

LOCATION: [1-19 \(ODDS\) CROMPTON WAY, NORTHGATE, CRAWLEY](#)
WARD: Langley Green & Tushmore
PROPOSAL: DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 3NO. BUILDINGS FOR USE CLASS B8 INCLUDING DETAILS OF ACCESS, SERVICING, LANDSCAPING AND BOUNDARY TREATMENTS, AND ASSOCIATED INFRASTRUCTURE AND EARTHWORKS (AMENDED DESCRIPTION)

TARGET DECISION DATE: 2 November 2022

CASE OFFICER: Mrs J. McPherson

APPLICANT'S NAME: Wrenbridge (FREOF V Crawley) LLP

AGENT'S NAME: Barton Willmore, now Stantec

PLANS & DRAWINGS CONSIDERED:-

Drawing Number	Revision	Drawing Title
C181-CMP-SI-00-DR-A-0003 Rev	PL1	Existing Site Plan
C181-CMP-S-00-DR-A-00100 Rev	PL2	Proposed Site Plan
C181-CMP-SI-ZZ-DR-A-00002 Rev	PL1	Location Plan
339838 RG LD 03 Rev	B	Soft Landscaping
339838 RG LD 04 Rev	B	Hard Landscaping
339838 RG LD 01 Rev	C	Landscape General Arrangement
339838 RG LD 02	A	General Arrangement Illustrative Plan
21-307-PL-EX-001 Rev	PL1	Indicative External Lighting Layout
C181-CMP-BD-ZZ-DR-A-00201 Rev	PL2	Proposed North & West Elevations
C181-CMP-BD-ZZ-DR-A-00250 Rev	PL1	Proposed Typical Sections AA & BB
C181-CMP-BD-ZZ-DR-A-00251 Rev	PL1	Proposed Typical Sections, Units 1 & 2
C181-CMP-SI-ZZ-DR-A-0004 Rev	PL1	Proposed Demolition Plan
C181-CMP-SI-ZZ-DR-A-00005 Rev	PL1	Existing South and West Elevations
C181-CMP-SI-ZZ-DR-A-00006 Rev	PL1	Existing North and East Elevations
C181-CMP-SI-ZZ-DR-A-00101 Rev	PL2	Proposed Site Sections
C181-CMP-U1-ZZ-DR-A-00120 Rev	PL1	Unit 1 Core Plans
C181-CMP-U2-ZZ-DR-AA-00121 Rev	PL1	Unit 2 Core Plans
C181-CMP-U3-ZZ-DR-A-00122 Rev	PL1	Unit 3 Core Plans
C181-CMP-X-XX-DR-A-00007 Rev	PL1	Typical Fence Details
147359 Rev	A	Preliminary Levels
C181-CMP-BD-00-DR-A-00102 Rev	PL2	Proposed Ground Floor General Arrangement Plan
C181-CMP-BD-01-DR-A-00103 Rev	PL1	Proposed First Floor Plan
C181-CMP-BD-02-DR-A-00104 Rev	PL1	Proposed Plant Deck Plan
C181CMP-BD-RF-DR-A-00105 Rev	PL1	Proposed Roof Plan
C181-CMP-ZZ-DR-A-00200 Rev	PL2	Proposed South & East Elevations
147359/0206		Flood Evacuation Plan
C181-CMP-SI-XX-DR-A-00823	PL1	Typical Green Roof Cycle Shelter Detail
147359/0207		Proposed Floor level compared with Flood Zone 2

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL Aerodrome Safeguarding | No objections subject to informatives and conditions. |
| 2. | Environment Agency | Refer to standing advice to assess flood risk. |
| 3. | WSCC Highways | No objection subject to conditions and informatives |
| 4. | National Air Traffic Services (NATS) | No objection. |
| 5. | Thames Water | Recommends informative to deal with groundwater discharges into the public sewer which should be minimised. Advice provided on working near public sewers and appropriate surface water disposal. No objection with regard to Waste Water Network and Sewage treatment works infrastructure capacity. |
| 6. | Police | Detailed design advice provided on further guidance such as secured by design, secure cycle parking, lighting and CCTV. |
| 7. | CBC Drainage Officer | No objection subject to conditions, further information required. |
| 8. | CBC Planning Arboricultural Officer | Concerns raised about the impact on the atlas cedar to be retained in the south west corner of the site and in particular works in RPA. |
| 9. | UK Power Networks | No response received. |
| 10. | CBC Environment Team | No comments received. |
| 11. | CBC Contaminated Land Officer | No objection subject to condition and informative. |
| 12. | CBC Environmental Health Officer | No objection – advice provided. |
| 13. | Southern Water Ltd | No objection – general advice on connection to supply provided. |
| 14. | CBC Energy Efficiency & Sustainability | No response received |
| 15. | WSCC Lead Local Flood Authority | Advice provided –highlighted need for agreed surface water drainage designs with appropriate maintenance and management and comments to seek advice of district drainage engineer |
| 16. | CBC Manor Royal | No comments received. |
| 17. | CBC Air Quality Officer | No objection subject to conditions |
| 18. | Manor Royal Business District | Comments – Supports investment in modern buildings but notes current smaller units are occupied by small businesses and comments that the loss of these units with their lower rental values which attract these firms to Manor Royal and that their loss could result in their possible displacement outside of Crawley. Would ideally like to see mid-sized affordable units being provided. Notes development is in keeping with function of business district and would like the developer to engage in Manor Royal BID. |
| 19. | Ecology Advisor (Place Services) | No objection subject to conditions |

NEIGHBOUR NOTIFICATIONS:-

The application was publicised by press notice and site notices erected around the site boundary.

