

LOCATION: [VANGUARD HOUSE & VICTORY HOUSE CHURCHILL COURT, NORTHGATE, CRAWLEY](#)

WARD: Langley Green & Tushmore

PROPOSAL: ERECTION OF 2 NO. COMMERCIAL BUILDINGS; 1 NO. COMMERCIAL BUILDING (UNIT 100) FOR CLASS B8 AND 1 NO. COMMERCIAL BUILDING (UNIT 200) FOR FLEXIBLE CLASS B2, B8 AND E(G)(III); ALONG WITH ACCESS AND SERVICING ARRANGEMENTS, CAR PARKING, LANDSCAPING, RELOCATION OF SUBSTATION AND ASSOCIATED WORKS (AMENDED DESCRIPTION).

TARGET DECISION DATE: 8 March 2021

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: Promontoria Crawley Limited

AGENT'S NAME: Quod

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
19278 P104 Rev	A	Proposed Unit 100 Typical Section
19278 P0102 Rev	B	Proposed Unit 100 Elevations
19278 P0001 Rev	B	Site Location Plan
19278 P0002 Rev	B	Existing Site Layout
19278 P0003 Rev	E	Proposed Site Plan
19278 P0004 Rev	F	Proposed External Surfacing Plan
19278 P0007 Rev	E	Proposed Refuse Enclosure Details
19278 P0010	B	Proposed Alternative Car Parking Layout B2
19278 P0009 Rev	G	Proposed Alternative Car Parking Layout E(g)(iii)
19278 P0005 Rev	E	Proposed Fencing Details
19278 P0006 Rev	E	Proposed Cycle Shelter Details
19278 P100 Rev	B	Proposed Unit 100 Building Plan
19278 P101 Rev	B	Proposed Unit 100 Office Plans
19278 P102 Rev	E	Proposed Unit 100 Elevations
19278 P0105	B	Proposed Unit 100 Hauch Height Comparison
19278 P103 Rev	B	Proposed Unit 100 Roof Plan
19278 P0104 Rev	B	Proposed Unit 100 Typical Section
19278 P200 Rev	B	Proposed Unit 200 Building Plan
19278 P201 Rev	B	Proposed Unit 200 Office Plans
19278 P202 Rev	B	Proposed Unit 200 Elevations
19278 P203 Rev	B	Proposed Unit 200 Roof Plan
19278 P204 Rev	B	Proposed Unit 200 Typical Section
19-145-EX-001 Rev	PL1	Lighting Layout
19278 P0008 Rev	E	Proposed Vehicle Tracking
CR-LE-GEN-XX-DR-CR-005		Swept Path Analysis
139044/0200		Proposed Drainage Layout
03 Rev	E	Landscaping Scheme
139044/0201		Overflow Routes

19278 P0106_Unit 100	B	Proposed Building CGI Visual
19278_P0206_Unit 200	B	Proposed Building CGI Visual

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory Consultees

- | | | |
|----|--------------------------------------|---|
| 1. | GAL Aerodrome Safeguarding | No objection subject to conditions requiring the implementation of the Bird Hazard Management Plan, prior agreement regarding any PV schemes and an informative regarding the use of cranes. |
| 2. | WSCC Highways | No objection subject to conditions relating to the submission of a Construction Management Plan, car parking to be provided pre-occupation and updated travel plan including parking management plan. |
| 3. | National Air Traffic Services (NATS) | No objection |
| 4. | WSCC Lead Local Flood Authority | No objection – suggest that permeable paving is incorporated into the surface water drainage designs. |

Other Consultees

- | | | |
|-----|--|---|
| 5. | Thames Water | No objection |
| 6. | Police | No objection – suggest measures to mitigate against crime such as CCTV, intruder alarm. |
| 7. | CBC Drainage Officer | No objection subject to condition requiring post construction certification of the surface water drainage works |
| 8. | CBC Planning Arboricultural Officer | No objection providing the development is carried out in accordance with the arboricultural report |
| 9. | CBC Contaminated Land | No objection subject to a condition requiring submission of a Remediation Statement and Validation Report |
| 10. | CBC Environmental Health (noise) | No objection |
| 11. | CBC Refuse & Recycling Team | No comment |
| 12. | Southern Water Ltd | No objection subject to conditions and informatives |
| 13. | CBC Energy Efficiency & Sustainability | No objection subject to a condition requiring a post-construction report, for the development to be network ready and for the PV panels to be installed pre-occupation. |
| 14. | CBC Urban Design | No comments received |
| 15. | CBC Manor Royal | No objection |
| 16. | CBC Env Health (AQMA) | No objection |

17.	Gatwick Diamond Grow Group	No comments received
18.	CBC Economic Development	Supports the application - requests that the principles set out in the Manor Royal Design Guide SPD are given due consideration and for the developer to sign up to the Crawley Developer and Partner Charter.
19.	Manor Royal Business District	Support the proposal but suggest that the developer engage with BID. The buildings are in a prominent location and must respond to the Manor Royal Design Guide SPD. Consideration to how the development may improve the Gateway 1 roundabout
20.	Environment Agency	No comments to make
21.	Sussex Building Control Partnership	No comments received
22.	UK Power Networks	No comments received
23.	CBC Environment Team	No comments received
24.	Crawley Cycle & Walking Forum	Suggest that the spaces need to be increased. The cycle parking should be internally lit and allow for secure locking of frames and wheels.
25.	Archaeology Officer	No objection
26.	NHS South East Coast Ambulance Service	No comment received
27.	West Sussex Fire and Rescue Service	No objection but request a fire hydrant is installed

