

**LOCATION:** [LAND ADJ TO HYDEHURST LANE, NORTHGATE, CRAWLEY](#)  
**WARD:** Langley Green & Tushmore  
**PROPOSAL:** DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A PARCEL DISTRIBUTION CENTRE (CLASS B8) INCLUDING CAR AND CYCLE PARKING, SERVICING, LANDSCAPING, NEW ACCESS AND ASSOCIATED WORKS

**TARGET DECISION DATE:** 26 June 2023

**CASE OFFICER:** Mrs A. Sanders

**APPLICANT'S NAME:** abrdrn UK Real Estate Fund  
**AGENT'S NAME:** Quod

**PLANS & DRAWINGS CONSIDERED:-**

<b>Drawing Number</b>	<b>Revision</b>	<b>Drawing Title</b>
11511 PL 001		Site Location Plan
11511 PL 002 Rev	E	Proposed Site Plan
11511 PL 003	A	Floor Plans
11511 PL 010		Existing Site Plan
11511 PL 020 Rev	D	Landscape General Arrangement Sheet 1 of 4
11511 PL 021 Rev	F	Landscape General Arrangement Sheet 2 of 4
11511 PL 022 Rev	E	Landscape General Arrangement Sheet 3 of 4
11511 PL 023 Rev	E	Landscape General Arrangement Sheet 4 of 4
11511 PL 024 Rev	B	Landscape Sections
11511 PL 025 Rev	D	Landscape Detail General Infrastructure
11511 PL 004	A	Roof Plan
11511 PI 005	A	Elevations
11511 PL 026	A	Landscape Boundary Sheet 1 of 2
11511 PL 027	A	Landscape Boundary Sheet 2 of 2
11511 PL 011		Demolition Site Plan
11511 PL 012 Rev	B	Proposed External Details
ECL.8446.D05.005	E	Surface Water Drainage Strategy
ECL.8446.D05.009		Drainage Cross Sections
ECL.8446.D05.008		Drainage Long Sections
11511_SK_009		Fire Hydrants Provision

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |    |                            |  |
|----|----------------------------|--|
| 1. | GAL Planning Department    | Objection as the proposal would be located wholly within the extended safeguarded boundary for the potential future development of a second runway at Gatwick Airport such that the proposal would be contrary to emerging policy GAT2 |
| 2. | GAL Aerodrome Safeguarding | No objection subject to conditions relating to landscaping and SUDs.   |
| 3. | Environment Agency         | No comments to make  |

4.	WSSC Highways	No objection subject to conditions relating to the submission of a Construction Management Plan.
5.	National Air Traffic Services (NATS)	No objection - discussions have taken place to secure a radar mitigation scheme therefore no objection subject to conditions
6.	Thames Water	No objection subject to informatives
7.	Sussex Building Control Partnership	No objection - anticipated compliance with Building Regulations would be achieved through the submission of an application to a Building Control Body
8.	Natural England	No comments to make
9.	Police	No objection – suggest some security measures
10.	CBC Drainage Officer	No objection subject to conditions
11.	CBC Planning Arboricultural Officer	No objection subject to conditions
12.	CBC Contaminated Land Officer	No objection
13.	CBC Environmental Health Officer (Noise)	No objection
14.	Active Travel (Formerly Crawley Cycle & Walking Forum	Suggest S106 contributions in the form of a new pedestrian crossing on Hydehurst Lane, reduce speed limit to 20mph, erect signage, create a pocket park, widen path and amend pathway of Fleming Way.
15.	Southern Water Ltd	No objection
16.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
18.	CBC Urban Design	No objection in principle – requested some amendments to the landscaping scheme.
19.	Listed Building Officer	Objection - No heritage benefits have been identified as a result of the proposal. There would be some residual harm to the setting of Gatwick Manor Inn and Rowley Farm. In the absence of heritage benefits to offset this harm, the planning officer needs to identify any wider public benefits associated with the scheme in line with paragraph 202 of the NPPF.
20.	WSSC Lead Local Flood Authority	No objection subject to conditions securing a SUDS method statement, a maintenance and management plan and for the proposal to be carried out in accordance with the FRA.
21.	CBC Countryside & Open Space	No objection subject to consideration being given to the location outside the built-up area boundary. Suggest Biodiversity metric result being assessed by an ecologist.