RESPONSES RECEIVED:-

None.

REASON FOR REPORTING TO COMMITTEE:-

The application is major development.

THE APPLICATION SITE:-

- 1.1 The application site is located towards the south west corner of the Manor Royal Main Employment Area and has vehicular access from Crompton Way which in turn connects with Manor Royal to the north. Crompton Way runs in an elongated loop around the application site allowing access to the highway from all directions.
- 1.2 The site is occupied by industrial units (nos 1-19 – odds) which are typically 1 to 2 storey in scale and quite dated in their appearance. These units which comprise 3 separate buildings are typically arranged with their rear service yards to the north and entrances generally fronting south. The units at the east and west ends of the site have access from the east and west respectively.
- 1.3 Parking in the area is difficult with on street parking at a premium. Much of the highway has restricted parking and is yellow lined, presumably to allow lorry access and movement along the quite narrow roads. The boundaries and ownerships between the units and the adjoining highway verges are poorly defined. This results in poorly defined street frontages along these boundaries and disorganised parking in these areas. There are a number of trees and some landscaping of varying quality on the site / highway land along the western and southern boundaries, none are protected by Tree Preservation Orders.
- 1.4 To the south of the application site are a pair of recently built industrial units with their principal elevations facing east and west. Most of the other employment buildings in the vicinity appear somewhat older. The employment buildings to the north of the application site have their rear accesses facing the site onto Crompton Way. The nearest residential properties are in Tushmore Avenue approximately 130m to the west of the site.
- 1.5 Route O / N on the LCWIP (Local Cycling and Walking Infrastructure Plan 2021) runs to the east of site connecting Crompton Way with routes into Manor Royal and the western side of the town centre. This route is relatively well landscaped and passes Magpie Wood which is visible to the east of the site. The site is close to a regular bus route which runs along Manor Royal.
- 1.6 The Local Plan identifies the site as part of the Manor Royal Main Employment Area which is also protected for employment use by a number of Article 4 directions. These include the removal of permitted development rights for changes to dwellings from office, storage and distribution and light industrial uses. The site also lies within a Priority Area for District Energy Networks.
- 1.7 The eastern part of the site is identified within Flood Zone 2 and the entire site is shown on the Council's records as contaminated land. There is an electricity sub-station in the northwest corner. Other nearby constraints include the Hazelwick Roundabout Air Quality Management Area (AQMA) which extends from that roundabout to the southeast of the site along the length of Crawley Avenue westwards towards the Tushmore Gyratory. The AQMA is within 200m of the site to the south.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for the demolition of the existing buildings on the site and redevelopment with 3 larger units (Use Class B8). The units would be of varying floor areas, modern design specification and 2 commercial storeys in scale with ancillary office space provided at first floor level. Each unit would have its own service yard and lorry and car parking. Vehicular access to the buildings would be from the south.
- 2.2 As part of the application proposal, the boundaries around the site which comprise highway verge and the applicants land would be rationalised with the boundaries 'squared off' and landscaping proposed around the edges of the site. Fencing is proposed to secure the service yards and the existing electricity sub-station is proposed to be relocated within the site further to the north west.
- 2.3 In support of the application, the applicants have provided the following documents:
 - Arboricultural Method Statement and Arboricultural Impact Assessment
 - Preliminary Ecological Appraisal and Preliminary Roost Assessment and Bat Assessment Report
 - Biodiversity Net Gain Plan

- Design and Access Statement plus Addendum
- Economic Benefits Statement
- Energy Strategy Report
- External Lighting Report
- Phase 1 Environmental Assessment
- Planning Statement
- Transport Statement
- Travel Plan
- Utilities Infrastructure Statement
- Ventilation Statement
- Air Quality Assessment and Emissions Mitigation Statement (plus Addendum)
- Flood Risk Assessment and Drainage Strategy
- Water Neutrality Statement

2.4 During the course of the application amended plans and additional information have been provided and the description of the original application has been amended to limit the use of the units to Use Class B8 (storage and distribution) only and not classes Eg(iii) and B2 which were also originally applied for. The reason for this change is explained later in the report.

PLANNING HISTORY:-

3.1 The relevant history is as follows for the estate development itself:

- Z/49/167 – Use of land for industrial purposes – Permit
- CR/8/49 – Use of land for industrial purposes and erection of a factory – Permit
- CR/31/49 – Erection of a standard factory (these plans cover numbers 1-19)

3.2 There is quite detailed history for each of the units (numbers 1-19 Crompton Way – odds) dealing primarily with changes of use or minor alterations to the buildings post the original construction. Some units have details of specific uses such as timber and spray polishing, paint manufacture and car repairs.

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.

The Crawley Borough Local Plan 2015 – 2030 (CBLP)

- 4.2 This is the Development Plan for the borough (adopted December 2015) and the following policies are relevant to this application:
- 4.3 **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.
- 4.4 **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.
- 4.5 **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.
- 4.6 **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.
- 4.7 **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.
- 4.8 **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.