NEIGHBOUR NOTIFICATIONS:-

Donderry House, Balcombe Road;
 Bramfield, Balcombe Road;
 Creative Technology Ltd, Units 2-3 Manor Gate;
 Allaero, 10 Napier Way;
 National Westminster Bank, Gatwick Road;
 Unit A, Manor Court;
 Dreams, Gatwick Road;
 Motorline Ltd, Gatwick Road;
 ICS, Napier Way;
 Mack Company Pension Fund, Aviation Court;
 Creative Technology Ltd, Unit 4 Manor Gate;
 Rainbow Supplies and Services Ltd, 10 Napier Way;
 Unit B Manor Court, Manor Royal;
 Fastsigns, Gatwick Road;
 Corrigan Bentley Executive Ltd, Aviation Court;
 Palladian, Manor Royal;
 Valiant House, Churchill Court;
 Rossetts Uk Ltd, Manor Gate;
 Unit 1, Gatwick Road;
 Crawley Computer Centre Ltd, Gatwick Road;
 Portanor House, Manor Court, Manor Royal;
 Unit D, Manor Court, Manor Royal;
 Unit 38 Basepoint Business Centre, Metcalfe Way.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development.

THE APPLICATION SITE:-

- 1.1 The proposed site sits to the south-west of the junction of Manor Royal and Gatwick Road covering 1.53ha. Vehicular access is taken from Manor Royal, although there is also a disused vehicular access onto Gatwick Road. The site currently contains two detached office buildings, namely Victory House (the larger building) and Vanguard House with a floorspace of approximately 7500sqm. Both the buildings are vacant and a Prior Approval application has been approved for their demolition (ref CR/2020/0624/DEM). The adjoining Valiant House, to the west of the application site, has been refurbished and is now occupied for office purposes. Surrounding the existing buildings are vehicle parking areas and some landscaping.
- 1.2 The Local Plan defines the Manor Royal Main Employment Area, within which the site falls. In economic and employment terms, Manor Royal is extremely important to Crawley and the wider Gatwick Diamond area.
- 1.3 The site also lies within a Priority Area for District Energy Networks. The Plan defines Structural Landscaping within the town, and this includes the existing landscaping along both Manor Royal and Crawters Brook. There are individual and group Tree Preservation Orders on the site's northern boundary (ref: TPO 03/2017). Crawters Brook lies to the east of Gatwick Road. The Local Plan identifies an Archaeological Area to the north of the Gatwick Road/Manor Royal roundabout. An area of Structural Landscaping abuts the site to the north.
- 1.4 The site is shown as contaminated land on Council records. The eastern half of the site lies within an Air Quality Management Area, which is focussed on the Hazelwick Roundabout to the south. Adjoining land to the north and east is adopted public highway. This land and the footpath/cyclepath to the west are owned by West Sussex County Council.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for the demolition of Victory House and Vanguard House and the subsequent redevelopment of the site by the construction of 2 separate commercial buildings with associated parking and landscaping.
- 2.2 Unit 100 would be the larger of the two buildings measuring approximately 6000sqm. This building would be located on the corner of Gatwick Road and Manor Royal. It is intended that this building would be a B8 use with an ancillary office located within a mezzanine floor. This building would measure a maximum width of 94m and a maximum length of 62.2m. The height would measure 9.9m to the top of the entrance section of the building whilst the remainder of the unit would measure 13.7m to the top of the parapet and maximum of 14.6m to the top of the roof. The building would be constructed of composite cladding panels which would be varying shades of grey as well as white and translucent. The panels would be laid both vertically and horizontally. Glazing would also be used around the entrance of the building.
- 2.3 Access to this unit would remain as existing from Manor Royal although would be re-aligned to create a wider access of 7.3m, and a larger kerb radius of 11.5 m to the west and 6m to the east. Parking is proposed to the front of the site for 39 vehicles (including three disabled bays) with a further 23 within the site equating to 62 spaces. 7 spaces would also be allocated within the site for lorries for loading and unloading. A cycle store would be located within the site for 30 cycles and a 2m wide access path would be located around the building for maintenance access.

