

REFERENCE NO: CR/2021/0174/FUL

LOCATION: [LAND AT FARADAY ROAD & MANOR ROYAL, NORTHGATE, CRAWLEY](#)
WARD: Langley Green & Tushmore
PROPOSAL: PROPOSED DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF A NEW WAREHOUSE BUILDING WITH ANCILLARY OFFICES, ASSOCIATED SERVICE YARD, PARKING, ACCESS ALTERATIONS, INFRASTRUCTURE, LANDSCAPING AND ANCILLARY WORKS

TARGET DECISION DATE: 9 June 2021

CASE OFFICER: Mr H. Walke

APPLICANT'S NAME: Lakenorth Limited
AGENT'S NAME: DWD Property + Planning

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
09936 FPCR XX ZZ DR L 00001 Rev	02	Outline Landscape Proposals
4886 CA 00 00 DR A 01050	PL7	Site Location Plan
4886 CA 00 00 DR A 00001	PL1	Existing Site Layout
4886 CA 00 00 DR A 1001 PL	1	Existing Warehouse Plan Ground Floor Plan
4886 CA 00 00 DR A 01052	PL13	Proposed Site Layout
4886 CA 00 00 DR A 01110	PL8	Proposed Warehouse Plan
4886 CA 00 00 DR A 93100	PL9	Fencing Details
4886 CA 00 00 DR A 94010	PL11	Proposed External Finishes
4886 CA 00 00 DR A 97010	PL7	Bicycle & Motorcycle Shelter Details
4886 CA 00 00 DR A 01002 PL Rev	1	Existing Roof Level Plan
4886 CA 00 00 DR A 01130	PL6	Roof General Arrangement Plan
4886 CA 00 00 DR A 00012 PL Rev	1	Existing South & West Elevations
4886 CA 00 00 DR A 00013 PL Rev	1	Existing North & East Elevations
4886 CA 00 00 DR A 02300	PL9	Proposed Elevations
4886 CA 00 00 DR A 03500	PL7	Proposed GA Sections
4886 CA 00 00 DR A 48100	PL4	Proposed Elevations - External Finishes
4886 CA 00 00 DR A 01115	PL6	Main Office General Arrangement Plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	GAL Aerodrome Safeguarding	No objection subject to conditions
2.	WSCC Highways	No objection subject to conditions
3.	National Air Traffic Services (NATS)	No safeguarding objection
4.	Thames Water	No objection subject to conditions and informatives
5.	Sussex Building Control Partnership	No response received
6.	CBC Drainage Officer	No objection subject to conditions
7.	CBC Planning Arboricultural Officer	No comments received
8.	CBC Environment Team	No response received
9.	CBC Contaminated Land	No objection subject to condition
10.	CBC Environmental Health	No objection subject to conditions
11.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
12.	CBC Urban Design	No response received
13.	WSCC Lead Local Flood Authority	No objection subject to conditions
14.	CBC Manor Royal	Support the application
15.	CBC Env Health (AQMA)	No objection subject to condition
16.	CBC Economic Development	No response received
17.	WSCC Fire & Rescue	No response received
18.	The Gatwick Diamond Initiative	No comments received
19.	Manor Royal BID	Support, comments provided

NEIGHBOUR NOTIFICATIONS:-

Avtrac UK Ltd Ground Floor East Wing, Manor Place;
Lakenorth Ltd First Floor East Wing, Manor Place;
Boeing UK Training and FS Ltd, Faraday Road;
Harwoods Jaguar Land Rover, Manor Royal;
LTW Ltd Ground Floor West Wing, Manor Royal;
Rico Logistics Ltd, Unit 4, The Faraday Centre;
Allport Cargo Services Ltd, Units 2 and 3, The Faraday Centre;
Suite A Durand House, Manor Royal;
Treasure Chest Unit 1, The Faraday Centre;
LSG Skychefs UK Ltd, Faraday Road;
Unit 1, Connect Way;
Parr Garage Unit 5, The Faraday Centre;
Commercial Property Ltd, First Floor West Wing, Manor Place;
Unit 38 Basepoint Business Centre, Metcalf Way, Manor Royal Business District.