- 4.9 **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.
- 4.10 **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.
- 4.11 **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.
- 4.12 **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.
- 4.13 **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.
- 4.14 **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.
- 4.15 **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.
- 4.16 **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.
- 4.17 **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.
- 4.18 **Policy ENV11** (Development and Noise) states that people's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- 4.19 **Policy ENV12** (Air Quality) Development proposals that do not result in a material negative impact on air quality will normally be permitted
- 4.20 **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.

- 4.21 **Policy IN2** (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.
- 4.22 **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.
- 4.23 **Policy IN4** (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

Submission Draft Local Plan (Regulation 19)

4.24 The Council published its Submission Draft Local Plan (Regulation 19) in early January 2021 its consultation period ran until 30th June 2021. While limited weight can be afforded at this stage the following policies are applicable.

- 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 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 EC4: Strategic Employment Location
- Policy EC5: Employment and Skills Development
- Policy EC9: Supporting the Creative Industries
- 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

Planning and Climate Change SPD – Adopted October 2016

4.25 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

- 4.26 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

- 4.27 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.
- 4.28 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.”
- 4.29 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.
- 4.30 Annex 1 of the SPD contains the Borough’s indicative minimum parking standards including bespoke standards for Manor Royal (Zone 3). Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

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

- 4.31 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
- 4.32 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.
- 4.33 The application site is located within Character Area A. 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.

4.34 The site is also just west of a key cycle route between the town and employment area. 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.”*

Developer Contributions Guidance Note – Published July 2016

4.35 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:

- 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, landscaping and ecology
- Impact on amenity of neighbouring properties / occupiers
- Impact on ground conditions (Contamination, Flooding, Drainage and Utilities)
- Air Quality
- Gatwick Safeguarding
- Water Neutrality
- 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.

5.3 The proposal is for redevelopment of currently occupied industrial units which already forms a part of the employment land supply in the CBLP. The proposal would provide 3 separate use class B8 warehouses with a slight uplift in floorspace and would represent an efficient use of this site in a highly sustainable and established employment area. In policy terms it represents and intensification and more efficient of use of this land based on floorspace and would result in the provision of new employment floorspace .

5.4 The comments of the Manor Royal Bid about the size and affordability of units are noted and the applicants have commented that all five existing tenants wish to relocate within Crawley and one is in discussion with the developer to occupy some of the proposed space. They emphasise that the stock is coming to the end of its life and the buildings age is such that these need to be re-developed. It considered that the redevelopment is policy compliant as there is no requirement in relation to the size of the employment units being provided.

5.5 The applicants have provided an Economic Benefits statement estimating the economic impact of the new uses (this was based on the originally applied for Eg(iii), B2 and B8 uses and not just the B8 use as now revised). It estimates that around 63 site based construction jobs would be created

over the 10 month build period with a further 60 jobs offsite related to the construction .The report states around 15-39 jobs are currently on-site in the existing premises and the proposed on site number of jobs that would be generated based on the B8 use is estimated to be around 62 full time equivalents. .

- 5.6 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.

Design and Layout of the development and impact on street scene

- 5.7 The application proposes the demolition of all the existing employment buildings on the site and erection of a new rectangular building (120m long x 42m wide) towards the northern edge of the site. This building would be subdivided into 3 differing sized units. Units 1 and 2 located in the western portion of the building would have their parking and service yards to the south, while unit 3 would have parking to the south but its loading and service yard to the west.
- 5.8 The design of the buildings would be of a 2 – 3 storey commercial scale and grey clad in a number of shades and panel types with a gently curved roof. Along the south elevation where the first floor office accommodation and entrances to the units are proposed would be two storey glazed entrances that for the 2 end units would wrap around the southern corners of the building with additional fenestration above serving the offices. Amended plans have provided more visual articulation to the building in particular in breaking up the expanse of cladding which would extend the entire length of the northern elevation and make more of a feature of the roof. The units themselves would still be architecturally quite plain but are considered to have introduced an element of active frontage to the south, east and west elevations. It should be noted that the proposed building would be somewhat unusual as it would have public views of all elevations from all directions. The rear elevation in design terms is challenging but considered appropriate given the context of the building within the employment area.
- 5.9 The building would be considered an appropriate scale for its surroundings. The site immediately to the south has been recently redeveloped in a similar design and footprint and while this development would be slightly taller, its scale and proportions would be considered visually acceptable in the wider employment area.
- 5.10 The proposed reduction in the number of vehicle access points onto Crompton Way limiting these to the southern part of the site is considered to have improved the legibility of the entrances and accesses relative to the proposed buildings compared to existing access arrangements. It is considered that the consolidation of the accesses has allowed for 2 areas of more robust landscaping to be provided at the west and east ends of the building resulting in the retention of 3 trees and space to plant new ones. This would visually enhance the setting of the site. The rear of the building would be a large expanse of wall close to the northern boundary however at street level this is proposed to be softened by a mixed species hedge. It is considered this design approach would be acceptable on this rear elevation and it is noted that the new employment building to the south of the application site has also been landscaped in a similar fashion.
- 5.11 Overall, it is considered that the design and layout would be broadly acceptable and in accordance with policies CH2 and CH3 of the CBLP and the design approach suggested in the Urban Design SPD and Manor Royal Guide SPD.

