. This provides extensive views across the field towards the site.
- 1.2 To the south-west of the site are Cherry Lane playing fields, to the south is the large Dualit commercial building and to the north-east is a line of mature trees with the two storey Merlin Centre beyond.
- 1.3 An area of CBC owned land runs along the south-east side of the site. This appears to provide access from Cherry Lane playing field to County Oak Way, although it is not recognised as a public right of way and at the time of the site visit was in places starting to become overgrown with vegetation.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal has been amended since submission, and permission is now only sought for a building for a Storage or Distribution use (class B8). This planning application seeks permission for effectively a two storey building (main ground floor space and mezzanine) with a floor space 1692sqm. The building would be situated in the centre of the site with an access road running from County Oak Way along the northern boundary to form a significant turning head to the north of Cherry Lane Playing Fields. It is proposed that there would be parking for 20 cars with 3 being provided as disabled spaces. There would also be parking for 3 lorries. Six of the car parking spaces would be to the front of the building, including the disabled spaces, that would be located under the proposed canopy and close to the main entrance. The remaining 14 car parking spaces, lorry parking and service yard would be to the rear. It is proposed to provide 4 electric car charging points.
- 2.2 The building would have a flat roof and has been designed with a canopy supported by piers to define the north-east facing front elevation. In terms of overall articulation, the building would be relatively simply designed with minimal glazing and the walls would be predominantly made of Kingspan (outer envelope) insulated panels. The south-west, north-west and south-east elevations would also include elements of green walls. The panels to the north east, north-west and south west elevations would be finished in a “dazzle ship” design of light and dark greys to break up the outline/extent to the facades on view from nearby public viewpoints.
- 2.3 The main building would be 68m in length with canopy projecting from the front (north east) elevation of 14m in length. The building would be irregular in shape. The front of building would be an irregular trapezoid shape as its side elevations would be parallel to the boundaries of the site, whereas to the rear the building would be rectangular in shape. This would result in the creation of a triangle of landscaped land adjacent to the access road at the side of the rear of the building. At its north-eastern narrowest end it would be 16m wide and at the south-western widest end it would be 23m wide. The building at its highest point would be 10m high.

- 2.4 There would be cycle parking and bin stores to both the front (close to the entrance under the canopy) and to the rear of the building. An electrical sub-station is proposed to the front of the building close to County Oak Way. Up to 20 cycle spaces in total are proposed.
- 2.5 Most hedging and some of the trees along the southern boundary adjacent to the CBC Land would be lost to make way of the development although replacement planting of trees is proposed. Landscaping is proposed on land owned by the applicant to the north of the access road within land safeguarded for a potential second runway for Gatwick Airport and to the west of the carpark adjacent to Cherry Lane playing fields.
- 2.6 Some landscaping would also be provided within the site, notably to the front (north-east) of the building close to the proposed access onto County Oak Way and around the rear car-park and service yard.
- 2.7 The following documents have been submitted in support of the application:
- Design and Access Statement
 - Planning Statement
 - Transport Statement
 - Economic Statement
 - Air Quality Assessment
 - Sustainability Statement
 - Utilities Infrastructure Statement
 - Landscape Report
 - Combined Ecological & Arboricultural Appraisal Report
 - Flood Risk Assessment and Drainage Strategy

PLANNING HISTORY:-

- 3.1 In 2018 planning permission was granted for the CONSTRUCTION OF AN INDUSTRIAL WAREHOUSE BUILDING COMPRISING THREE UNITS, A, B AND C, TO PROVIDE B2 AND B8 USEAGE, TOGETHER WITH ASSOCIATED PARKING AND AMENITY SPACE. Ref. CR/2015/0453/FUL. The site was similar to the site for the current application, but did not include planting on the land outside the application site within the ownership of the applicant as currently proposed. There is no evidence that this has been implemented.

PLANNING POLICY:-

- 4.1 This site is located outside the built-up area boundary and within the Upper Mole Farmlands Urban Fringe. The area safeguarded for a potential second runway for Gatwick Airport runs directly along the northern boundary of the site.