- 2.4 Unit 200 would be located behind the larger building when viewed from Gatwick Road and behind Valiant House when viewed from Manor Royal. This building would be for a flexible use of either B2, B8 or E(g)(iii) as it is not yet known who the end user would be. This building would measure a maximum width of 51.2m and a maximum length of 30.3m and would also have an ancillary office mezzanine. The height would measure a maximum of 11.1m. The total floor area of the building would measure approximately 1550sqm. Access to this building would be via the shared access for both Units 100 and 200 via Churchill Court. This building would have two lorry spaces as well as cycle storage for 20 bikes. A car park would be located to the front of this building for 15 vehicles (including 1 disabled bay). This car park would be accessed via the shared access with Valiant House.
- 2.5 It is intended that additional car parking provision across the entire site would be made available for the users of both of the units in the 39 space car park to the north of unit 100. This is because the parking requirements for unit 200 are dependent on the use class of the building and this will have a knock on effect on the parking configuration for the wider site. The above parking numbers are based on both units being in B8 use which would comprise a total of 77 parking spaces. Two alternative parking options are proposed should the use of Unit 200 be either B2 (general industrial) or E(g)(iii) (industrial processes) which are discussed in paragraphs 5.23 and 5.24.
- 2.6 There would be a landscaping buffer fronting onto Gatwick Road and Manor Royal which would be used to plant trees and shrubs. A 2.4m weld mesh fence and gates are proposed to secure the internal court yards of the buildings.
- 2.7 Over the course of the application, the proposal has been amended in terms of clarifying that the use of unit 100 would only be for use class B8 which is reflected in the amended description. The height of the building has increased from 13.5m to the top of the parapet which screened the pitched roof of the building to 13.7m to the top of the parapet and a maximum of 14.6m to the top of the pitch roof which now projects above the parapet. The west elevation of Unit 100 has been amended to include two service doors. The cycle parking has been moved from the front of the site to within the internal confines of the site and two parking spaces have been removed which were in the closet proximity to the protected Oak tree. The number of trees to be replanted has been increased so that there would be a shortfall of 10 trees. The number of car park spaces has been amended to reflect the different users of Unit 200 with three possible parking options as follows:
- Both units B8 – 77 spaces proposed
Unit 100 B8 and Unit 200 B2 – 103 spaces proposed
Unit 100 B8 and Unit 200 E(g)(iii) – 114 spaces proposed
- 2.8 The following documents have been submitted in support of the application:
- Design and Access Statement
 - Planning Statement
 - Transport Statement
 - Economic Statement
 - Air Quality Assessment
 - Energy Strategy
 - Utilities Infrastructure Statement
 - Bird Management Plan
 - Tree Survey Report
 - Flood Risk Assessment
 - External Lighting Assessment
 - Ground Investigation Report
 - Ecology Survey
 - Dust Management Plan
 - Archaeology Desk Based Assessment

PLANNING HISTORY:-

- 3.1 CR/2020/0624/CC1

DISCHARGE OF CONDITION 1 (DUST MANAGEMENT SCHEME) PURSUANT TO CR/2020/0624/DEM FOR PRIOR NOTIFICATION OF PROPOSED DEMOLITION.

Yet to be determined

3.2 CR/2020/0624/DEM
PRIOR NOTIFICATION OF PROPOSED DEMOLITION
Prior Approval Approved

3.3 This site was formerly industrial land which was first developed in the early 1950's. Permission was granted in 1986 for the construction of three light industrial units which are Vanguard house, Victory House and Valiant House.

PLANNING POLICY:-

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in July 2018 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.

- 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.

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 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) requires that development proposals should protect and/or enhance structural landscaping, which runs along Manor Royal and Crawters Brook.

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, 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 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.

The Local Plan Review Submission Consultation draft 2021-2037 has been published for Regulation 19 consultation on 6 January 2021 until 30 April 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 CL6: Structural Landscaping
- 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 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 EC6: High Quality Office Provision
- Policy EC9: Supporting the Creative Industries
- Policy EC11: Employment Development and Residential Amenity
- 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 B1 uses (now use class E(g)(iii)), one car parking space per 31 square metres. For general industrial (B2), one car parking space per 40 square metres and one lorry parking space per 500 square metres is sought, with a minimum of one lorry parking space. Finally, for warehousing (B8), one car parking space per 100 square metres and one lorry space per 500 square metres (minimum one space) is required. Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

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

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.

Gatwick Road and Manor Royal are both identified as primary roads and the application site is covered by the ‘Manor Royal’ heading at 3.1.1 and also by third bullet point under the ‘South of Manor Royal’ heading at 3.1.4. The SPD sets out expectations in terms of landscaping, tree planting and appropriate distances that buildings should be set back by. It states that the minimum depth of on-site frontage planting requirement on the western side is for 10m of planting along the entire primary route. The planting scheme should include a double row of large-scale trees at 15m spacing.

The site is identified as being within the Core Business Zone Character Area A and is within Primary Gateway 1. 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.

A project to enhance the Manor Royal roundabout, immediately to the east of the application site (Gateway 1) has been approved under planning application CR/2016/1063/FUL.

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 impact on the design and appearance of the existing site and the surrounding area
- The impact on nearby occupiers/neighbours
- The impact on users of the Highway, parking and the operational requirements of the site
- Landscaping, Trees and Ecology
- Sustainability
- Air Quality & Noise
- Flood Risk and Drainage
- Contaminated Land
- Developer contributions

Principle of the development

- 5.2 Local Plan Policy EC1 set out the overarching policy objective 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. 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 business land supply deficit places particular weight on the need to build upon and protect the role of the designated main employment areas. Local Plan Policy EC2 recognises the significant contribution made to the economy of Crawley and the wider sub region by the designated Main Employment Areas. Local Plan 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.
- 5.4 The proposed development, although resulting in a loss of the existing offices (7,449.5sqm), would deliver two warehouses to provide 7,521sqm business floorspace in total, a net gain of 71.5sqm floorspace across the site. In retaining and adding to the available supply of business floorspace, the proposal is consistent with policies EC1, EC2 and EC3 of the Local Plan. More broadly, the application reflects wider NPPF objectives to support business and plan positively to encourage sustainable economic growth, and will also help to meet the needs and locational requirements of the logistics industry, as identified in Planning Practice Guidance: *Housing and Economic Needs Assessment*.
- 5.5 The council is in the process of reviewing its Local Plan, and is currently consulting upon its draft Submission Reg. 19 Local Plan. To inform the emerging Plan, an up to date assessment of economic need has been undertaken through the Northern West Sussex Economic Growth Assessment (January 2020) and its Crawley Focussed update (September 2020). The updated evidence continues to identify significant need for new employment land, particularly within the storage & distribution sector, which the application scheme would help to address.

- 5.6 Overall, the application would contribute positively to the supply of business land at Manor Royal, and is supported in policy terms.