Sustainability

- 5.12 The application is supported by an Energy Report provided in order to address the sustainability policies ENV6, ENV7 and ENV9 of the CBLP. This information demonstrates that the applicants have 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 document states that these requirements can be addressed and the building design proposes measures such as thermally efficient building materials, solar PV roof panels, air source heat pumps to heat the office space and provide hot water. It is considered that compliance with policies ENV6 and ENV9 can be secured via condition.

5.13 Policy ENV7 identifies Manor Royal as a District Energy Network (DEN) priority area. While no DEN is available in the vicinity, there is policy requirement to future proof the development with external infrastructure from the site boundary to the 3 units to be installed to carry any future district heating pipework. The applicant has demonstrated that connection to a future DEN could be achieved and precise details of this are proposed to be secured via a condition.

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

5.14 The applicant has provided a Transport Statement and Framework Travel Plan with this application which the Local Highway Authority (LHA) has commented upon. The LHA notes that the existing access points would be closed off and state that the visibility splays for the 3 proposed new southern access points appear adequate for the speed and character of the (30mph) road and that the submitted swept path analysis shows the HGV's would be able to access all 6 loading bays. The level of trip generation to the site (assessed against all originally proposed uses Eg(iii), B2 and B8) is not expected to cause a detrimental impact on the local highway network.

5.15 In respect of car parking, this is assessed by in line with the adopted Borough Parking Standards, the provisions of which are set out below. During the course of the determination of this application the flexible office and general industrial uses (Use Classes Eg(iii) and B2) have been removed from the application, as the applicants could not provide parking spaces within the development to meet the minimum standards set out in the SPD. Given the parking pressures in the surrounding local roads, It is considered such a departure from standard could not be justified for this speculative development. There is therefore a slight overprovision of parking against the adopted B8 standard which is considered acceptable given the parking pressures in the area that would allow some flexibility for future occupiers.

5.16 Each building has been provided with its own designated lorry, car, motorcycle and cycle parking spaces. 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 provision. These numbers do not include the 12 parking spaces south of unit 3 that are on the public highway.

	SPD Requirement				Proposed				
	Car	Lorry	M'cycle	Cycle	Car	Lorry	M'cycle	Cycle*	
Unit 1 1,672 sq m	17	3	1.7	5	21 (inc. 2 accessible)	2	2	6	
Unit 2 1,075 sq m	11	2	1.1	3	11 (inc.1 accessible)	1	2	6	
Unit 3 2,877 sq m	28	6	2.8	9	46 (inc 2 accessible)	3	4	12	

5.17 Each unit would meet the Borough standards for car and motorcycle parking. There would be an under-provision of lorry parking for unit 3 but sufficient over-provision of the car parking for this unit to allow it to create the 3 additional lorry spaces if required by the occupier. It is considered it is for the future occupier to determine how they wish the secure yard area to operate (lorry vs parking provision). In terms of cycle parking there would be space within the layout for secured and covered cycle storage to meet the required standard. While indicative details of the cycle stands have been provided, the covered design with some biodiversity features incorporated is considered acceptable in principle however, further details including the design of the hoops, the spacing between these (as these look too close together) and level access needed to the shelters needs further information which can be secured via a suitably worded condition. It is considered that there is space within the layout to address cycle provision for the units.

5.18 EV parking spaces are also required to be provided as part of the development and 'West Sussex County Council Guidance on Parking at New Developments' (which is also included in the Council's

Regulation 19 Local Plan), sets out the percentage of active EV spaces to be provided at a development that sets out an increasing requirement year on year. Assuming this development is completed in 2024 45% of parking spaces should have active EV parking spaces. The applicants have confirmed all parking spaces will have passive EV provision. It is considered appropriate to condition this provision so final details can be agreed once the building timeline for the project is finalised.

- 5.19 No detailed comments have been provided by the LHA in regard to the travel plan but it has recommended that exact details are secured via a planning condition. Final agreement any Travel Plan cannot be confirmed until the future occupier of the units is known. The LHA also require travel plan monitoring contribution to monitor the travel plan arrangements for the site, this would be secured via the S106 agreement.
- 5.20 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, landscaping and ecology

- 5.21 The applicants have provided an Arboricultural Survey, Arboricultural Impact Assessment, Arboricultural Method Statement, Preliminary Ecological Appraisal, Preliminary Bat Roost Assessment, Bat Assessment Report, External Lighting Report and a Biodiversity Net Gain Plan in support of the application. A landscaping scheme is also provided.
- 5.22 The site contains 6 individual trees, 3 of which would be removed and a further 2 pruned (crown lifted) to accommodate the development. The limited tree and hedge planting on the site would also be removed. The 3 trees to be removed have been identified as category C (low quality) trees and are an apple, an acer and a silver birch. The 3 remaining trees to be retained (all located at the western end of the site), are the best specimens and the most visually prominent.
- 5.23 The Arboricultural officer has raised a concern about the level of works proposed within the root protection area of the cedar tree which is proposed to be retained and crown lifted. In order to safeguard the tree in the longer term, he recommends that the parking spaces in the RPA are removed and the ground left undisturbed. The applicant has agreed in principle to this alteration and amended plans are expected showing this change prior to the committee meeting. It should be noted that the parking numbers shown in paragraph 5.16 above for Unit 1 have also been calculated on the basis of this amendment. A condition requiring tree protection during construction is also considered necessary.
- 5.24 Based on the tree replacement standards set out in the Green Infrastructure SPD the loss of 3 trees would require the planting of 7 replacement specimens. The indicative landscaping drawings suggest that 12 trees would be provided around the southern and eastern frontages of the site, the landscaping being proposed has also been considered for its biodiversity value. The scheme overall would create a landscaped edge to the western and eastern development site boundaries which would soften the visual appearance of the development. Birdsmouth fencing is proposed around the verge edges to deter illegal parking on these areas. A couple of timber benches have been included outside Unit 1 to allow use of the open space by employees.
- 5.25 The Council's ecology consultant has commented on the proposed landscaping and is satisfied with the planting proposed which if implemented would achieve biodiversity net gain. In relation to protected species (Bats) the mitigation measures are considered adequate both in the ecological report and in the external lighting assessment. Advice is also provided on invasive non-native species. Conditions are recommended to ensure that the impacts on protected and priority species/ habitats are protected with appropriate mitigation including works in accordance with the submitted reports, further information on pre development site operations and the submission of a biodiversity enhancement strategy.