National Planning Policy Framework (June 2019)

- 4.2 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’ 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 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.

Crawley Borough Local Plan 2015-2030

4.3 The following policies are relevant:

- 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.
- CH2 (Principles of Good Urban Design) To assist in the creation, retention or enhancement of successful places in Crawley, development proposals will be required to:
 - a) respond to and reinforce locally distinctive patterns of development and landscape character and 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, putting people before traffic and integrating land uses and transport networks;*
 - 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; and*
 - g) provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.*

Applications must include information that demonstrates that these principles would be achieved, or not compromised, through the proposed development.
- CH3 (Normal Requirements of All Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- CH4 (Comprehensive Development and Efficient Use of Land) Proposals must use land efficiently and not prejudice the development potential of adjoining land.
- CH9 (Development Outside the Built-Up Area Boundary). Sets out policies to ensure the Towns compact nature and attractive setting is maintained. The grouping of buildings, views,

character lighting, parking and storage, activity and noise and traffic are all issues to be considered. Whilst not an allocated site within the Local Plan 2015-2030, it is recognised in the supporting statement for policy CH9 that areas outside the area to be safeguarded will be considered favourably for minor extensions to the Main Employment Area provided they are appropriate to the location and the countryside setting. B use Class development maybe acceptable within the Upper Mole Farmlands Fringe.

- EC1 (Sustainable Economic Growth). The supporting statement para 5.20 identifies that minor extensions abutting the Manor Royal boundary within the Upper Mole Rural Fringe area may be appropriate on site outside safeguarding subject to the impact on the countryside and provided it delivers B Use Class floor-space.
- EC3 (Manor Royal) relates to the Manor Royal which is the principal business location for Crawley, and instrumental to 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. All development should contribute positively to the overall setting and environment of the Main Employment Area.
- ENV2 (Biodiversity) requires all development proposals to incorporate features to encourage biodiversity where appropriate.
- ENV6 (Sustainable Design and Construction) states development for new non-domestic buildings should achieve BREEAM Excellent rating for water and energy credits where technically and financially viable.
- ENV7 (District Energy Networks) states any major development within the borough and all development proposals within a priority area for District Energy Networks that would involve the creation of a new dwelling or the creation of over 1000sqm of internal floor-space, should consider how it may include site-wide communal energy systems and consider developing its own system for supplying energy to any surrounding existing or planned buildings. All development subject to the requirements of Policy ENV7, must be supported through the submission of a sustainability statement in compliance with the Planning and Climate Change SPD.
- ENV8 (Development and Flood Risk) All development must avoid areas at unacceptable risk from flooding and must not increase flood risk elsewhere.
- 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, required by Policy ENV6.
- 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.
- 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.
- 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.

- GAT2 (Safeguarded Land) Protects land for a second potential runway from inappropriate development.

Crawley Borough Local Plan 2020-2035 November 2019 (Regulation 19 draft)

4.4 This Draft Local Plan was approved by Full Council on 16th December 2019 and will be subject to the Regulation 19 public consultation that is due to begin in January 2020. This emerging Local Plan is still at a relatively early stage in its adoption and has therefore limited weight in the determination of planning applications at this time. The following policies are relevant:

- SD1 Presumption in Favour of Sustainable Development
- SD3 North Crawley Area Action Plan
- CL2 Making Successful places: Principles of Good Urban Design
- CL3 Local Character and the Form of New Development
- CL4 Effective Use of Land: Sustainability, Movement and Layout
- CL5 Form of Development Layout, Scale and Appearance
- CL8 Development Outside the Built –Up Area
- DD1 Normal requirements of All New Development
- DD4 Tree and Landscape Character Planting
- DD5 Tree Replacement Standards
- DD6 Aerodrome Safeguarding
- EC1 Sustainable Economic Development
- EC3 Manor Royal
- EC12 Rural economy
- G11 Green Infrastructure
- G12 Biodiversity and Net Gain
- SDC1 Sustainable Design and Construction
- SDC2 District Energy Networks
- SDC3 Tackling Water Stress
- EP1 Development and Flood Risk
- EP5 Air Quality
- EP6 External Lighting
- ST1 Development and Requirements for Sustainable Transport
- ST2 Car and Cycle Parking Standards
- ST4 Safeguarding of a Search Corridor for a Crawley Western Link Road

4.5 Policies SD3 - North Crawley Area Action Plan, and ST4 - Safeguarding of a Search Corridor for a Crawley Western Link Road, are of particular relevance to this application as the site is located within the areas of search for both of these policies.