23.	CBC Policy - Manor Royal, Strategic Issues	No objection- the principle of this development for an extension to Manor Royal adding to the Borough's limited supply of business land, meets the requirements of the relevant economic policies of the adopted Local Plan
24.	CBC Air Quality Officer	No objection subject to conditions and S106
25.	The Gatwick Diamond Initiative	No comments received
26.	CBC Economic Development	In support of the proposal
27.	Manor Royal Business District	In support of the proposal
28.	WSCC Fire & Rescue	No objection subject to conditions requiring installation of fire hydrant
29.	WSCC Minerals	No objection
30.	WSCC - Public Rights of Way	No objection subject to completion of a S257 Agreement and completion of Temporary Diversion Order
31.	Ecology	No objection subject to conditions
32.	Archaeology	No objection subject to conditions

**NEIGHBOUR NOTIFICATIONS:-**

Telegan  
 Tesco Crawley Dot Com  
 The Windmill at Premier Inn  
 Martin Yale International Gmbh  
 Gatwick Manor Hotel  
 Rapiscan  
 Land Parcel  
 Ibis Hotel Ibis Gatwick Hotel  
 Third Floor  
 Welland Medical Welland Medical Ltd

**RESPONSES RECEIVED:-**

None

**REASON FOR REPORTING TO COMMITTEE:-**

This application is a major development.

**THE APPLICATION SITE:-**

1.1 The application site covers an area of approximately 3.4 ha and comprises three areas. The main site area is located on the north side of Hydehurst Lane opposite the Welland Medical Centre. This area is part of a field which has been heavily grazed with two attenuation ponds situated in the centre and east (both of which are used for drainage for the Tesco Distribution Centre to the south). There are boundary hedgerows and bunds with scrub to the south. In the site centre are former farm buildings surrounded by scrub and woodland. There is a grassed bund in the west, and dense vegetation forming the northern boundary. The two smaller sections of the site that are fragmented from the main area are located on the other side of Hydehurst Lane to the south-west and include

unmanaged modified grassland, young trees, and an attenuation pond. A Public Right of Way crosses through the site from south to north.

- 1.2 The site abuts the Manor Royal Business District to the south as well as the Priority Area for District Energy Networks. The site is located outside of the built-up area boundary and within the Tilgate Park and Target Hill Long Distance View Splay. It is also within the Upper Mole Farmlands Rural Fringe Landscape Character Area. The site also abuts the Gatwick Airport Safeguarded Land as shown in the Crawley Borough Local Plan 2015 – 20230 and an area of Archaeological interest to the north. There is a protected Oak tree within the site towards the west. The site is not located within the Sussex North Water Resource Zone and therefore does not impact on Water Neutrality.
- 1.3 The application site is located approximately 1km south of Gatwick Airport and approximately 2.5km north of Crawley town centre. Manor Royal Business District, and its associated industrial units, lies to the south west, south and south east of the site. A wooded area, including Rowley Ancient Woodland and Site of Nature Conservation Importance (SNCI) lies approximately 150m to the east of the site, beyond which are further industrial units of Manor Royal Business District. To the west of the site lies the A23 London Road, which runs north-south from Crawley to Gatwick Airport. The area immediately surrounding the site to the north are fields of varying shapes and sizes. Gatwick Manor Hotel is located to the north west accessed via the A23. The Welland Medical Centre and the Tesco Distribution Centre are located to the south and east and are also accessed via Hydehurst Lane.