RESPONSES RECEIVED:-

None received

THE APPLICATION SITE:-

- 1.1 The site is a square shape and situated on the north-east corner of the Manor Royal/Faraday Road junction. It has an area of approximately 1.4 hectares. It currently contains a large warehouse building with two storey ancillary offices fronting Manor Royal. The existing floorspace is 10,261 sqm, predominantly comprising 8,380 sqm warehouse (B8) use, with a further 1,881 sqm office floorspace. The building appears to be at least partially vacant.
- 1.2 There are a number of vehicular access points, on both Manor Royal and Faraday Road. The west side of the building, on the Faraday Road frontage, has a row of HGV loading bays. There is also a vehicular access to a rooftop car park at the northern end of the Faraday Road frontage. There is further surface car parking on the Manor Royal frontage, with a vehicular access along the eastern side of the site. Adjoining land to the south and west forms adopted public highway. The surrounding

uses are commercial, including B class uses, but with vehicle related uses immediately to the east and west.

- 1.3 The site lies within the Manor Royal Main Employment Area as defined in the Local Plan. In economic and employment terms, Manor Royal is extremely important to Crawley and the wider Gatwick Diamond area. The estate is covered 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).
- 1.4 The site also lies within a Priority Area for District Energy Networks as set out in the Local Plan. The Local Plan defines Structural Landscaping within the town, which includes the existing landscaping along Manor Royal. The site also lies within the Long Distance View Splay from Target Hill, which lies to the south-west. The site is shown as contaminated land on Council records.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for the demolition of the existing warehouse and the subsequent redevelopment of the site to form a new warehouse (B8) building (7,399 sqm in total). The building would be primarily warehouse space (7,319 sqm), with ancillary offices (680 sqm) and a small gatehouse.
- 2.2 The proposed warehouse would be located centrally within the site. It would measure 110 metres east to west and a maximum of 75 metres north to south. Its maximum height would be 15.85 metres. There would be car parking areas accessed from Manor Royal and, to the west of the building directly from Faraday Road. At the northern end of the site would be a gated access leading into the service yard. The building would have goods doors in its north elevation and office related glazing facing the junction of Manor Royal and Faraday Road. The main materials would be grey cladding panels.
- 2.3 A total of 61 car parking spaces are proposed, the majority of which would be located on the Manor Royal frontage. These would include four disabled spaces and thirteen electric vehicle spaces. There would be a further 28 commercial vehicle parking spaces within the service yard, besides those located at each of the twelve loading bays. Secure cycle parking to accommodate 33 cycles and five motorcycle spaces are also proposed.
- 2.4 In support of the application, the applicant has submitted the following documents:
 - Arboricultural Impact Assessment and Method Statement
 - Air Quality Assessment
 - BREEAM Pre-Assessment
 - Design and Access Statement
 - Ecology Report
 - Energy and Sustainability Strategy
 - Flood Risk Assessment
 - Framework Travel Plan
 - Planning Statement
 - Preliminary Environmental Risk Assessment
 - Transport Statement
 - Utilities Assessment Report
- 2.5 The proposal has been amended since it was first submitted, following concerns raised about design and the visual impact of largely blank elevations along the Faraday Road and Manor Royal streetscenes. The revised scheme has resited the office accommodation and associated glazing to the junction of Manor Royal and Faraday Road and relocated a substation away from this prominent corner. There was no change to the building footprint, but minor changes to the internal floorspace and the loss of three car parking spaces resulted. The landscaping proposals have also been revised following discussions about improved tree planting along Manor Royal.

PLANNING HISTORY:-

- 3.1 The site appears to have originally been developed in the mid-1950s for industrial/factory use (refs Z/49/167, CR/164/53 and CR/11/54). There were various extensions through the 1960s. Permission

was granted for “Use as industrial storage” in 1973 (CR/110/73). Subsequently there have been a number of applications for alterations, telecommunications and advertisements.

3.2 There is no recent relevant planning history.

PLANNING POLICY:-

National Planning Policy Framework

- 4.1 The updated National Planning Policy Framework (NPPF) published in July 2021 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, helping to improve biodiversity and addressing climate change.
 - Section 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
 - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
 - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
 - Section 14 – Meeting the challenge of climate change, flooding and coastal change. In addition to supporting the increased use of renewable and low carbon energy and reducing greenhouse gas emissions, including complying with local sustainability requirements, flood risk should not be increased elsewhere and sustainable drainage systems should be incorporated in major developments.
 - Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment. Development should not add to or be at risk from pollution.