- 5.26 Overall, it is considered that the landscaping and biodiversity would be improved as a result of this development in the longer term. While 3 trees and existing shrubs would be removed, the consolidation and removal of the accesses and reconfiguration of the site would allow for 2 larger landscaped areas to be provided both to soften the impact of the building from the east and west elevations but also to provide space for replacement tree planting and further landscaping to improve biodiversity. The development is considered to comply with relevant policies CH3, CH6 and ENV2 of the CBLP.

Impact on amenity of neighbouring properties / occupiers

- 5.27 The site is surrounded on its north, south and western boundaries by other commercial / industrial units within the Manor Royal employment area and to the east by a cycle track and Magpie Wood. The nearest residential properties in are Tushmore Avenue approximately 120 metres to the west with further employment buildings in between.
- 5.28 As discussed earlier in the report, there is not considered to be any harmful impact from the development in terms of visual amenity and wider views, the building would be centrally located in the employment area and surrounded by properties of a similar scale. As the site is effectively contained with the 'loop' of Crompton Way, it does not share any boundaries with immediate properties and therefore due to the overall scale of the development and level of separation there are considered to be no negative visual impacts on the amenities of nearby surrounding occupiers..
- 5.29 The Environmental Health team have considered the noise impacts of the development and commented that as the site is a commercial / industrial area the development should have minimal impact on amenity in relation to noise. It comments that the design principles set out by the applicants are reasonable and that the proposed plant deck seems to be an internal installation (although no details are provided of plant and equipment). Advice on plant noise levels has been highlighted (but is not enforceable) and the hours of working for construction has been incorporated onto the decision notice as a standard informative.
- 5.30 In conclusion, it is considered that there would be sufficient separation distance and intervening buildings between the development and the nearest residential properties in Tushmore Avenue to prevent any loss of amenity from noise impacts and the such planning controls are not reasonable in the main employment area where other businesses surrounding the site (and closer to these dwellings), operate unimpeded. It is therefore considered that there would not be an adverse impact on the noise environment for these nearby occupiers.

Impact on ground conditions (contamination, flooding, drainage and utilities)

- 5.31 The applicants have provided various supporting documents in relation to ground conditions, drainage and infrastructure at the site.
- 5.32 The site is brownfield land and the Contaminated Land Officer has commented that site is known to be or suspected to be contaminated as site has had past uses including printing works, engineering works, chemical and metal works. The applicants have provided a Phase 1 Environmental Assessment to support the application within the existing buildings. A condition is therefore recommended given the potential for contamination to be exposed during demolition. This would require a Phase 2 intrusive investigation to be carried out with requirements for appropriate remediation and verification report to be provided on completion of the works.
- 5.33 In respect of flooding, the Environment Agency referred to its standing advice.
- 5.34 West Sussex County Council as the Lead Flood Authority has no specific requirements / comments referring consultation to the CBC Drainage Engineer. It recommends that all the works be undertaken in accordance with an agreed Surface Water Drainage Strategy based on sustainable drainage principles and details for the maintenance and management of any systems should be agreed and implemented.
- 5.35 The CBC Drainage Engineer has commented that as the site is partially within the Environment Agency Zone 2 flood risk area. He considered further details are also required to verify the FRA

information to ensure there is not risk of the development causing additional flooding to surrounding properties and that there further information to demonstrate that adequate flood compensatory storage provided. He comments that the fluvial flood risk has only been briefly referred to in the submitted documents and this information needs to be provided in more detail. A condition is recommended to ensure that these full details are addressed before development commences and floor levels and drainage measures are fixed.

- 5.36 The Drainage Engineer has also requested conditions requiring post construction certification of the submitted drainage, a flood evacuation plan and details of the long term maintenance and management plan.
- 5.37 Neither Southern Water and Thames Water have objections to the application and have provided more detailed advice to the developer on the processes needed for connection to the drainage network (supply and sewers).