Supplementary Planning Documents (SPDs)

4.6 The Supplementary Planning Documents are non-statutory documents that supplement the policies of the Local Plan. The following are applicable to this application:

Manor Royal Design Guide SPD (July 2013)

4.7 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 secures high quality development which 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. In particular, it requires all development to demonstrate the following:

- New buildings to be of high quality design and urban design.
- Proposals seek to provide active frontages to routes.
- Materials and finishes of good quality and support the principles of identity and sustainability.
- Proposals to achieve a high level of security.
- Surface Water drainage considered.

- Water efficiency measures considered.
- The development must positively contribute to the landscape and identity of Manor Royal.

4.8 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. Boundary treatments must be appropriate in scale and context. Landscaping to reduce the visual impact of fences and barriers is encouraged.

Urban Design Supplementary Planning Document (SPD) Oct 2016.

4.9 In addition to providing guidance in regard to massing, materials, public realm, signage, sustainable development, street design and parking layouts, the document also includes the Councils current adopted indicative minimum parking standards. For a storage and warehousing (B8) use there is a requirement for 1 car parking space per 100sqm and 1 lorry space per 500sqm of floorspace. Disabled provision should be 5% of total car-parking, with additional requirements for 1 cycle parking space per 200sqm and 1 motorcycle space per 10 car spaces.

Planning and Climate Change SPD Oct 2016

4.10 This provides additional guidance to support the sustainability requirements of policies ENV6, ENV7, ENV8, ENV9 and IN3.

Green Infrastructure SPD Oct 2016

4.11 This includes details as to how to assess the impact of development on the specific Landscape Character Areas situated outside the built up area boundary including the Upper Mole Farmlands Fringe.

CIL charging schedule July 2016 and the Developers Contributions Guidance Note.

4.12 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 contribution to Public Realm Improvements in Manor Royal is set at a level of £2 per square metre for new floor-space and it would be provided via a S106 Agreement.

PLANNING CONSIDERATIONS:-

5.1 In addition to a consideration of the acceptability in principle of the development of this site for a storage or distribution (B8) use, the following are considerations in respect of this development:

- The impact on visual amenity and the character of the Upper Mole Farmland Rural Area;
- The impact on users of the Highway, parking and the operational requirements of the site;
- Ecology, Trees and landscaping;
- Sustainability measures;
- The impact on nearby occupiers/neighbours;
- Infrastructure;
- Comprehensive development.
- Flooding;

Whether the principle of the development of this site for storage and distribution B8 uses is acceptable

5.2 The site is situated outside of the built-up area boundary within the Upper Mole Farmlands Fringe. The northern boundary of the site would be against current extent of land safeguarded for a second

runway for Gatwick Airport, although some landscape planting would be situated on the safeguarded land. Gatwick Airport Limited (GAL) have advised that there is no objection to the proposal in terms of impact upon the potential delivery of a second runway as there would be no “hard” development in this area. GAL does however advise that it would be preferable to have no new landscaping within this area, and that the planting landscaping would need to be removed if an additional runway were to be realised in the future. It is not therefore considered in principle that the development would conflict with the Gatwick Airport safeguarding.