Crawley Borough Local Plan 2015-2030

- 4.2 The following Crawley Borough Local Plan 2015 – 2030 (adopted December 2015) policies are relevant, which can be viewed online at:
- 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.
- 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 Energy Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.
- Policy ENV9 (Tackling Water Stress) 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.

Submission Draft Crawley Borough Local Plan 2021-2037

4.3 The Crawley Borough Local Plan is in the process of review. The Council published its Submission Draft Local Plan (Regulation 19) in early January 2021. A public consultation was undertaken between 6 January and 30 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 DD1: Normal Requirements of All New Development
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- 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 EC4: Strategic Employment Location
- 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 also applicable to the development of this site:

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.

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.

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, 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 apply: For warehousing (B8), one car parking space per 100 square metres and one lorry space per 500 square metres (minimum one space) is required. For office uses, one car parking space per 31 square metres is the minimum standard. Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

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.

Manor Royal is identified as a primary road. The site is covered by the 'Manor Royal' heading in the SPD, which raises the opportunity for additional hornbeam planting along the road. The SPD sets out expectations in terms of landscaping, tree planting and appropriate distances that buildings should be set back. Faraday Road is identified as a secondary road, whilst important for navigation. The Design Guide states how Faraday Road would be improved by the introduction of tree and shrub planting. It also covers set back distances for new buildings. The Guide states that *"additional on-site planting would be to supplement the relatively narrow grassed highway verges and areas of less robust planting, particularly in respect of additional trees. The minimum depth of frontage planting requirement would be 3m of planting across the entire frontage with trees at 15m spacing."*

The Character Area A guidance in 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.

Developer Contributions Guidance Note (published July 2016)

- 4.5 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.

PLANNING CONSIDERATIONS:-

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

- Principle of development
- Design and appearance of the proposal
- Highways and parking
- Trees and landscaping
- Impact upon neighbouring properties/occupiers
- Sustainability
- Air quality
- Contaminated land
- Drainage and flooding
- Aviation
- Infrastructure contributions

Principle of development

- 5.2. The application site is situated within the Manor Royal Main Employment Area as defined by Local Plan economic policies EC1, EC2 and EC3. Policy EC3 places a clear focus on the delivery of business uses in Manor Royal, seeking to protect and reinforce its core business function by promoting development within the B use classes, and encouraging the reuse and intensification of land or buildings within the main employment area.
- 5.3. The proposed development would involve the demolition of the existing warehouse building (10,261 square metres (8,380 sqm warehouse (B8) use with 1,881 sqm ancillary offices). It would be replaced by a new warehouse building with ancillary offices (total 7,399sqm (7,319 sqm warehouse with ancillary offices 680 sqm, a meeting room and gatehouse)). This represents a reduction of just under 3,000 square metres of employment floorspace. Given the loss in total floorspace, the proposal needs to be considered against the three tests in policy EC2:

- i. the site is no longer suitable, viable or appropriate for employment purposes;**
The proposed development would result in a net loss of employment floorspace. However, the site is currently not occupied, its dated form is not suited to modern warehouse needs, with the applicant raising particular concerns about its height, and it seems unlikely to be fully reoccupied in the near future.
- There is a significant need for new Class B8 development in Crawley, with the Crawley Focussed Economic Growth Assessment (2020) identifying need for at least 32.8ha new industrial (B1c/B2/B8) employment land. The NPPF para 82(d) requires planning policies to be flexible enough to enable a rapid response to changes in economic circumstances. The application, whilst resulting in (for operational reasons) an overall loss of employment floorspace, would retain the site in warehouse use, bringing what is a currently under-utilised site into active employment use, and would help to meet an identified need for B8 floorspace.
- ii. the loss of any floorspace will result in a wider social, environmental or economic benefit to the town;**
Given its current vacancy levels, the proposal would increase employment opportunities on the site. As a speculative development, it is not certain how many jobs would be created, but these would clearly provide economic and social benefits for Crawley.
- iii. there is no adverse impact on the economic role or function of the Main Employment Area, and wider economic function of Crawley.**
The existing building is largely vacant and, given its age and design, is unlikely to be attractive to potential occupiers. Given that the development would retain the site in employment use and would contribute to accommodating the need for warehouse units, although providing a reduced amount of floorspace, it is not considered that the partial loss of employment floorspace would undermine the function of Manor Royal as an MEA, nor the wider economic function of Crawley.
- 5.4. Having regard to the above, the proposed development, although resulting in a loss of employment floorspace, it would retain the site in business focussed employment use, helping to meet what is a significant B8 floorspace need for Crawley. It would also support the expansion of an existing Manor Royal business and create new job opportunities. Officers consider that the applicant has provided sufficient economic information explaining the rationale for the reduction in floorspace. This explains that the existing buildings are nearing the end of their life cycle and no longer meet current business needs, which is reflected by the buildings having been part vacant for a number of years. Specifically, the information sets out that current market needs can be better catered for through a modern building of increased height, and a reduction building footprint to facilitate an increased yard and improved vehicle circulation space. Having reviewed the supporting information, it is considered by officers that although the proposal would result in some loss of employment floorspace, redevelopment of the site will bring about its improvement as an employment location, supporting the economic function of Manor Royal and that of Crawley, whilst delivering broader sustainability benefits. As such, it is considered that the applicant has justified the proposed net reduction in employment floor space consistent with Policy EC2.
- 5.5. The emerging Local Plan can be given little weight but, in this case, it is also worth noting that the draft wording of the updated Policy EC2 would allow a limited loss of employment floorspace where this may support the wider economic use of a site. In redeveloping the site to provide new warehouse buildings for business use, the application would add to the overall stock and range of premises at Manor Royal, helping to strengthen its offer as a business district.
- 5.6. Manor Royal BID has written in support of the application and state that it would help create a more modern feel at the heart of Manor Royal. They recommend engagement by the developer with the BID regarding the ReEnergise Manor Royal Onsite Renewable Energy Project and sustainable travel initiatives.
- 5.7. Overall, the applicant is considered to have justified the reduction in warehouse floorspace and it is considered that the redevelopment of the site for modern warehouse use would support Manor Royal as a main employment area, contributing positively to its business function and that of the wider

Crawley economy. The proposal is considered to accord with Local Plan policies EC1, EC2 and EC3 and would maintain the provision of land for business uses in Manor Royal. The principle of the development is therefore considered to be acceptable.

Design and appearance of the proposal

- 5.8. Policies CH2, CH3 and EC3 of the Local Plan require that all development should contribute positively to the overall setting and environment of Manor Royal through high quality design and landscaping. Policy EC3 specifically makes reference to the Manor Royal Design Guide SPD and affords this document significant weight. The design and landscaping of any development at this site would need to be carefully considered, given its visually prominent location.
- 5.9. The site is located centrally within Manor Royal and the Core Business Zone Character Area A identified in the Manor Royal Design Guide. The key design and layout considerations for proposals in this location 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.
- 5.10. The existing building makes little positive contribution to the visual appearance of the area, although its glazing on the southern elevation at least offers an active frontage. The building has no significant architectural merit and the west elevation to Faraday Road is dominated by loading bays. There is no objection on design grounds to redevelopment.
- 5.11. The revised proposal will introduce a new focal point at the Manor Royal/Faraday Road junction, following the relocation of the ancillary office floorspace. This would introduce three storeys of glazing wrapping around the corner. The main pedestrian entrance would also be located on the corner. The glazing would be highlighted by a projecting fin and canopy. The remainder of the Manor Royal and Faraday Road frontage would be blank, but feature profiled vertical cladding at the lower level with contrasting flat horizontal cladding panels above. To the north, the building would feature a series of loading bays for vehicles of varying sizes. This loading area would be largely screened from public view by the extent of the building running along Faraday Road. Landscaping to the south of the site would enhance its appearance and provide some screening of the blank element of the southern elevation. Additional tree planting within the highway verge, to fill a gap within the existing line of trees is also proposed.
- 5.12. Overall, it is considered that the design and layout of the building and site would be appropriate within the context of the town's main employment area. Whilst it is a substantial and relatively plain building, this reflects its proposed warehouse function. The prominent corner part of the site has been improved and will accommodate the most active part of the frontage, with activity being visible within the office space. As such, the proposal is considered to be acceptable in design terms and would accord with the relevant policies within the Crawley Borough Local Plan and the Manor Royal SPD.