### **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for the demolition of the existing buildings on the site and the construction of approximately 5,900sqm of employment and logistics floorspace (5,464sqm at ground and 463sqm at first floor). The building would be use class B8 (warehouse and storage) and would create a parcel distribution centre to be operated by DPD. The building would have a width of 42m, a length of 144m with a ridge height of 13.25m and 12m to the top of the parapet wall. The building would be located in the eastern area of the site with the main car park to the west. Parking is also proposed around the building within the service yard.
- 2.2 The building would have a shallow pitched planted green roof set behind a parapet wall thus only the top portion of the roof would be visible. Numerous box roof lights would be located on the roof. The elevations would comprise horizontal composite grey cladding (colour goosewing grey) at ground floor with horizontal timber cladding (European Redwood) at first floor and above. An area of aluminium framed glazing with a feature canopy (anthracite grey in colour) is proposed to the southwestern corner of the building which is where the entrance would be located. Loading bay doors would be located on all elevations of the building and would also be anthracite grey.
- 2.3 Two new separate vehicle entrances are proposed off Hydehurst Lane on the southern boundary into the western portion of the site. One of the entrances would be for staff and visitor car parking. The other entrance would serve the operational area of the parcel distribution centre, with a servicing yard and parking for vans and HGVs. The scheme includes associated car parking (approximately 125 spaces) as well as 18 secure covered cycle spaces. Part of the existing landscape bund to the west would be removed so that the car park would be level with the proposed building and service yard. The service yard proposes parking spaces for 107 vans and 12 HGVs.
- 2.4 The existing attenuation pond to the far east of the site would be re-shaped and attenuation crates are proposed to be installed below the carpark to the west. The existing attention pond to the southwest, on the opposite side of Hydehurst Lane, but within the red line of the application site area), would also be used for surface water drainage. The existing footpath which runs through the site would be diverted so that it would be located between the boundary of the service yard and the attenuation pond to the east.
- 2.5 The following documents have been submitted in support of the application:
  - Design and Access Statement
  - Planning Statement
  - Transport Assessment

- Framework Travel Plan
- Stage 1 Road Safety Audit
- Air Quality Assessment
- CDRA and Emissions Mitigation Statement
- Energy and Sustainability Statement
- BREEAM Pre-assessment
- External Lighting Assessment
- Statutory Services Repots
- Bird Management Plan
- Flood Risk Assessment
- External Lighting Assessment
- Ecological Impact Assessment
- Biodiversity Net Gain
- Archaeology Desk Based Assessment
- Environmental Risk Assessment
- Landscape and Visual Impact Assessment
- Landscape Maintenance and Management Plan
- Statement of Community Involvement
- Agricultural Land Classification Report
- Noise Impact Assessment
- Arboricultural Impact Assessment
- Heritage Assessment
- Mineral Resource Assessment

2.6 The proposal has been revised since submission, with small changes to the building design, amendments to the landscaping scheme, additional work on drainage, noise, energy, ecology and biodiversity. In support of these changes, the applicant has provided the following updated reports:

- Biodiversity Net Gain
- Energy and Sustainability Statement
- Bird Hazard Management Plan
- Landscape Maintenance and Management Plan
- Design and Access Statement
- Emissions Mitigation Statement
- Updated plans

### **PLANNING HISTORY:-**

3.1 The following applications are relevant:

CR/2023/3001/EIA - SCREENING OPINION FOR ERECTION OF 3 NO. COMMERCIAL BUILDINGS FOR FLEXIBLE B2, B8 AND E(G)(III) USE; INCLUDING CAR AND CYCLE PARKING, LANDSCAPING, NEW ACCESS AND ASSOCIATED WORKS FOLLOWING DEMOLITION OF EXISTING BUILDINGS.

Not EIA development.

CR/2021/0167/FUL - ERECTION OF 3 NO. COMMERCIAL BUILDINGS FOR FLEXIBLE B2, B8 AND E(G)(III) USE; INCLUDING CAR AND CYCLE PARKING, LANDSCAPING, NEW ACCESS AND ASSOCIATED WORKS FOLLOWING DEMOLITION OF EXISTING BUILDINGS.

Yet to be determined.

CR/2021/3001/EIA - SCREENING OPINION FOR REDEVELOPMENT OF LAND ADJACENT TO HYDEHURST LANE.

Not EIA development.

### **PLANNING POLICY:-**

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in September 2023 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
- Section 6 – Building a strong, competitive economy emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change. In addition to supporting the increased use of renewable and low carbon energy and reducing greenhouse gas emissions, including complying with local sustainability requirements, flood risk should not be increased elsewhere and sustainable drainage systems should be incorporated in major developments.
- Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment, including protecting and enhancing valued landscapes and biodiversity, and recognising the intrinsic character and beauty of the countryside. Development should also not add to or be at risk from pollution.
- Section 16 - Conserving and enhancing the historic environment. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

#### 4.2 The Crawley Borough Local Plan 2015 - 2030

**Policy SD1 (Presumption in Favour of Sustainable Development)** The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town's compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan's policies and objectives.

**Policy CH2 (Principles of Good Urban Design)** Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.

**Policy CH3** (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.

**Policy CH4** (Comprehensive Development and Efficient use of Land) Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.

**Policy CH6** (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.

**Policy CH7** (Structural Landscaping) requires that development proposals should protect and/or enhance structural landscaping, which runs along Manor Royal and Crawters Brook.