- 5.3 The NPPF requires LPA’s to proactively encourage sustainable economic growth to meet anticipated needs over the plan period. The site is adjacent to County Oak/Manor Royal main employment area and it has been accepted within policies CH9 and EC1 of the Crawley Borough Local Plan 2015-2030 that land within this area could be made available for B use class development. In principle therefore it is considered that the proposed development for Class B8 use would not conflict with the Local Plan, subject to consideration of its impact.
- 5.4 With regard to the emerging Draft Crawley Borough Local Plan 2020-2035, the site would be included within the area of the proposed North Crawley Area Action Plan (AAP) (policy SD3) and part of the site is in the area of search for the Crawley Western Link Road (CWLR) (policy ST4). Both of these policies seek to restrict development that would be incompatible with the future delivery of a full Crawley Western Link Road or would prejudice the comprehensive planning of the wider area in the event that the land is no longer required to be safeguarded for a second runway at Gatwick Airport. Policy SD3 states that:- *“Minor extensions to Manor Royal could however be permitted on land outside the amended safeguarded area if they don’t prejudice future comprehensive development within the AAP area”*.
- 5.5 The exact location of the CWLR has not been fixed and the AAP has not been published. There is also an extant planning permission on this site granted permission prior to the publication of the emerging Local Plan, and this could be implemented Ref. CR/2015/0435/FUL. The proposal would not extend the area of the site that would be developed when compared to the extant permission and it is not therefore considered that the development would have a greater impact upon the delivery of any future CWLR or the AAP than the implementation of the extant planning permission. It is not therefore considered that the development would conflict with emerging policies SD3 and ST4.
- 5.6 The applicant is aware of the AAP and the CWLR and that the site could in the future potentially be required to enable the delivery of development connected with these policies. This is however a future risk and as neither the CWLR nor the AAP have been agreed, it is not considered that the two policies can at this time be given significant weight.
- 5.7 As noted in para 5.2, the developable site (excluding the landscaping to the north of the proposed access road) is outside the area safeguarded for a potential second runway at Gatwick Airport, is adjacent to Manor Royal and subject therefore to an assessment of its impacts, it could therefore be acceptable as a minor extension to Manor Royal.

The impact on visual amenity and the character of the Upper Mole Farmlands Fringe;

- 5.8 The proposal would be erected on an open field to the north of the Dualit site at the western end of County Oak Way. The applicant has sought to locate the proposed building centrally in the site and it would not project beyond furthest extent of the neighbouring Dualit Building to the south-west. To the north and north-west of the building the proposed access road would extend from County Oak Way to the west with a large turning head located beyond the west of the Dualit site and north of the Cherry Lane playing fields. The area to the west of the proposed building beyond the south-west boundary of the Dualit site would include the access road, parking areas (some in grasscrete), cycle and bin storage, and landscaping. The site itself has been reduced in size from the original submission and it would now match the site granted planning permission under ref. CR/2015/0435/FUL.
- 5.9 The building would be 82m long (including the canopy) and between 16-23m wide with a maximum height to the ridge of 10m. Finished in cladding with a dazzle pattern and green walls it would be a modern two storey purpose built commercial building, the design is considered visually acceptable.

- 5.10 The existing tree line to the north east of the site adjacent to the Merlin centre would be unaffected by the development although a significant proportion of the hedge, small embankment and ditch along the southern boundary with the CBC owned land would be removed. The embankment, ditch and hedge adjacent to Cherry Lane Playing Fields would be retained with additional trees and hedging planted to supplement it. The hedgerow close to County Oak Way would also be retained and reinforced by additional planting. There would be planting to the north west of the building within the site and along the access road. To the north of the road and outside the site the applicant is proposing additional tree planting.
- 5.11 It is considered the proposed siting of the development within the field but close to existing buildings would appear as an extension to the existing commercial area without appearing dominant in the wider area. Views from Cherry Lane would be limited due to the position of the building and the existing tree/hedgerow screening and landscaping proposed, that would also screen the access/parking area. Although views from the informal path from Cherry Lane to County Oak Way would be significantly altered by having a development along its northern side, the loss of hedge and a number of relatively small trees would be partially mitigated by replacement planting. From County Oak Way the removal of the bund at the end and clearing of some hedgerow to create the entrance would be relatively modest changes that could be mitigated by the landscaped area proposed and the new hedgerow.
- 5.12 This site would be viewed from the public footpath to the north west of the site. The building would be viewed against the backdrop of the larger Dualit building to the south/south east, and landscaping within the site would provide some screening. Notwithstanding the planting outside the site to the north of the access road cannot be guaranteed to be retained given this area is safeguarded land for a second potential runway for Gatwick and because it is also within the area of search for the CWRR, it is considered on balance that the reduction of the building from its original siting and size, and the additional landscaping shown would result in the impact of the development on the character of the countryside being acceptable.
- 5.13 In order to prevent significant impact from light spill a condition is recommended to control all external lighting.
- 5.14 It is therefore considered that the loss of a small amount of the field would not have a demonstrably harmful impact on the Upper Mole Farmlands Fringe as it would be grouped close to existing buildings, would not result in the loss of important views and it would reflect the character of area, in particular the character of development to the west. It is therefore considered that subject to conditions to control materials and ensure the provision of landscaping that the impact upon visual amenity would be acceptable and there would not be a harmful impact upon the Upper Mole Farmlands Fringe.