Highways and parking

- 5.13. The site is located on Manor Royal, which forms a key and busy east-west link across the Manor Royal Business District. Faraday Road, whilst a more minor road, is also busy and used by a variety of commercial vehicles, including HGVs. The site currently has accesses onto both roads. The site currently has a total of 287 car parking spaces, mainly on the roof. There are thirteen goods vehicle bays accessed directly from Faraday Road.
- 5.14. The proposal would retain the existing vehicular access at the north-west corner of the site, which currently serves the rooftop car park. This would form the access to the service yard for the proposed warehouse. The eastern access from Manor Royal would be closed, with the other access serving the proposed car park to the south of the building. WSCC Highways have confirmed that, subject to some further detail and the conclusion of a S278 agreement, they are satisfied that the off-site

highway works to close the access and reinstate the footway, verge and kerb are acceptable. As stated below, this also offers the opportunity for new tree planting.

- 5.15. Given the reduction in floorspace compared to the existing building, the Transport Assessment confirms that the scheme would result in a reduction by all modes of travel compared to what is currently operating. It states that vehicle trips will reduce from 814 to 483 and that this will be seen in the AM/PM peaks. WSCC Highways accept these findings.
- 5.16. Pedestrians would use the existing pedestrian routes on Faraday Road and Manor Royal to access the main entrance close to the junction or use gates to enter the service yard. Cycle and motorcycle parking is proposed on the Faraday Road frontage.
- 5.17. The application site is in a sustainable location, with bus stops located directly outside on Manor Royal and slightly to the north on Faraday Road (the latter serving the Fastway service). There are cycle routes along Manor Royal and, slightly to the south-west, a dedicated route towards the town centre. There are parking restrictions on both Manor Royal and Faraday Road, with very limited on-street parking near the site. The Manor Royal estate also has a good network of footpaths and crossings. The site is in a good location to encourage sustainable travel amongst the workforce.
- 5.18. The proposed development is for B8 (storage or distribution) and in terms of car (including disabled), cycle, lorry and motorcycle parking provision meets the Council's adopted minimum parking standards. The Council's parking standards for Warehousing (B8) is one space per 100sqm for cars and one space per 500sqm for lorries (1 lorry space minimum). With a total building floor area of 7,399 sqm, the proposal should provide 74 car parking spaces and 15 lorry parking spaces. The total number of vehicle parking spaces proposed is 89, which meets the overall parking requirement. The mix is shifted towards commercial vehicle spaces, rather than cars in the scheme, but some of the spaces within the service yard could be used for car parking if required by a future occupier. Overall, the level of vehicle parking is acceptable and no objection is raised by WSCC Highways on parking grounds.
- 5.19. A total of thirteen electric vehicle charging spaces are proposed. WSCC Highways comment that this equates to 20% of the standard car parking spaces, which is in accordance with their guidance. A total of 33 cycle spaces and five motorcycle spaces are also proposed, which is slightly higher than the required 23 cycle spaces for staff and visitors. This will help to encourage sustainable travel and is acceptable.
- 5.20. The applicant has prepared a framework travel plan, which is considered acceptable at this stage by WSCC Highways. WSCC Highways seek a Travel Plan Auditing Fee to cover the resource costs of assessing and auditing Travel Plans through the planning process, and as part of the 5 year monitoring period. The applicant has agreed to this contribution of £3,500, which can be secured through a S106 contribution. WSCC Highways also seek conditions to address the access closure, EV charging spaces, a Travel Plan and a Construction Management Plan.
- 5.21. Overall, the proposal is considered acceptable in highways and parking terms, subject to conditions, and to comply with the sustainable transport requirements of local and national policies.