**Policy CH8** (Important Views), the Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views.

**Policy CH9** (Development Outside the Built-Up Area) To ensure that Crawley's compact nature and attractive setting is maintained, development should: i. Be grouped where possible with existing buildings to minimise impact on visual amenity; ii. Be located to avoid the loss of important on-site views and off-site views towards important landscape features; iii. Reflect local character and distinctiveness in terms of form, height, scale, plot shape and size, elevations, roofline and pitch, overall colour, texture and boundary treatment (walls, hedges, fences and gates); iv. Minimise the impact of lighting to avoid blurring the distinction between urban and rural areas and in areas which are intrinsically dark to avoid light pollution to the night sky; v. Ensure the building and any outdoor storage and parking areas are not visually prominent in the landscape; vi. Does not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value; vii. Does not generate traffic of a type or amount inappropriate to the rural roads; and viii. Does not introduce a use which by virtue of its operation is not compatible with the countryside. The site is located within the Upper Mole Farmlands Rural Fringe.

**Policy CH11** (Rights of Way and Access to the Countryside) Unless it can be clearly shown that a Public Right of Way is unnecessary or not needed, proposals which result in the loss of a public right of way must ensure re-provision of equal or better value. Proposals which detract from the character of a right of way or other type of recreational route must adequately mitigate the impacts or provide a new resource of equal or better value if this is not possible. This may include: i) the provision of safe and convenient links to nearby rights of way/recreational routes; and/or ii) new or upgraded existing rights of way to multi-functional routes to create benefits for a range of users.

**Policy CH12** (Heritage Assets) All development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development. Where a development affects a heritage asset or the setting of a heritage asset, a Heritage Impact Assessment will be required. This should describe the significance of any heritage assets affected and the contribution made by their setting,

the impact of the development, and any measures adopted to ensure the heritage asset is respected, preserved or enhanced or, for exceptionally significant development, relocated.

**Policy EC9** (Rural Economy) states that the following development is supported beyond the built-up area boundary: a) New small-scale economic development, including tourism-related development; b) The reuse of existing buildings or land for business or tourism; c) The extension or replacement of buildings, when well-designed. Development and diversification of agricultural and other land-based rural businesses will be permitted, provided the business is ancillary to the operation of the holding and situated on, or adjacent to, the holding. Development proposals which would cause the permanent loss of the best and most versatile agricultural land (Grades 1, 2 and 3a in the DEFRA Agricultural Land Classification system) will not be permitted unless it can be demonstrated to the satisfaction of the borough council that there are no appropriate alternatives and there are overriding sustainability benefits. Any proposal must also meet the requirements of Policy CH9: Development Outside the Built-Up Area.

**Policy EC1** (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.

**Policy EC2** (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area, and protects against net loss of employment floorspace.

**Policy EC3** (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.

**Policy ENV1** (Green Infrastructure) states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through a number of measures including maximising opportunities to maintain and extend infrastructure links and requiring large proposals to provide new, or create links to, green infrastructure where possible.

**Policy ENV2** (Biodiversity) All development will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.

**Policy ENV6** (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.

**Policy ENV7** (District Energy Networks) Major developments within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.



**Policy ENV8** (Development and Flood Risk) proposals on all sites of 1 hectare or greater are to be accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed.

**Policy ENV9** (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.

**Policy ENV10** (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.

**Policy ENV11** (Development and Noise) Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses (as existing or planned) will not be exposed to noise impact that will adversely affect the amenity of existing and future users.

**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.

**Policy GAT2** (Safeguarded Land) the Local Plan Map identifies land which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.

#### 4.3 Draft Crawley Borough Local Plan 2024-2040

The Local Plan Review 2024-2040 was approved for Regulation 19 consultation by Full Council on 22 February 2023. Public consultation has now concluded, and the Local Plan was submitted for examination on 31 July. Appropriate weight should therefore be given to the following policies:

SD1 Presumption in Favour of Sustainable Development  
HA1 Heritage Assets  
OS3 Rights of Way and Access to the Countryside  
IN1 Infrastructure Provision  
EC1 Sustainable Economic Growth  
EC2 Economic Growth in the Main Employment Areas  
EC3 Manor Royal  
EC13 Rural Economy  
GAT2 Safeguarded Land  
ST1 Development and Requirements for Sustainable Transport  
ST2 Car and Cycle Parking Standards  
GI1 Green Infrastructure