Air quality

- 5.38 The site is 200m north of the Hazelwick Roundabout AQMA which runs along Crawley Avenue to and 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 and following initial comments provided an Emissions Mitigation Statement.
- 5.39 In respect of air quality impacts during construction, Environmental Health comments that the mitigation measures outlined in the submitted Air Quality Assessment would be considered to adequate and in line with best practice on the control of construction dust. These measures should be implemented and agreed as part of a detailed construction management plan which would be secured via condition.
- 5.40 The Emissions Mitigation Statement was provided and the damage costs for air quality emissions was calculated to be £58,408. While the applicant proposes ideally to offset their emissions by providing on site mitigation to address for example enhanced provision of facilities to promote sustainable travel (for example showers for employees) at the time of writing the report, the costings and measures had not been agreed and an update will be provided at the meeting. If the measures can be agreed to be provided on site these measures would be secured via condition.

Gatwick safeguarding

- 5.41 The site is located approximately 2.1 km south of Gatwick Airport. Neither National Air Traffic Services (NATS) and Gatwick Airport Limited have objected to the proposal. Whilst no safeguarding concerns have been raised, GAL request conditions to secure the implementation of a long term Bird Hazard Management Plan and a condition to ensure that details of any PV panels fitted to the buildings are agreed in in order to avoid any glare.

Water neutrality

- 5.42 Crawley is situated in an area of serious water stress, as identified by the Environment Agency. The application site is supplied with water by Southern Water from its Sussex North Water Resource Zone (SNWRZ). This supply is sourced from abstraction points in the Arun Valley, which includes locations such as Amberley Wild Brooks Site of Special Scientific Interest (SSSI), Pulborough Brooks SSSI and Arun Valley Special Protection Area/Special Area of Conservation and Ramsar site.
- 5.43 On 14 September 2021, the Council received a Position Statement from Natural England. The Natural England position is that it cannot be concluded that the existing abstraction within the SNWRZ is not having an impact on the Arun Valley sites. It advises that developments within this zone must not add to this impact.
- 5.44 Under the Conservation of Habitats and Species Regulations 2017 (s.63), Crawley Borough Council is the Competent Authority and has a duty to consider the impact of development on protected

species and habitats. These Regulations and the Natural England Position Statement require, as a matter of law, applications for planning permission in the SNWRZ to demonstrate that they do not increase pressure on water resources and that they are “water neutral.” As a consequence, all applications that may affect water consumption need to be ‘screened’ to identify whether the proposed development, individually or in combination with other projects, will result in a significant effect on the Arun Valley sites.

- 5.45 This application is not exempt under the Screening process and therefore the applicants are required to submit evidence so that a judgement can be made by CBC as to whether there could be any potential significant impacts of the development on the Arun Valley sites by way of an ‘Appropriate Assessment’. In accordance with Natural England Position Statement, to meet this test the development must demonstrate that it is ‘water neutral’. The definition of water neutrality is the use of water in the supply area before the development being the same or lower after the development is in place.
- 5.46 This application is one where the new use proposed for the site, for 3 class B8 storage and distribution units with ancillary offices, was identified as being potentially more efficient or water neutral than that of current use of the site which is a mixture of general industrial units. The lawful use of the buildings is considered to be use Class B2 (general industrial) with no restrictions on hours of operation. The applicants have provided a Water Neutrality Report and this information has been independently assessed for CBC by a specialist consultant.
- 5.47 The review considered the water use of the current buildings on site based on existing meter readings (which were considered to be too uncertain), so in addition the theoretical demand for the existing units based on the BREEAM WAT 01 calculator was calculated. The precautionary assumption was applied that the units were consuming water on 253 days, 10 hours day scenario. On this basis the water consumption figure was calculated at 1,358m³ / year.
- 5.48 The proposed development would represent a slight increase in floorspace and a change of use. This development is also speculative so the future occupancy rate has been calculated based on a BREEAM water calculation. The applicant’s evidence and proposed measures show that the calculated water demand for the new building would be around 1,272m³ / year based on measures including the rainwater harvesting for the WC’s, water efficient fittings and no external uses such as vehicle washing or irrigation. These rates are precautionary based on a 24 hour working shift pattern 365 days a year.
- 5.49 CBC Officers and our consultants have considered the report and agree with the assumptions and conclusions. It is therefore considered that, assuming the development is implemented in accordance with the evidence presented, the development would be ‘water neutral’. Conditions are therefore required to ensure compliance with the proposed measures (to secure efficient water fittings and rainwater harvesting) and a further condition due to the speculative nature of the application to control possible water intensive vehicle washing which could be associated with a Class B8 use. Any irrigation measures also need to be considered further and are also proposed to be agreed via a landscape management condition.
- 5.50 Based on these findings an Appropriate Assessment document is being prepared and sent to Natural England for comment (as required under Habitat Regulations). A reasonable time period is required for that consultation.

Developer contributions

- 5.51 The development attracts the Manor Royal 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 5,782 sq m of which when offset against the 5,200 sq m to be removed results in a total net increase of 672 sq m which equates to a total contribution of £1,344.
- 5.52 Further contributions to be included in the S106 Legal Obligation / Agreement include a Travel Plan monitoring fee £3,500 and there may be a financial contribution identified for off site air quality measures (towards cycle provision in Manor Royal) if suitable on site measures are not agreed.