Trees and landscaping

- 5.22. The applicant has submitted an Arboricultural Impact Assessment and Method Statement. There is limited planting within the site as existing. There is a Swedish Whitebeam in the south west corner of the site, which is relatively prominent although has a lean and appears to be experiencing root plate lifting. It is not considered worthy of retention. To the east along the southern boundary is a Wild Cherry and a group of trees that appear to have been topped. These trees are all visually dominated by two taller and apparently healthy London planes within the highway verge. There are other hornbeams within the highway verge along the Manor Royal frontage. It is proposed to remove the Swedish Whitebeam, the Wild Cherry and the group of smaller trees on the southern boundary. Taking account of the girth of the trees and policy CH6, a total of 17 replacement trees should be planted.

- 5.23. The proposed landscaping scheme proposes six hornbeam within the site along the southern boundary. These should grow to a height of 10-18 metres and will fill an existing visual gap in the landscaping at this point. An additional tree is hoped to be planted in the highway verge following the closure of the existing easternmost vehicular access. Four trees would be planted in the north west corner of the site and three to the north east. Along the eastern and northern boundaries, a hornbeam hedge is proposed. Supporting ground cover planting is proposed to all except the Faraday Road frontage. At the north western corner of the site, the SUDS proposals will allow some wetland planting to take place.
- 5.24. With regard to the highway verge tree proposed, WSCC Highways have commented that utility services and method of planting will need to be assessed in more detail. They will also need to agree the species and a contribution towards ongoing maintenance. In planning terms, officer consider that these matters can be addressed through a S106 agreement.
- 5.25. Overall, the landscaping, despite the loss of some trees, is considered to be a significant improvement on existing landscaping and will provide some vegetation screening for blank parts of the elevations and serve to reinforce the Structural Landscaping along Manor Royal. There is a slight shortfall of replacement tree provision against the policy requirement. This may be addressed by enhanced planting within the highway verge, but otherwise can be covered by an off-site contribution of up to £2100 (£700 x 3 trees).

Impact on neighbouring properties/occupiers

- 5.26. The surrounding area is industrial and commercial in its nature and appearance and protected for such uses by planning policies. Immediate industrial/commercial neighbours are therefore unlikely to suffer disturbance from the proposal. There are no residential dwellings in the near vicinity. It is therefore considered that the proposed development would not be detrimental to the amenities of neighbouring occupiers, subject to the dust management and construction management plans requested by consultees.

Sustainability

- 5.27. Policy ENV6 (Sustainable Design and Construction) states that all development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. Policy ENV7 (District Energy Networks) states that major developments within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area. Policy ENV9 (Tackling Water Stress) states that non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 5.28. The proposal is supported by an Energy & Sustainability Strategy and a BREEAM Pre-Assessment Document. The Energy & Sustainability Strategy identifies both the current adopted and draft policies, and responds in the following terms:
- Building fabric, lighting and ventilation services are set at a level of efficiency to achieve Building Regulations compliance before allowing for any low/zero carbon technology;
 - The development is proposed to be 'future proofed' for connection to a future heat network through inclusion of a suitable location for the heat network to enter the building and connect to a future heat interface unit and a route for the network from the site boundary identified as safeguarded for a future pipework route;
 - 59 kWp of solar photovoltaic provision on the roof;
 - Air source heat pumps are proposed for provision of heating and cooling to the office areas
- 5.29. As a result of these measures, the development proposes to achieve a 25% reduction in CO₂ emissions, compared with Building Regulations standards, with 20.4% of the energy demand being derived from low and zero carbon sources. Thirteen electric vehicle charging points are also proposed.

- 5.30. The Energy and Sustainability officer is satisfied with these proposals, subject to appropriate conditions. The proposed strategy is considered acceptable in principle for the purposes of policies ENV6 and ENV7. The provision of further details regarding the 'future proofing' energy network measures and the solar PV can be secured by conditions.

Air Quality

- 5.31. The application was supported by an Air Quality Assessment that considered the air quality impacts during demolition, construction and subsequent operation. The Council's Air Quality officer raises no objection. She comments that the report found that during the construction phase, dust emissions can be adequately managed by adopting appropriate mitigation measures. She recommends a condition to secure a Dust Management Plan be attached to any approval.
- 5.32. Unlike other recent warehouse schemes in Manor Royal, the proposal, due to the existing warehouse use and the reduction in floorspace, would result in a decrease of 331 two-way vehicle trips per day. Consequently, the Air Quality officer is satisfied that the proposal "*would not create any additional, significant, adverse air quality impacts.*"
- 5.33. Overall, subject to the Dust Management Plan condition, the proposal would not result in an adverse impact upon air quality and would therefore accord with Local Plan policies CH3 and ENV12.