GI3 Biodiversity and Net Gain  
SDC1 Sustainable Design and Construction  
SDC2 District Energy Networks  
SDC3 Tackling Water Stress  
EP1 Development and Flood Risk  
EP4 Development and Noise  
EP5 Air Quality  
EP6 External Lighting  
DD1 Normal requirements of all New Development  
DD5 Tree Replacement Standards  
CL2 Making Successful Places: Principle of Good Urban Design  
CL6 Structural Landscaping  
CL7 Important and Valued Views  
CL8 Development Outside the Built-up area

4.4 Planning and Climate Change SPD – Adopted October 2016

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

4.5 Green Infrastructure SPD – Adopted October 2016

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

4.6 Urban Design SPD – Adopted October 2016

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

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

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

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

Annex 1 of the SPD contains the Borough’s indicative minimum parking standards. For sites in Manor Royal the following standards apply: For B1 uses (now use class E(g)(iii)), one car parking space per 31 square metres. For general industrial (B2), one car parking space per 40 square metres and one lorry parking space per 500 square metres is sought, with a minimum of one lorry parking space. Finally, for warehousing (B8), one car parking space per 100 square metres and one lorry space per 500 square metres (minimum one space) is required. Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

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

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

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

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

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

#### 4.8 Developer Contributions Guidance Note (published July 2016)

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

### **PLANNING CONSIDERATIONS:-**

#### 5.1 The main planning considerations are as follows:

- Principle of the development
- The impact on visual amenity and the character of the Upper Mole Farmland Rural Area
- Transport, Highways, Parking and Public Rights of Way
- Impact on Heritage Assets
- Aviation
- Ecology
- Trees and Landscaping
- Energy and Sustainability
- Neighbouring Amenity
- Air Quality
- Noise
- Flood Risk and Drainage
- Contaminated Land
- Developer contributions

#### Principle of the development

- 5.2 Local Plan Policy EC1 sets out that the overarching policy objective is to ensure that Crawley's economic role and function is maintained and enhanced, retaining and maximising the available supply of employment land in order to support economic growth and to enable existing and new business to grow and prosper. The policy identifies a requirement for an additional 57.9ha business land in Crawley over the Plan period to 2030. As a result of Crawley's constrained land supply position, it identifies an available business land supply pipeline of only 23ha, and therefore a business land supply shortfall of 35ha over the Plan period to 2030. Since Local Plan adoption, available business land has continued to reduce as sites are built out, and the land supply pipeline is currently 13.73ha, as per the Employment Land Trajectory (Base Date 31 March 2023).
- 5.3 Given the constrained employment land supply position, Policy EC1 and its Reasoned Justification set out that minor extensions to Manor Royal (abutting its boundary) may be appropriate outside of the Built-Up Area Boundary where this would support the supply of business land. The policy is clear that such sites should be located outside of the Gatwick Airport safeguarded area, and that regard should be had to the countryside setting of the site, its surrounds and context.
- 5.4 Policy EC1 cross references the requirements of Policy CH9 (Development Outside the Built-Up Area) regarding the relationship of development with the landscape character the Upper Mole Farmlands Rural Fringe. In employment policy terms, the site would represent a logical extension to Manor Royal, adding to the supply of employment land in the Borough. However, this is contingent upon development being considered acceptable in landscape/countryside terms and

meeting the requirements of Policy GAT2 (Gatwick Airport Safeguarding).

- 5.5 The supporting text (paragraph 5.20) to Policy EC1 explains that following implementation, such small scale extensions would form part of the Manor Royal Main Employment Area, and Policies EC2 and EC3 will apply.
- 5.6 Policy EC2 supports economic growth within the Main Employment Areas, and Policy EC3 supports the delivery of 'B-class' business uses within Manor Royal, requiring this to contribute positively to the overall setting and environment of the business district through high quality design and landscaping. As set out in the Developer Contributions Guidance Note, a contribution to Public Realm Improvements in Manor Royal is set at a level of £2 per square metre for new floor-space, to be provided via a S106 Agreement. This approach with regard to the Manor Royal contribution is consistent with that applied to the consented business land extension to Manor Royal at Jersey Farm (CR/2019/0696/FUL). Based on the proposed floor area of 5,776sqm, a Manor Royal contribution of £11,552 should be sought in relation to this application.
- 5.7 Local Plan Policy EC9 relates to the rural economy, setting out the circumstances where small-scale employment development will be supported beyond the built-up area boundary, and balancing this with the need to limit the urbanising effect of development on the countryside. In this regard, it is important that the policy is read alongside Local Plan Policies EC1 and CH9, both of which recognise that minor extensions to Manor Royal that would deliver new business land will be supported where appropriate within the context of their countryside setting. As required by the policy, the applicant has submitted an Agricultural Land Classification Report which sets out that the development would not result in a loss of Grade 1, 2 or 3a agricultural land.
- 5.8 Overall, the principle of this development is acceptable in proposing an extension to Manor Royal that would add to the Borough's limited supply of business land, and would meet the requirements of the relevant economic policies of the adopted 2015 Local Plan. It will however be important to ensure that the impact and relationship with the countryside setting is appropriate.