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

- 5.15 A new access would be provided from the western end of County Oak Way that would run along the northern boundary of the site. The initial response from WSCC to the larger development as originally proposed required additional information and this has been addressed by the applicant. WSCC has confirmed that there was no objection to the original submission on highways grounds. Further comments are required to address the current proposal for just a B8 use on a reduced site with a reduced floor area, however, as the number of vehicle movements for the proposal would be reduced from the original submission it is considered that the proposed development would be likely to continue to be acceptable in highways terms.
- 5.16 The proposed building as revised would have a floor-space of 1692sqm. On the basis of the B8 (Storage or Distribution) there is a minimum parking requirement for 17 car parking spaces and 3-4 lorry parking spaces. The proposal would provide 20 car-parking spaces, including 3 disabled spaces (more than a minimum 5% provision). It is not apparent where the requirement for 3 motorcycle parking spaces would be accommodated, but given that the number of car parking spaces exceeds the minimum required in the Urban Design SPD, it is considered that these could be provided on site without having a harmful impact on parking provision or the landscaping/layout.

- 5.17 There would be up to 20 cycle parking spaces provided and this would exceed the Urban Design SPD requirement for 1 cycle parking space per 500sqm for staff and 1 space per 1000sqm for visitors (6 spaces required). Further details of the actual shelters proposed will however be required via a condition.
- 5.18 The development can cater for its own waste storage needs within the site, and WSCC has considered how larger vehicles can access the site, there would be no adverse issues with access for waste collection vehicles.
- 5.19 It is considered that the access, vehicle and cycle parking and waste arrangements would be satisfactory and the proposal would therefore be able to meet its own operational requirements without risk to users of the highway or adverse impacts on amenity.

Ecology, trees and landscaping;

- 5.20 The proposal will result in the loss of some 31m of hedgerow and the removal of 3 Ash trees within it as well as involving building on an undeveloped field and its adjacent ditch.
- 5.21 The application has been submitted with biodiversity and ecology reports that are being considered by the Council's ecology consultant. Comments from the Ecology Consultant are still awaited however, permission has previously been granted for a similar level of development on the site and it is therefore considered that in principle this development would not have an acceptable impact upon ecology.
- 5.22 In terms of the three 3 Ash trees to be removed from the hedge along the southern boundary, these trees are not considered to have significant amenity and their loss would not be harmful to the character of the area given the replacement planting proposed comprising extensive numbers of trees either on site and on the adjacent land to the north, the replacement tree planting would mitigate the trees that would be lost.
- 5.23 Hedgerow planting with native species is proposed around the western and northern boundaries of the site. This would be similar to other field boundaries in the area. There is also quite extensive tree planting to the north, north-west and north-east of the building on site and this would provide additional screening when it matures. The shrub planting along the southern boundary, whilst not replacing the mature hedge, would provide some screening from the adjacent Crawley Borough Council land. Overall therefore the landscaping proposed would be considered acceptable to ensure the setting of this building adjacent to the fields that comprise this part of the Upper Mole Farmland Rural Area is acceptable.