CONCLUSIONS:-

- 6.1 The principle of redeveloping this site in the main employment area to create more modern employment floorspace is acceptable in policy terms. The design of the building is functional but is also considered visually acceptable and appropriate in its setting. Overall, the surrounding street environment is considered to be improved with the rationalisation of the site accesses and the creation of two larger areas of landscaping at either end of the site. The development is not considered to have a detrimental impact on the amenities of neighbouring occupiers.
- 6.2 The proposal has been designed to meet the operational needs for the use with adequate parking for cars, lorries and cycles. The building design is considered to address the relevant sustainability policies and the drainage requirements can be addressed. Ecology measures and protected species have been addressed through lighting design and landscaping and is considered policy compliant on these matters. The development has also demonstrated water neutrality subject to conditions to secure the measures proposed are delivered and retained in perpetuity.
- 6.3 Subject to consultation on the Appropriate Assessment with Natural England, the securing of the required developer contributions through a legal agreement, and the imposition of the conditions listed below, it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2022/0503/FUL:-

Delegate the decision to PERMIT to the Head of Economy and Planning, subject to the conclusion of a consultation period on the Appropriate Assessment with Natural England, the conclusion of the Section 106 Legal Obligation/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. (i) The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:
(a) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study (WSP Document 'Phase 1 Environmental Assessment - 1-21 Crompton Way' dated December 2021 (70091568), in accordance with BS10175:2011; and, unless otherwise agreed in writing by the Local Planning Authority,
(b) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include the nomination of a competent person to oversee the implementation of the works.
(ii) The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of (i) (b) above that any remediation scheme required and approved under the provisions of (i) (b) above has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:
a) as built drawings of the implemented scheme;
b) Photographs of the remediation works in progress; and
c) Certificates demonstrating that imported and/or material left in situ is free from contamination.
Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under (i) (b).

If during any works contamination is encountered which has not been previously identified it should be reported immediately to the Local Planning Authority. The additional contamination shall be fully assessed and an appropriate remediation scheme, agreed in writing with the Local Planning Authority.

REASON: To safeguard the health of future residents or occupiers of the site in accordance with Crawley Borough Council Local Plan Policy ENV10 and the NPPF.

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.

4. No development shall commence until the vehicular access serving the development has been constructed 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 policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No part of the development shall be first occupied until such time as the existing vehicular accesses onto Crompton Way 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 and in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. No part of the development shall be first occupied until the vehicle parking / lorry spaces and turning areas have been constructed in accordance with plans and details submitted to and approved by the Local Planning Authority. Such provision shall thereafter be retained for the parking and turning of lorries and cars.
REASON: To provide adequate on-site car parking space for the development in accordance with policies with GD3 and IN4 of the Crawley Borough Local Plan 2015-2030.
7. Notwithstanding the details supplied as part of the application no part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. 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 current sustainable transport policies in accordance with policy IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
8. 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. The EV charging spaces 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 and the relevant provision of the National Planning Policy Framework.
9. 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 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),
 - Access arrangements from the public highway, including temporary accesses and alterations to existing accesses,

- detailed measures set out within a Construction Phase Surface Water Management plan to address drainage and runoff during construction
- Site specific measures to control and safeguard air quality (dust and emissions) in accordance with the mitigation measures set out in Section 6.1 of the submitted Air Quality Assessment (July 2022)
- details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety, to control air quality and to safeguard the amenities of the area in accordance with policies CH3, ENV8 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.

10. No unit hereby permitted shall 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 within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

11. No above ground development shall commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
 - Management of the 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 roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

12. No solar panels shall be installed until full details of PV and solar thermal schemes 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, navigation and surveillance equipment or glint and glare issues.

13. Within three months of the occupation of each unit (Unit 1, 2 or 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 unit 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 2015-2030 and the Planning and Climate Change SPD.

14. No above foundation works shall commence until details of the provisions made within the development to enable the building/s to be 'network ready' in the event that a District Energy Network is delivered in the vicinity have been submitted to and agreed in writing by the Local Planning Authority. Once agreed the infrastructure provision (ductwork and routing) shall thereafter be constructed and maintained in accordance with the approved details.
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015-2030.

15. No development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls (and roofs) of the proposed building(s) have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

16. The development hereby permitted shall not be carried out until a Tree Protection Plan has been submitted to and agreed by the Local Planning Authority. The agreed tree protection measures 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.
REASON why pre-commencement: As site setting up activities involve risk to nearby trees and to ensure that no harm occurs to trees that are being retained.
17. All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal and Preliminary Roost Assessment (MKA Ecology Ltd, July 2022) and the Bat Assessment Report (Eight versa Lt, August 2022).
REASON: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) and to accord with policy ENV2 in the Crawley Borough Local Plan 2015-2030.
18. Prior to any preparation works taking place on the site an invasive non-native species protocol shall have been submitted to and been approved by the Local Planning Authority. This shall include details of the containment, control and removal of the Wall Cotoneaster and the Three-cornered Garlic present on site. The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.
REASON WHY PRE COMMENCEMENT: To allow the Local Planning Authority to discharge its duties under the Wildlife & Countryside Act 1981 (as amended) and the Environmental Protection Act 1990 and the Environmental Protection Act Duty of Care Regulations 1991.
19. Prior to the commencement of any works above slab level, a Biodiversity Enhancement Strategy for protected and Priority species shall have been submitted to and been approved in writing by the Local Planning Authority.
The content of the Biodiversity Enhancement Strategy shall include the following:
a) Purpose and conservation objectives for the proposed enhancement measures;
b) detailed designs or product descriptions to achieve stated objectives;
c) locations, orientations and heights of proposed enhancement measures by appropriate maps and plans (where relevant);
d) persons responsible for implementing the enhancement measures; and
e) details of initial aftercare and long-term maintenance (where relevant).
The works shall be implemented in accordance with the approved details shall be retained in that manner thereafter.
REASON: To enhance protected and Priority species & habitats and allow the Local Planning Authority to discharge its duties under the NPPF 2021 and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030.
20. The development be implemented in accordance with the hard and soft landscaping details plan shown on the approved plans. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
21. Prior to the first occupation of any Unit, a Landscape Management Plan which covers a period of no less than 15 years shall have been submitted to and been 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,
- details of how the on-site landscaping will be irrigated (if required to allow the trees to become established) without using potable water, and

- details of how the landscape management plan complements with the Biodiversity Strategy required under condition 19 above.