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

- 5.7 The site is on a prominent corner plot which is bounded to the east with Gatwick Road and north with Manor Royal. The Manor Royal Urban Design Guide identifies this area as being within the Core Business Zone Character Area A and is within Primary Gateway 1. Key considerations are that the 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.
- 5.8 Further, Gatwick Road and Manor Royal are both defined as primary roads within the SPD which requires all new buildings to be of high quality urban design, seek to provide active frontages to routes and, materials and finishes to be of good quality.
- 5.9 Unit 100 would be the larger of the two buildings and would measure a maximum width of 94m, length of 62.2m and a height of 13.7m to the top of the parapet and 14.6m to the top of the roof. The building would span the entire width of the boundary with Gatwick Road. There would be a distance of 10.5m from the edge of the building to the footpath of Gatwick Road except for a small section close to the road bridge where the distance would be reduced to 7m. On approach to turn the corner from the Gatwick Road roundabout into Manor Royal the building moves closer to the boundary and would be 2m from the footpath at this closest point. Turning into Manor Royal the building would be staggered with the main bulk of the building moving further away from the footpath boundary to a maximum distance of 39m. The glazed entrance would be located closer to Manor Royal at a minimum distance of 3m however this distance, like the main building, increases westwards along Manor Royal. This part of the building would be of a smaller scale to the main bulk of the building measuring a maximum height of 9.9m. The car parking to the front of the site (facing onto Manor Royal) and access (which is the same as per the existing setup from Manor Royal) would be partially screened by landscaping and would not be significantly different to the current location of the parking area.
- 5.10 Unit 200 would be located behind Unit 100 and therefore would have a much lesser impact on the existing site and the surrounding area. This building would measure a maximum width of 51.2m, a maximum length of 30.3m and a maximum height of 11.1m. Whilst this building is still of a reasonable scale, its location and use of similar materials to that of the larger unit would ensure that this structure would integrate well within the site.
- 5.11 This site is set within a very prominent plot where there is an opportunity to make a significant contribution to the street scene in this location. The Urban Design SPD states that Gatwick Road is visually dominant and detrimental to the street scene and the quality of the public realm is generally poor. The proposed buildings would be commercial in nature however they have been designed so that they are 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, black and translucent, 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. The landscaping buffer on the road frontages (discussed in detail in paras 5.29 – 5.37) would also integrate the building within the surrounding locality. It is considered that these buildings would improve the quality of the street scene in this location and the site can comfortably accommodate buildings of this scale.
- 5.12 Unit 100 would be a large building and the scale of the building and use of high quality materials would announce the building upon arrival at the Gatwick Road junction with Manor Royal on this prominent corner. This building would reflect the existing building line and would be consistent with

the adjacent buildings to the immediate south of the site. Given the proximity of the corner of the building to the road, a condition is required in order to ensure that this part of the building is an appropriate feature, suitably detailed and visually interesting on this prominent corner.

- 5.13 It is considered that this redevelopment would improve the existing site and the surrounding area. The proposal would make a positive contribution to the street scene and would give the site a new identity. 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

- 5.14 The nearest occupiers to the proposed development are those within Valiant House to the west of the site. This building shares an access with the application site via Churchill Court. There is currently an access route between Vanguard and Valiant House leading to parking areas at the rear of both buildings. The proposed development would not seek to alter the access arrangements which would continue to be used by occupiers of Unit 100, Unit 200 and Valiant House. In order to access the car park to the front of Unit 200 this will continue to require the use of the access route between Unit 200 and Valiant House as per the existing situation.
- 5.15 The proposed buildings would be occupied by different businesses however the change in the use would not result in an adverse impact upon the occupiers of the adjacent buildings given that the site is located within an industrial estate served by a variety of commercial uses and all vehicles associated with the proposal can be accommodated within the confines of the site. The introduction of HGV movements would be different from the existing situation however, given that they would enter the site through the shared access and almost immediately turn into the confines of the application site, it is not considered that these would adversely impact upon the existing occupiers of Valiant House.
- 5.16 The adjacent buildings to the south of the site are also large commercial buildings however it is noted that Unit 100 would be dominant to the southern boundary with Dreams on Gatwick Road. There would be a distance of approximately 8.5m between Unit 100 and this neighbouring building, however the Dreams building projects a further 20m from the rear of unit 100 and is also a large scale commercial building. As such it is not considered that the proposal would result in an adverse impact on the occupiers of this building.
- 5.17 Unit 200 would also be located on this southern and would be located 13.5m from Imperial House. This building is at a right angle to unit 200 therefore only a small section unit 200 would be visible from this building. The Allaero Hawker building is set behind Unit 200 therefore there would be no adverse impact as a result of the proposed development.
- 5.18 Given the above, the proposed development is not considered to adversely impact upon these occupiers given the scale and location of these neighbouring buildings within an existing industrial estate. The proposal would therefore accord with development plan policy in this regard.

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

- 5.19 The site is in the Manor Royal Industrial Estate and access is currently taken from an existing priority junction with a ghost right hand turn lane. The proposed changes will see a re-configuration of the current parking layout, re-aligned access to create a wider access of 7.3m, and a larger kerb radius of 11.5 m to the west and 6m to the east. Visibility splays at the junction will remain and can be achieved in both directions. In respect of traffic generation and use of the access, the Local Highway Authority (LHA) comment that this proposal would result in an overall net decrease in trips. This decrease in traffic was by 42 two-way trips in the AM peak hour and 33 two-way trips in the PM peak hour. This is considered a positive impact of the development.
- 5.20 The LHA have assessed the application and advise that the swept path analysis for movements by longer vehicles has been undertaken and demonstrates the changes will improve the use of the access. HGV's can enter both units, turn and exit in forward gear. There is a potential pinch point at the entrance of unit 200 which could occur when a HGV approaches this unit. However the LHA consider that if a car was using the access road to enter unit 100 or 200, a HGV would be able to

see ahead and wait for the car to enter. Likewise if a HGV was entering the site a car would have to wait or vice versa. Further, given that this unit only has the capacity for two lorry spaces, it is likely that there would be a limited number of trips each day and therefore the LHA raise no objection to this matter.