Sustainability measures;

- 5.24 The applicant has proposed that the building would be erected to a BREEAM excellent standard and will be made ready for any proposed district energy network. The proposal is therefore considered to meet the requirements of policies ENV6 and ENV7 and it is recommended that the proposed sustainability measures are controlled by condition.

The impact on nearby occupiers/neighbours;

- 5.25 The closest buildings to the south and north contain existing commercial uses and the proposal would not adversely impact upon the occupiers of these buildings. To the south west are the Cherry Lane playing fields and beyond these approximately 400m to the south west are the closest dwellings. Given the distance to this housing it is not considered there would be harm from noise and disturbance to their occupiers. The playing fields are subject to intermittent use and are extensive as they include two cricket pitches, given the existing relationship with closer commercial uses along the eastern boundary it is not considered that this proposal would demonstrably impact upon users of the playing fields more than existing nearby uses.

Infrastructure;

- 5.26 The proposal seeks to provide a building with 1692sqm of gross internal floor-space. The CIL Reg

.123 Reg list identifies that development in Manor Royal is subject to infrastructure “...contributions to public art and the street scene required as part of a development in line with Policies CH3 & EC3 of the Local Plan 2015-30”.

- Manor Royal: £3384. This is based on a requirement to provide £2 for every development exceeding 50sqm within the Manor Royal employment area. £2 x 1692 = £3384.

5.27 As regards Transport Infrastructure, the CIL Reg 123 list states in regard to S106 agreements: “Transport and sustainable access measures including transport related public realm improvements necessary to make the development acceptable in planning terms, and any improvements which are required directly as a result of a development.” can be required in addition to the potential payment of CIL. West Sussex County Council have identified a number of proposals in the area directly related to the development and the following contribution to Transport infrastructure based upon the development as originally submitted is therefore required.

- Transport Total Access Demand £80,361 for Implementing a one way system within the County Oak area, Improved bus waiting. And the Provision of new zebra and Toucan crossings.

5.28 It must be noted that the Transport Infrastructure requirement may change when the formal response from WSCC to the consultation on the current reduced floor-space proposals for only storage and distribution B8 use class development is received.

5.29 The applicant has agreed to the infrastructure contributions and a S106 agreement is currently being prepared.

Flooding

5.30 Crawley Borough Council’s Drainage Engineer has no objection to the proposal subject to conditions to ensure the SUDs is provided and operated in accordance with the submitted details. WSCC as the Lead Local Flood Authority have commented that existing surface water flow paths across the site should be maintained or appropriate mitigation strategies proposed. The site is an Environment Agency level one flood risk area and there is therefore low risk of the site flooding. There is therefore no objection to the proposal on flooding grounds subject to a Sustainable Drainage System being implemented.

Comprehensive Development

5.31 The application includes a clear indication of a turning head and access road that could in future be used to potentially develop further land in the nearby area subject to a decision being taken on a second runway for Gatwick Airport or the AAP/CWLR and a detailed consideration of future development site boundaries. The access and road is based on a larger area and providing a significantly greater amount of commercial floor-space. Given the identified requirements for Crawley to provide additional employment floor-space within the current Local Plan period 2015-2030, it is considered that the applicants work in providing potential access arrangements for the development of a larger area in the future would accord with policy CH4 that seeks to use land efficiently and not unduly restrict the development potential of adjoining land.

CONCLUSIONS:-

6.1 The use of the site is supported by National and Local Plan policies and would have a potentially positive impact in terms of the local economy. The design of the development and the landscaping would not adversely impact upon the character of the Upper Mole Farmlands Fringe. The operational needs of the site in terms of access, parking, cycle and motor cycle parking can be met, and the Highway Authority West Sussex County council have confirmed there are no objections in terms of impact upon road capacity or highway safety. The proposals relating to drainage would be acceptable and the sustainability measures would provide a BREEAM excellent rating for water and energy credits.