Contaminated Land

- 5.34. The site lies at the centre of Manor Royal and contains an existing warehouse building. The site was formerly an engineering works. It is identified as being potentially contaminated. The applicant submitted a Preliminary Environmental Risk Assessment. The report and its recommendations were considered acceptable by the Council's Contaminated Land officer. He recommends a four stage strategy to assess the risks associated with possible contamination and to address them appropriately. Confirmation of the completion of the remediation works is also required. Therefore, the proposal, subject to these conditions, would not result in an adverse impact regarding contamination and is considered acceptable in this regard.

Drainage and flooding

- 5.35. The site is located in Flood Zone 1, with a low probability of flooding. SUDS techniques, including permeable surfacing, a basin in the north-west corner to reduce flows and geocellular tanks to the north and south of the site are proposed. The Council's Drainage officer and WSCC Lead Local Flood Authority are happy with the detail provided and have no objection, subject to conditions.
- 5.36. Thames Water has commented that the development would be close to a strategic sewer. The company does not object, subject to a method statement being approved and implemented if piling is proposed. In terms of discharge to the public sewer, a permit will be required from Thames Water and efforts made to minimise discharges. Overall, the scheme is considered acceptable in drainage and flooding terms.

Aviation

- 5.37. Gatwick Airport Safeguarding and NATS Safeguarding confirm that they have no objection to the proposal on aviation safety grounds. Gatwick Airport seeks conditions covering a Bird Hazard Management Plan, landscaping and the use of solar PV panels to ensure that these matters are acceptable in relation to the airport.

Developer contributions

- 5.38. A S106 agreement would be required if permission is to be granted to secure the following contributions:
- Travel Plan monitoring fee of £3500
 - Off-site planting of a tree within the highway verge, subject to below ground investigations, with a commuted sum for ongoing care

- Contribution towards off site tree planting based on the formula set out in policy CH6.

5.39. The proposal would result in a reduction in business floorspace, so a Manor Royal contribution towards public realm improvements would not be required.

CONCLUSIONS:-

6.1. The redevelopment of the site to create a modern, albeit slightly smaller, warehouse is acceptable in planning policy terms and would help support Manor Royal. The warehouse design, whilst relatively plain and functional, along with its size, massing, materials and landscaping are considered acceptable within Manor Royal. The operational needs of the site would be met by the proposed parking arrangements and the Local Highway Authority have confirmed there are no objections in terms of impact upon road capacity or highway safety. The proposals in relation to drainage, air quality and contaminated land are 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 a legal agreement to secure the Travel Plan monitoring fee and tree planting, it is considered that the proposal would accord with the relevant sections of the NPPF, policies within the Local Plan and the relevant Supplementary Planning Guidance. On this basis, it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2021/0174/FUL

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

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development shall take place, including any works of demolition, until a Construction Management Plan has been 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 temporary construction and security lighting;
 - 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); and
 - 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 policies CH3, ENV11, ENV12 and IN3 of the Crawley Borough Local Plan 2015-2030.
REASON: why pre-commencement condition: As it relates to potential impact upon the surrounding area starting from the setting up for construction activities and demolition.
4. No development, including any site setting up works, shall take place until a dust management plan to control the emission of dust from the demolition and construction works at the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed dust management plan unless otherwise agreed in writing by the Local Planning Authority. The approved plan should follow the guidance and recommendations in the Institute of Air Quality Management's Guidance on the Assessment of Dust from Demolition and Construction.

REASON: In the interests of amenity in accordance with policies CH3 and ENV12 of the Crawley Borough Local Plan 2015-2030.

Reason why pre-commencement condition: As it relates to potential impact upon the surrounding area starting from the setting up for construction activities and demolition.

5. No development approved by this planning permission shall commence until a strategy to deal with the potential risks associated with any contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The strategy will include the following components:

(1) A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

(2) A site investigation scheme, based on (1), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(3) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

REASON: The proposed site is on a former engineering works with risk of contamination on the site and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution or contaminated land in accordance with Policy ENV10 of Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.