- 5.21 The application site is in a sustainable location, close to the existing bus and cycle facilities on Gatwick Road and Manor Royal. The majority of Manor Royal is subject to double yellow line waiting restrictions with very limited on-street parking near the site. The site is also considered to be in a good location to encourage sustainable travel amongst the workforce. The site is within acceptable walking distance of local bus and train services, as per the CIHT walking distance guidance. The Manor Royal estate has a good network of footpaths and crossings to promote sustainable travel. Cycle storage is also included in the plans and these should be covered and secure to encourage use and are provided in line with WSCC cycle parking standards. In addition, a travel plan is being developed to support the increase in sustainable transport over time.
- 5.22 In respect to the operational requirements of the site, Annex 1 of the Urban Design SPD contains the Borough's indicative minimum parking standards. For the proposed development the standards state that for a B2 use there should be 1 car parking space for every 40sqm of floor area, 1 lorry space for every 500sqm and 1 cycle space per 200sqm (as well as 1 visitor space every 500sqm). For a B8 use, 1 parking space per 100sqm is required, 1 lorry space per 500sqm, 1 cycle space per 500sqm (as well as 1 visitor cycle space per 1000sqm). For use class E(g)(iii) which was formerly use class B1, 1 parking space is required per 31sqm and 1 cycle space per 150sqm with 1 visitor cycle space per 500sqm.
- 5.23 For building 100 the parking standards require 60 car parking spaces, 12 lorry spaces and 18 cycle spaces. For building 200 the parking standards require the following:

Use Class	Cars	Lorries	Cycle
E(g)(iii)	54	0	16
B2	43	4	13
B8	17	4	6

- 5.24 For unit 100, 60 car parking spaces are proposed, 30 cycle spaces and 7 lorry spaces. Given the 3 different scenarios for unit 200, the below table sets out the proposed parking provision based on a floor area of 1550sqm. The cycle and lorry spaces remain the same for the three possible scenarios with 2 lorry spaces and 20 cycle spaces proposed.

	Proposed car parking spaces for unit 200	Total Provision (including unit 100)	DWG No
B8	17	77	P0003 Rev E
B2	43	103	P0010 Rev B
E(g)(iii)	54	114	P0009 Rev G

- 5.25 As a result of the three different scenarios, the parking layout will vary depending on the end user for building 200, which would be either B8, B2 or E(g)(iii) use. As a result, the 39 parking spaces in the northern car park to the north of unit 100 would need to be apportioned differently between the units given the limited site area. The table below explains the scenarios:

	Unit 100 Service yard	Carpark to the north of unit 100	Unit 200 Service Yard	Carpark to the north of unit 100	Carpark to the north of unit 200
B8 & B8	23	37	0	2	15
B8 & B2	36	24	13	15	15
B8 & E(g)(iii)	47	13	13	26	15

- 5.26 The LHA has reviewed the car parking layouts and advise that both the WSCC car parking consider that the parking standards would meet the demand and consider the amounts would keep car parking within the confines of the site (avoiding overspill elsewhere). In terms of applying the CBC standards cycle parking would overprovided, car parking fully met (although in one scenario access to 7 spaces would rely on no lorry being in the nearest loading bay) and lorry parking would be below standard. The deficit in lorry parking is not considered to warrant a refusal in this case as it would be a matter for a potential occupier to determine if the lorry space provision meets the business needs.
- 5.27 In summary, it is considered that the development would not create an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe. Conditions are recommended regarding the submission of a Construction Management Plan, for the car and cycle parking to be installed prior to the occupation of the buildings and for an updated Travel Plan to be submitted which should include a Parking Management Plan. The proposal would provide sufficient car parking provision for the proposed uses. It is acknowledged that the proposed lorry parking provision would fall short of the required standards however this would be a site operational matter which would be included within the parking management plan.
- 5.28 Subject to the suggested conditions, the proposal would not adversely impact on the highway and would accord with the Urban Design SPD and development plan policy in this regard.

Landscaping, Trees and Ecology

- 5.29 In order to facilitate the development it is proposed to remove 23 individual trees and 1 group of 6 trees. These trees are predominantly located within the site except six trees located on the southern boundary and 1 located on the northern boundary. None of the trees to be removed are protected trees and only one of these trees (T8) would be located adjacent to an area of Structural Landscaping. Of these, 24 are category B2 trees and 5 are category C2. Policy CH6 states that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. Proposals must demonstrate that the number of replacements accords with the requirements of the policy which sets out the number of trees to be replaced based on the size of the trees to be removed. As a result, 45 trees are required to be replanted to compensate for the trees which are to be removed.
- 5.30 The Manor Royal Urban Design Guide 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.
- 5.31 The SPD states that the public realm in Gatwick Road is generally poor and in order to mitigate the detrimental impact of the road and contribute to the creation of a higher quality streetscene, the minimum depth of on-site frontage planting requirement on the western side of Gatwick Road is for 10m of planting along the entire primary route. The planting scheme should include a double row of large-scale trees at 15m spacing and reinforcing soft landscaping at Victory House.
- 5.32 The SPD goes on to say that within Manor Royal, the width of the existing carriageway is 10m with 10m grassed highway verges and a number of mature hornbeam trees. The purpose of on-site frontage planting would be to supplement the roadside verges where there may also be potential for further improvements, such as introducing additional hornbeam trees. The minimum depth of on-site planting requirement is for 4m of shrub planting across the entire primary route site frontage with fastigiated trees at 15m spacing. Buildings should be set back from the site frontage boundary by a minimum of 10m to allow space for trees to mature and to create sufficient space between the public footway and the new buildings.
- 5.33 It is proposed to plant 35 trees of which 15 trees would be located on the eastern boundary of the site fronting Gatwick Road. These would be located within an 8.5m planting belt and would be