6.2 Subject to the completion of the S106 agreement for off-site infrastructure requirements in Manor Royal and transport are met 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/2019/0696/FUL

To permit subject to the conclusion of a S106 agreement to provide contributions for public realm improvements in Manor Royal and transport infrastructure in County Oak directly related to the development 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 work to implement the buildings on site shall be undertaken unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for external walls, roofs and glazing of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall thereafter be undertaken in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by fencing erected in accordance with details that have first been submitted to and approved in writing by the Local planning Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. The soft landscaping for the site and within the area outlined in blue shall be carried out in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3, CH6 and CH9 of the Crawley Borough Local Plan 2015-2030.
6. No buildings shall be occupied until such walls and/or fences associated with them have been erected in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: In the interests of amenity in accordance with policy CH2, CH3 and CH9 of the Crawley Borough Local Plan 2015-2030.
7. Development should not commence until the proposed surface water drainage designs for the site have been approved in writing by the Local Planning Authority.
Full details of the maintenance and management of the SuDS system should also be set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority.

The scheme shall subsequently be implemented and subsequently maintained in accordance with the approved details before the development is occupied.

REASON: To ensure development can drain surface water acceptably in accordance with policy ENV8 of the emerging Crawley Borough Local Plan 2015-2030.

8. Before any work for the implementation of this permission commences, detailed plans, cross sections and particulars of the finished land levels for the surrounding parking, service and landscape areas and the finished floor levels of the building shall be submitted to and have been 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 Policies CH2, CH3 and CH9 of the Crawley Borough Local Plan 2015-2030.

9. The development hereby permitted shall not be occupied unless and until the access, parking spaces and service areas for the site have been designed, laid out and constructed in accordance with plans and details that have first been submitted to and been approved in writing by the Local Planning Authority. The access, parking spaces and service areas shall thereafter be maintained for these purposes in accordance with the approved details.

REASON: In the interest of highway safety in accordance with policy CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.

10. The building shall not be occupied unless and until the access from the site to the public highway (County Oak Way) has been designed, laid out and constructed in accordance with details that have first been submitted to and been agreed in writing by the Local Planning Authority

REASON: In the interest of highway safety in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

11. The development hereby permitted shall not be occupied unless and until cycle parking is provided in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority. The cycle parking hereby approved shall be retained in accordance with the approved details.

REASON: To ensure the site can meet its own operational requirements in accordance with saved policy IN4 of the Crawley Borough Local Plan 2015-2030.

12. No development shall commence until a wildlife protection and enhancement plan/method statement has been submitted to, and approved in writing by, the local planning authority. The development and subsequent occupation shall thereafter be carried out in accordance with the wildlife protection plan/method statement.

REASON: to ensure that the proposal does not harm the biodiversity of the area, particularly during construction operations and to ensure that landscape proposals subsequent management makes an appropriate contribution to future biodiversity, in accordance with the NPPF and policy ENV2 of the Crawley Borough Local Plan 2015-2030.

13. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched 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.

14. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority.

REASON: To safeguard the amenity of the Upper Mole Farmlands Fringe, in the interests of the protection of wildlife and to safeguard the operation of Gatwick Airport in accordance with Policies CH2, CH3, CH9 and ENV2 of the Crawley Borough Local 2015-2030.

15. Before construction of the building commences, details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that a District Energy Scheme is delivered in the locality shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON: In the interests of sustainable design and construction, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015-2030.

16. Within three months of the occupation of the development a post-construction report shall be submitted to and agreed in writing by the local planning authority, verifying that the unit has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.

REASON: In the interests of sustainable design and construction in accordance with the Local Plan Policies ENV6 and ENV9.

INFORMATIVES

1. The applicant is strongly encouraged to safeguard the space identified within the development to enable the building to be 'Network Ready' in the event the Manor Royal Energy Scheme is delivered allowing the development to benefit from this technology.
2. 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. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/policy-safeguarding.htm).
3. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/operations-safety/>). Please note that CAP393: Air Navigation The Order & The Regulations, Part 28, Article 221(1) grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

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.