The approved landscaping details shall be implemented in full including on site completion of initial biodiversity enhancements within the first available planting season and thereafter maintained in accordance with the Landscape Management Plan.

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, and in order to comply with the Natural England Position Statement on water neutrality received on 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, that would be in breach of the Conservation of Species and Habitats Regulations 2017.

22. No unit shall be occupied until all water fittings and appliances have been installed in that unit in accordance with details that have first been submitted to and been agreed in writing by the Local Planning Authority. This shall include the number of fittings and detailed specification to be installed in each unit, the specification consistent with BREEAM UK Construction 2018 Level 4 (Table 8.3 Technical Manual) components with the performance values for each fitting specified. The schedule should demonstrate that the fittings achieve or exceed the water efficiency measures specified in the agreed Water Neutrality Report Version 8 (provided by MBA Consulting). The water fittings and appliances shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to comply with the Natural England Position Statement on water neutrality received on 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, that would be in breach of the Conservation of Species and Habitats Regulations 2017.

23. No above ground development shall take place until full details of the rainwater harvesting system to be provided for each unit has been submitted to and agreed in writing by the Local Planning Authority. No building shall be occupied until the agreed rainwater harvesting system has been installed and has been demonstrated to the Local Planning Authority to be operational in accordance with the agreed details. The system shall thereafter be maintained for the lifetime of the development.

REASON: In order to comply with the Natural England Position Statement on water neutrality received on 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, that would be in breach of the Conservation of Species and Habitats Regulations 2017.

24. No part of any unit or its service /parking area shall be designated, equipped, or used for vehicle washing without the prior written consent of the Local Planning Authority.

REASON: In order to comply with the Natural England Position Statement on water neutrality received on 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, that would be in breach of the Conservation of Species and Habitats Regulations 2017.

25. No above ground construction including the fixing of any finished floor levels shall take place until further details are provided that demonstrate the assumptions set out within the submitted flood risk assessment would not increase the risk of flooding off site and that adequate compensatory flood storage has been provided to serve the development.

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.

26. No above ground development shall take place on site until a Flood Evacuation Plan for Unit 3 has been submitted to and agreed in writing by the Local Planning Authority. Once agreed the development shall be implemented and maintained in accordance with the agreed measures.

REASON: This is major development partially within a Zone 2 floodplain and it is essential that future occupiers have a safe means of escape in the event of a flood event in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

27. Prior to the occupation of the development hereby permitted, post construction drainage certification confirming that the works, including the SuDS features, proposed in the Flood Risk Assessment have been constructed as stated, shall have been submitted to and been approved in writing by the Local Planning Authority. This shall be carried out by an independent third party unconnected with the original drainage design.

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.

28. Prior to the first occupation of any unit within the development a site specific maintenance manual for the site wide SUDs drainage infrastructure shall have been submitted to, and been approved in writing by the Local Planning Authority. The SUDS drainage infrastructure shall be 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.

29. 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 and, taking account of the Natural England Position Statement on water neutrality received on 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, in breach of the Conservation of Species and Habitats Regulations 2017.

INFORMATIVE(S)

1. The applicant is advised that the above condition 3 on land contamination has been imposed because the site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

To satisfy the condition a desktop study including conceptual model, shall be the very minimum standard accepted. Pending the results of the desk top study, the applicant may have to satisfy the requirements of (i) (b) and (i) (c) of the condition.

It is strongly recommended that in submitting details in accordance with this condition the applicant has reference to Land Contamination Risk Management (LCRM). This is available on the .GOV website below (last updated April 2021) :-

<https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

2. 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.

3. 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 developerservices.southernwater.co.uk and please read our New Connections Services Charging Arrangements documents which are available to read on our website 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).
4. With regard to SURFACE WATER drainage, Thames Water advise that if the developer follows the sequential approach to the disposal of surface water they would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. For further information please refer to the website.
<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-nearour-pipes>
5. 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 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 on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
6. There are public sewers crossing or close to your development. If you're planning significant work near sewers, it's important that you minimize the risk of damage. Thames Water will need to check that the development doesn't limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read the guide working near or diverting pipes.
<https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipe>
7. 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 visit Crane Permits (gatwickairport.com) or email cranes@gatwickairport.com
8. 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.
9. The applicant's attention is drawn to the design and security advice provided by Sussex Police in its consultation response dated 16th September 2022.
10. The applicants are strongly encouraged to use lights with a warm white spectrum (ideally <2700 Kelvin) to reduce the blue light component and attraction effect upon insects which light sensitive bats prey upon.
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/agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.

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



ArcGIS Web Map



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