staggered within this area. 7 trees are proposed on the corner from Gatwick Road into Manor Royal with a further 7 trees to face onto Manor Royal. 3 trees are proposed within the main carpark and 3 trees within the carpark to the rear of the site. The proposed trees would be 4.25 – 6m high and 14-16cm girth. They would be Extra Heavy Standard container trees and would be anchored in an upright position to provide instance visual presence. The trees would be a mixture of Maple, Silver Birch, Pear, Rowan and Whitebeam. Shrub planting is proposed within the landscape buffer zones to complement the tree planting.

- 5.34 Whilst it is acknowledged that the development would fall slightly short of the requirements within the SPD in respect to of the depth of the planting, given the significant improvement that the scheme would have on the overall area, the proposal is considered acceptable in this instance. Conditions are recommended for further details to be submitted regarding the landscaping scheme to ensure that a high quality arrangement is delivered as this is imperative to the success of the development.
- 5.35 There are existing protected (TPO) trees, (ref TPO 03/2017) along the northern boundary with Manor Royal. The proposed parking area would encroach further into the RPA than the existing situation. The CBC Tree Officer advised that provided the Tree Report is adhered to and 'no fine' gravel would be used as a suitable treatment to fill the difference in levels between the new carpark surface and the protected tree, this would ensure that the health of the tree would not be damaged. Further two parking spaces have been removed therefore the level of encroachment into the RPA of this tree has been further reduced through the course of this application. Therefore subject to specific conditions regarding the construction of the new parking area and adherence to the tree report, the proposal would not adversely impact on the protected trees.
- 5.36 In regard to ecology, the site is not located within or adjacent to any statutory or non-statutory designations. Further given the location of the site within an industrial area and having already been developed upon, the site does not possess significant ecological interest.
- 5.37 Given the above, the proposed landscaping is robust and would make a positive contribution to the area. Subject to conditions securing the implementation of the landscaping scheme, the proposal would accord with development plan policy in this regard.

Sustainability

- 5.38 In support of the application a BREEAM pre-assessment has been submitted as well as an Energy Strategy. In respect of Policy ENV6 the Energy Strategy identifies a range of measures, including fabric performance improving on the Building Regulations limiting factors, energy efficient lighting, the specification for air source heat pumps for heating and cooling of the office areas, and the provision of solar photovoltaic panels on the roof. The accompanying BREEAM pre-assessment indicates that the proposed measures will be sufficient to achieve the minimum standards for BREEAM 'excellent' within the Energy category.
- 5.39 In respect of Policy ENV7 the Energy Strategy notes that there is no district energy network in place currently, but advises that measures have been included as part of the design to enable the development to be capable of connecting to a district energy network in future, as follows:
- Suitable location for heat network to enter the Units and connect to future HIUs.
 - Route for the network from the site boundary identified as safeguarded for a future pipework route.
- It is considered the requirement to be network ready can be controlled via condition.
- 5.40 In respect of Policy ENV9 the Energy Statement and BREEAM pre-assessment document indicate that the development is targeting the minimum standards for BREEAM 'excellent' within the water category.
- 5.41 The Energy Efficiency and Sustainability Officer advises that the approach is considered to be acceptable in relation to the policies referred to, subject to conditions to secure implementation of these details and further detail where required. Given this, the proposal is considered to be acceptable in regard to Sustainability and conditions are recommended in regard to the submission of a post-construction report and further details relating to the design of the scheme in regard to

being 'network ready'. A condition is also recommended regarding the implementation of the photovoltaics. The proposal would therefore accord with development plan policy in this regard.