Reason why pre-commencement: This condition is required pre-commencement as it relates to how contamination will be investigated and remediated during demolition, construction and then during operation.

6. The development hereby permitted shall be carried out in accordance with the FPCR Arboricultural Method Statement and its Tree Protection Plan dated March 2021 submitted with the application. The tree protection measures set out within the report must be fully implemented prior to the commencement of site setting up activities or demolition and thereafter maintained for the duration of the construction works.

REASON: To ensure that the trees to be retained are not compromised during the construction of the development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

7. With the exemption of demolition, site preparation, drainage, foundation and structural works, development shall not take place 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.

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

- Monitoring of any standing water within the site, whether temporary or permanent; and
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

Reason why pre-commencement condition: As it relates to potential aviation safety issues arising from drainage during and post construction.

9. No above ground development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - The species, number and spacing of trees and shrubsNo subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site.
10. No development, other than demolition, shall take place until details of the provisions referred to in the submitted Energy and Sustainability Strategy dated February 2021 to facilitate the connection of the development to a future District Energy Network in the vicinity have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

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 Supplementary Planning Document.
11. No solar panels shall be installed until details have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the photovoltaics referred to in the submitted Energy and Sustainability Strategy dated February 2021 have been installed and made operational in accordance with full details that have first been submitted to and been approved in writing by the Local Planning Authority. The scheme shall be implemented as approved and no subsequent alterations to the approved scheme shall take place unless submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of environmental sustainability and to ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues, in accordance with policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030.
12. Within three months of the occupation of the development, a post-construction report shall be submitted to and agreed in writing by the Local Planning Authority verifying that the development 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 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
13. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in strict accordance with the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure, which piling has the potential to damage or impact upon and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
14. The development hereby approved shall not be first occupied until details of the maintenance and management of the SuDS system have been set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.

REASON: This is a major development and the performance of the SUDS must be future proofed to avoid flooding within the development and subsequent flood and drainage problems off-site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.
15. No part of the development shall be first occupied until such time as the existing vehicular access onto Manor Royal has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

16. Prior to the first occupation of the development hereby approved, the car, cycle, motorcycle and lorry parking serving the warehouse shall be constructed in accordance with the approved plans. Once provided, the spaces shall thereafter be retained at all times for their designated purpose.
REASON: To ensure that adequate and satisfactory provision is made for the parking and manoeuvring of vehicles clear of all highways in accordance with policies CH3 and IN4 of the Crawley Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document.
17. No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided and made operational in accordance with plans and details submitted to and approved by the Local Planning Authority.
REASON: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies and the relevant provision of the National Planning Policy Framework.
18. All planting, seeding or turfing comprised in the approved landscaping scheme 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.
19. Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.
REASON: To encourage and promote sustainable transport in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030 and the National Planning Policy Framework.
20. Prior to the first occupation of the warehouse building hereby approved, a verification report demonstrating the completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and been approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
REASON: The proposed site is on a former engineering works with risk of contamination on the site and to ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete in accordance with Policy ENV10 of Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.
21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, including any future amendments, the proposed building hereby approved shall be used for storage and distribution (B8) use only and for no other purpose 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 levels of parking provision and the appropriateness of other uses within the Manor Royal Main Employment Area can be properly assessed in accordance with policies CH3, EC2 and EC3 of the Crawley Borough Local Plan 2015-2030 and the parking standards within the Urban Design Supplementary Planning Document.

INFORMATIVES

1. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:
0800 to 1800 Monday to Friday and
0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email: lgwcranes@gatwickairport.com. Details of the crane process can be found in CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk.
 3. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk (Please refer to the Wholesale; Business customers; Groundwater discharges section).
 4. The applicant is advised that this site falls within the area covered by Southern Water plc. For your information, contact details are Southern Water, Southern House, Yeoman Road, Worthing, West Sussex BN13 3NX (Tel: 0845 278 0845).
 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 applicant is encouraged to engage with Manor Royal BID regarding the ReEnergise Manor Royal Onsite Renewable Energy Project, sustainable travel initiatives and other ongoing initiatives in the area.
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, the applicant and the agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans/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.

