

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

WARD: Langley Green & Tushmore

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

TARGET DECISION DATE: 7 July 2021

CASE OFFICER: Mrs J. McPherson

APPLICANT'S NAME: GLP UK

AGENT'S NAME: Quod

PLANS & DRAWINGS CONSIDERED:

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

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

CONSULTEE NOTIFICATIONS & RESPONSES:-

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

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

NEIGHBOUR NOTIFICATIONS:-

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

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

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

RESPONSES RECEIVED:-

None.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

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

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

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

THE PROPOSED DEVELOPMENT:-

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

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

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

PLANNING HISTORY:-

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

PLANNING POLICY:-

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

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

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

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

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

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

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) (DEN). The site is within a priority area for District Energy Networks. The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The policy requires that any major development proposal should demonstrate whether it can connect to an existing DEN, where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8 (Development and Flood Risk) Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere. Proposals on all sites of 1 hectare or greater are to be accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed.
- Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.
- Policy ENV11: (Development and Noise) People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- Policy ENV12 (Air Quality) Development proposals that do not result in a material negative impact on air quality will normally be permitted. In all relevant cases, development that cannot demonstrate how material negative air quality impacts will be mitigated may be refused.
- Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure to avoid the need for retrofitting.
- Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety.
- Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by the Council's supplementary guidance.

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

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

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

Supplementary Planning Documents

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

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

4.5 This document aims to support economic growth in Manor Royal, providing guidance to ensure that new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:

- New buildings to be of high quality urban design
- Proposals seek to provide active frontages to routes
- Materials and finishes of good quality and support the principles of identity and sustainability
- Proposals to achieve a high level of security
- Surface water drainage considered
- Water efficiency measures considered
- The development must positively contribute to the landscape and identity of Manor Royal

The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to delivering these improvements is achieving robust and consistent frontages to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context, with landscaping to reduce the visual impact of fences and barriers.

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

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

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

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

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

Planning and Climate Change SPD – Adopted October 2016

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

Green Infrastructure SPD – Adopted October 2016

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

Urban Design SPD – Adopted October 2016

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

In respect of non-residential development, para 3.62 states:

“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start.”

For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.

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

Developer Contributions Guidance Note (published July 2016)

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

PLANNING CONSIDERATIONS:-

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

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

The principle of development /Planning policies for the local economy

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

Design and Layout of the development and impact on street scene

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

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

Sustainability

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

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

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

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

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

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

Impact on trees, Structural Landscaping and ecology

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

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

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

Impact on amenity of neighbouring properties / occupiers

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

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

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

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

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

Air Quality

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

Gatwick Safeguarding

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

Developer contributions

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

CONCLUSIONS:-

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

RECOMMENDATION RE: CR/2021/0249/FUL

PERMIT – subject to the conclusion of a S106 Agreement and the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No construction work shall commence on site until a Radar Mitigation Scheme, including a timetable for its implementation during construction, has been submitted to and approved in writing by the Local Planning Authority. The Radar Mitigation Scheme shall be implemented in strict accordance with the agreed details.
REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

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

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

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

12. Prior to the first occupation of any unit, a Landscape Management Plan which covers a period of no less than 15 years shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas. The development shall be carried out in accordance with the approved details.
REASON: In the interests of visual amenity of the area in accordance with Policy CH3 of the Crawley Borough Local Plan and the Manor Royal SPD.
13. The site clearance works and construction works shall be carried out in accordance with the measures set out in section 6.0 of the Preliminary Ecological Appraisal document submitted with the application.
REASON: To safeguard species on the site in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
14. The development shall be implemented in accordance with the details and measures set out in the Flood Risk Assessment and Drainage Strategy dated 31st March 2021 unless otherwise agreed in writing by the Local Planning Authority.
REASON: This is a major development and the performance of the drainage system must be future proofed to avoid flooding within the development and subsequent flood risk to other areas close to the development site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.
15. Prior to the first occupation of any unit within the development a site specific maintenance manual for the site wide SUDs drainage infrastructure shall be submitted to, and approved in writing by the Local Planning Authority. The infrastructure shall be implemented and maintained in accordance with the approved document.
REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
16. The Bird Hazard Management Plan dated 11 May 2021 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds.
17. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved drawings numbered CRAW1-RPS-B1-ZZ-DR-A-5300 Rev P03, CRAW1-RPS-B2-ZZ-DR-A-5300 Rev P03, CRAW1-PRS-B3-ZZ-DR-A-5300 Rev P03 and CRAW1-RPS-B1-XX-DR-A-1193 Rev P01 unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
18. No solar panels shall be installed until details, including a solar hazard glare study if required, have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved schemes are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.
REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues.

19. Within three months of the occupation of each building (Unit 1, Unit 2, Unit 3) forming part of the development a post construction report shall be submitted to and agreed in writing by the Local Planning Authority, verifying that the building or the development as a whole has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015 and the Planning and Climate Change Supplementary Planning Document.
20. The development shall be implemented incorporating the duct work and its routing shown on drawing ... (drawing number to be added) to enable the development to be connected to a District Energy Network.
REASON: In the interests of climate change mitigation and to enable the development to be connected to any future District Energy network in accordance with Local Plan Policy ENV7.
21. The fire hydrants for the development shall be located in accordance with the details shown on agreed drawing number 10319-EXT-410 unless otherwise approved in writing by the Local Planning Authority and West Sussex County Council's Fire and Rescue Service. At the developers expense, the hydrant/s shall be provided and be operational prior to the first occupation of any unit forming part of the proposed development in the approved location to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting.
The fire hydrant shall thereafter be maintained as part of the development by the water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner / occupier if the installation is retained as a private network.
REASON: In the interests of amenity and in accordance with Crawley Borough Local Plan (2015 – 2030) Key Policies IN1 and CH3 and in accordance with The Fire & Rescue Service Act 2004.
22. Prior to first occupation of any of the units, the vehicle turning spaces, car parking and lorry parking serving that unit shall be provided and constructed in accordance with the approved details (Drawing Number CRAW1-RPS-SI-XX-DR-A-1001 Rev P02 - Proposed Site Plan). Once provided the spaces shall be retained for that use (either parking or manoeuvring) at all times for the lifetime of the development.
REASON: To ensure that adequate and satisfactory provision is made for the development for the parking and manoeuvring of vehicles clear of the highway in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030 and Annex 1 in the Urban Design SPD.
23. Prior to the first occupation of any unit, the motorcycle and cycle spaces (including the cycle EV Charging point) shall be provided and constructed in accordance with details set out on drawing number CRAW1-RPS-B1-XX-DR-1193 Rev P01 - Bicycle and Motorcycle Shelters-Layout and Details. Once provided and operational, the spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide alternative travel options to the use of the car in accordance with policies IN3 and IN4 in the Crawley Borough Local Plan 2015-2030 and the advice in Annex 1 of the Urban Design SPD.
24. Prior to the first occupation of any unit, the Electric Vehicle Charging points serving the car parking spaces for that unit shall be provided in accordance with approved drawing Number CRAW1-RPS-SI-XX-DR-A-1001 Rev P02. The EVC charging points shall be made operational on first occupation of the unit and such provision shall thereafter be retained.
REASON: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.
25. Each unit hereby permitted shall not be occupied unless and until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in respect of that unit. The Travel Plan for each unit once approved shall thereafter be implemented as specified in the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

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

INFORMATIVE(S)

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

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

1. NPPF Statement

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

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

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



ArcGIS Web Map



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