Air Quality & Noise

- 5.42 The site is located within an Air Quality Management Area. An Air Quality Assessment was submitted with this application which considered the air quality impacts during the construction and operational phases with the following conclusions. In regard to the construction phase the report found that dust emissions can be adequately managed by adopting appropriate mitigation measures (outlined in section 8 of the report) based on best practices detailed in guidance issued by IAQM: Guidance on the Assessment of Dust from Demolition and Construction. In regard to the operational phase, the modelled annual average concentrations of Nitrogen Dioxide (NO₂) and Particulates (PM₁₀ and PM_{2.5}) was predicted to be below the Air Quality Objective at all receptor locations chosen for the modelling study. The operational effects associated with the proposed development for NO₂, PM₁₀ and PM_{2.5} exposure was determined as 'negligible' at all identified existing sensitive receptor locations.
- 5.43 The Environmental Health Officer (EHO) advised that contrary to the modelled predictions, the council's monitoring data shows that exceedances of the AQ objectives were present at sensitive receptor locations within the AQMA in 2018 (baseline year for the modelling assessment) and 2019. The upward trend shown in the AQMA, indicates that exceedances of the AQ objectives may be expected in future years. It is not suggested that the proposed development itself would be the cause of new exceedances, however the cumulative effects of developments, even when "negligible", may contribute to a "creeping baseline" and may help perpetuate exceedances in that area.
- 5.44 To account for this type of scenario the Sussex Emissions Mitigation Guidance enables the developer to calculate the environmental damage costs associated with the proposal, which identifies the minimum sum of money to be spent on practical mitigation measures associated with the operation of the development. The report calculates the total damage costs associated with this development as £134,066, but suggests that this figure is put towards dust mitigation measures for the construction phase. However, the environmental damage costs are based on the operational phase and are intended to fund measures that will mitigate the operational impact of the development.
- 5.45 The applicant has submitted further information in order to address the above comments from the EHO providing a Dust Management Plan and a Travel Plan. The EHO accepted the measures outlined in the Travel Plan produced by Mode Transport Planning as fulfilling the requirement for mitigating the operational air quality impacts of the development. In regard to the Dust Management Plan the EHO advised that this report has been produced in accordance with IAQM's Guidance on the assessment of dust from demolition and construction, and contains appropriate site-specific mitigation measures to control dust from the site, as required. The EHO also doesn't anticipate any further conditions will be required with regards to air quality for this application.
- 5.46 In regard to noise, the site is well separated from the nearest residents (over 200m) with buildings in between. The Layout ensures the noisy elements are in the centre of the site and therefore shielded by the surrounding buildings on site. The site is adjacent to a roundabout with a fairly high background noise. The Environmental Health Officer (noise) advised that he does not envisage there being a noise problem at this site as a result of the development.
- 5.47 In conclusion, providing the development is carried out in accordance with the Dust Management Plan and Travel Plan, which will be secured by conditions, the proposal would not result in an adverse impact upon air quality or noise and would therefore accord with development plan policy in this regard.

Flood Risk and Drainage

- 5.48 The proposed development site is a brownfield site where two buildings exist with the majority of the remaining site area laid to hardstanding. The site is located within Flood Zone 1 and an area of low surface water flooding. The proposed drainage strategy would discharge runoff to the public sewer

via the existing connection at the southeast corner of the site. Due to the site's high ground water levels, soakaways and infiltration does not form part of the proposed drainage strategy.

- 5.49 The proposal gives consideration to surface water flood management measures and incorporates Sustainable Drainage Systems in the design which includes a combination of permeable paving, filter drains, linear channels, and kerb drains to collect surface water from external hardstanding areas around the site. Infiltration is not considered feasible on this site, therefore the permeable paving system and filter drains will be surrounded by an impermeable membrane. Underground drainage pipes will be used to transfer runoff to cellular storage units in the centre of the site, which will be used for attenuation. A flow control manhole downstream of the attenuation crates will use a flow control device to restrict the flow rate and discharge to the outlet pipe.
- 5.50 The Environment Agency has no comment to make on the application. The Lead Local Flood Authority (LLFA) advises that the site is within a low risk area for surface water flooding and groundwater flooding and advises that the use of permeable paving could be incorporated into the surface water drainage designs. The LLFA requires that the works are undertaken in accordance with the agreed detailed surface water drainage designs and calculations for the site and a condition is recommended to ensure this. The CBC Drainage Engineer advises that the council will require a post construction certification that the surface water drainage works have been constructed as detailed in the Surface Water Management Plan contained within the Flood Risk Assessment. Subject to this the Drainage Engineer has no further comments to make.
- 5.51 West Sussex Fire and Rescue Service has requested a fire hydrant is installed at the site or that the applicant can demonstrate that they have access to a water source in the event of a fire. A condition is recommended to ensure this.
- 5.52 Given the above and subject to conditions, the proposal would not result in an adverse impact in regard to flood risk or drainage and as such would accord with development plan policy in this regard.

Contaminated Land

- 5.53 The site is located within an area of contaminated land as designated within the Local Plan. In support of the application a Ground Investigation Report was submitted which sets out the ground and groundwater conditions, geo-environmental assessment, geotechnical assessment and remediation recommendations. The Contaminated Land Officer was consulted on the application and advises that they accept the remediation recommendations subject to a condition requiring the submission of a Remediation Statement and Validation Report. As such subject to this condition, the proposal would not result in an adverse impact in regard to contamination.

Developer contributions

- 5.54 As a result of the development, 29 trees are to be removed. However CH6 sets out the number of trees that will need to be replanted which is dependent on the size of the trees that are being removed. Therefore as a result of the 29 trees to be removed, 45 trees are required to be replanted. It is proposed to re-plant 35 trees which would result in a short fall of 10 trees. Policy CH6 states that the replacement tree planting requirements would normally be expected to be met within the development site. Where this is not feasible or desirable, sums will be sought in lieu on a per tree basis. The Green Infrastructure SPD sets out that £700 would be required per tree, therefore in this case the total contribution amount would be £7,000.
- 5.55 In regard to the Manor Royal contribution, the proposal would result in a 72sqm net gain of business floorspace which would amount to a contribution of £144. Given that this is a nominal amount, the Council would not pursue this contribution. Whilst not in the current local plan, the draft Submission Reg. 19 Local Plan does provide some guidance in the Planning Obligations Annex: It is recognised that for smaller development where the financial contribution sought would be £500 or less, the costs involved in preparing a S106 agreement may mean that it is not expedient to secure a contribution in this way.