- Liaising with consultees, respondents and 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 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.

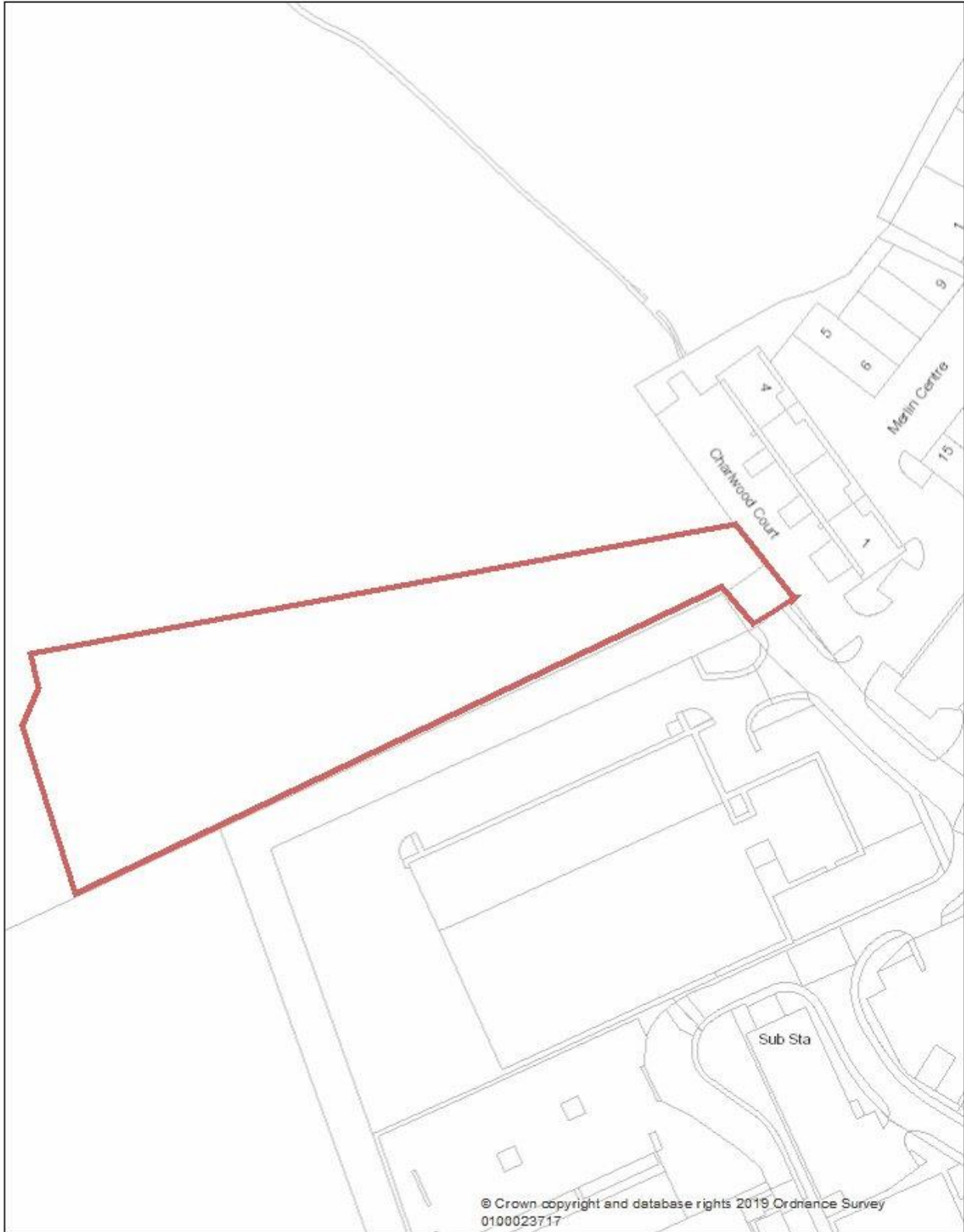


ArcGIS Web Map

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