CONCLUSIONS:-

- 6.1 The use of the site is supported by 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 significantly improve the existing site and the street scene. The operational needs of the site in terms of access, parking and cycle 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, noise 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 agreement for off-site infrastructure requirements due to the shortfall in replacement tree planting, it is considered 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/2020/0719/FUL

To **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. Prior to the commencement of the development hereby permitted, a Construction 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.REASON: In the interests of highway safety and the amenities of the area in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030. This condition is required pre-commencement as it relates to how the building work will be managed during construction.
4. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels (including the landscaping buffer on the eastern boundary) 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. This condition is required pre-commencement as it relates to how the site layout and building will be constructed.
5. 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 first occupation of any unit forming part 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. This condition is required pre-commencement as it relates to how the site layout and building will be constructed.

6. 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.

7. No above ground construction work on the units shall commence until precise details showing the door and window profiles for the buildings (including a 1:20 section of the glazing details) and the fenestration details in particular the proposed materials and treatment of the north eastern corner of unit 100 have been submitted to and 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

8. The Bird Hazard Management Plan dated November 2020 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 in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

9. Prior to the commencement of the development hereby permitted, full details of the maintenance and management of the SUDS system shall be set out in a site-specific maintenance document and submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.

REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030. This condition is required pre-commencement as it relates to how the site layout and building will be constructed.

10. Prior to the occupation of the development hereby permitted, a post construction certification that the surface water management drainage works have been constructed as stated and detailed in the Surface Water Management Plan contained within the Flood Risk Assessment dated October 2020 submitted with the application, shall be submitted to and approved in writing by the Local Planning Authority. This should be by a third party, which must not be the consultant responsible for the design of the drainage strategy.

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.

11. 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 schemes are to take place unless agreed 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 in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD

12. The use of Unit 100 hereby permitted shall only be for B8 use and not for any other use as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) unless otherwise agreed in writing by the Local Plan Authority.

REASON: To ensure that there is adequate parking provision on the site to reflect the use in accordance with Policy IN3 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

13. Notwithstanding Condition 2 above, prior to the first occupation of either of the units hereby permitted, details of the intended occupier of unit 200, the proposed use class for this unit and fixed parking layout identifying which spaces are to be allocated for each of the units, shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented.
REASON: to ensure that adequate parking is provided on site to reflect the use of the building in accordance with Policy IN3 and CH3 of the Crawley Borough Local Plan 2015 - 2030.
14. Prior to the occupation of the development hereby permitted, the covered and secure cycle parking spaces serving the respective units shall be provided in accordance with drawing 19278 P0006 Rev E.
REASON: To provide alternative travel options to the use of the car in accordance with Policy CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030
15. Within 6 months of the first occupation of the development hereby permitted, an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This document shall include a Car Parking Management Plan to ensure that parking for the development is contained within the site and shall also include the air quality mitigation measures. 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, to ensure overspill parking is not experience on the Manor Royal Industrial Estate and it limit the air quality impacts of the development in accordance with Policy CH3, ENV12, IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030
16. Prior to the occupation of the development hereby permitted, a Remediation Statement and Validation Report shall be submitted to and approved in writing by the Local Planning Authority as set out in the recommendations within the Ground Investigation Report dated October 2020.
REASON: To ensure the development does not increase the levels of pollution or hazards on site and to ensure that any contaminated land has been adequately remediated in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015 - 2030.
17. Within six months of the completion of the development hereby permitted, 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 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 SPD.
18. Prior to the commencement of any above-ground works, details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that a District Energy Network is delivered in the vicinity, referred to in the submitted Energy Statement dated October 2020, shall be submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015 and the Planning and Climate Change SPD.
19. The development hereby permitted shall be carried out in accordance with the Tree Survey Report Revision A dated 15 October 2020 submitted with the application and the implementation works shall specifically ensure the following:
 - The no-dig cellular confinement system within the root protection area of T10 shall be increased to cover the majority of the car parking area to the front of the site
 - The cellweb (or similar) must be filled with imported, no-fines, clean stone and not demolition rubble from site.
 - Clean gravel should be used to make up any levels beyond the carpark edge towards the tree T10 rather than topsoil and the area should be left open rather than planted with shrubs.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 protected 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.

20. All planting, seeding or turfing comprised in the approved details of the landscaping scheme as shown on drawing A4776 03 Rev E and level details as agreed under condition 4, 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 accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

21. No building shall be occupied until a Landscape Management Plan which covers a period of no less than 15 years has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas. The development shall be carried out in accordance with the approved details.

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

22. The development hereby permitted shall be carried out in accordance with the Air Quality Dust Management Plan dated February 2021 submitted with the application in particular the requirements set out within section 5 of this report 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.

INFORMATIVE(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. 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.

3. The applicant is advised that 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>.

With regard to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services>

4. 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>

5. The applicant is advised that there are restrictions on the proposed tree planting adjacent to Southern Water sewers, rising mains or water mains and any such proposed assets in the vicinity of existing planting. Reference should be made to Southern Water's publication "A Guide to Tree Planting near water Mains and Sewers" (southernwater.co.uk/media/1642/ds-tree-planting-guide.pdf) and the Sewerage Sector Guidance (water.org.uk/sewerage-sector-guidance-approved-documents/) with regards to any landscaping proposals and their restrictions and maintenance of tree planting adjacent to sewers, rising mains and water mains.
6. 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.

7. Although the Environment Agency have no comments on this planning application, the applicant may be required to apply for other consents directly from them. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and the EA have a regulatory role in issuing and monitoring them. The applicant should contact 03708 506 506 or consult their website:

<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.

8. 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 members/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.



ArcGIS Web Map



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

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