#### The impact on visual amenity and the character of the Upper Mole Farmland Rural Area

- 5.9 The site is situated beyond the built-up area boundary. Policy EC9 permits new small-scale economic development in these locations. The policy states that the permanent loss of the best and most versatile agricultural land (Grades 1, 2 and 3a in the DEFRA Agricultural Land Classification system) will not be permitted. Policy EC9 also notes that the requirements of Policy CH9 must also be satisfied. Policy CH9 aims to ensure Crawley's compact nature and attractive setting is maintained by requiring development outside of the built-up area to:
- "i. Be grouped where possible with existing buildings to minimise impact on visual amenity;*  
*ii. Be located to avoid the loss of important on-site views and off-site views towards important landscape features;*  
*iii. Reflect local character and distinctiveness in terms of form, height, scale, plot shape and size, elevations, roofline and pitch, overall colour, texture and boundary treatment (walls, hedges, fences and gates);*  
*iv. Minimise the impact of lighting to avoid blurring the distinction between urban and rural areas and in areas which are intrinsically dark to avoid light pollution to the night sky;*  
*v. Ensure the building and any outdoor storage and parking areas are not visually prominent in the landscape;*  
*vi. Does not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value;*  
*vii. Does not generate traffic of a type or amount inappropriate to the rural roads; and*  
*viii. Does not introduce a use which by virtue of its operation is not compatible with the countryside."*
- 5.10 The development would be located on an open field to the north of the Hydehurst Lane which is located in The Upper Mole Farmlands Rural Fringe but immediately north of the Manor Royal Business Park. The agricultural land in which the proposed development would be located is classified Grade 3b which confirms that the site is not the best and most versatile agricultural land.

- 5.11 The building would be positioned lengthways and centrally within the site with space around the building so that it would be set away from the boundaries by 23m to the south, 26m to the north and 54m to the east. The building would measure a length of 144m and a width of 42m. Robust tree planting is proposed to the north, either side of the site boundary to form a substantial buffer between the proposed development and the wider countryside setting. Further screening and planting is proposed in the form of tree, hedgerow and shrub planting on all the other boundaries which would help to soften the impact of the development on the locality.
- 5.12 The neighbouring buildings south of Hydehurst Lane are at heights ranging between 15m for Tesco and 16m for Welland Medical. The proposed building would be a maximum of 13.25m in height at ridge level, with up to 12m height to the top of parapet wall. The proposed scheme would have a scale and massing in keeping with the locality of the site and is lower than the existing neighbouring buildings along Hydehurst Lane.
- 5.13 The proposed palette of materials at low level comprises neutral colours - greys and silvers, in composite panels contrasting with loading doors, similar to adjacent properties which are clad in grey metal sheeting. Timber cladding is proposed for the top section of all elevations, which will assist the transition between the rural and urban areas. A planted green roof is proposed above the main warehouse element, which further reduces the impact on the rural setting. The scheme has been designed so that it would ease the transition between the agricultural landscape to the north and Manor Royal to the south.
- 5.14 It is considered the proposed siting of the development within part of the existing field but close to existing buildings would appear as an appropriate extension to the existing commercial area without appearing dominant in the wider area. Views of the building would be softened by the existing tree/hedgerow screening and the robust landscaping proposed around the building and parking areas. Although views from Hydehurst Lane and the Public Footpath would be significantly altered, the extensive landscaping proposed, combined with the sympathetic design and presence of other commercial buildings within the immediate locality, would help to mitigate the impact and would as a result, mitigate the impact of the development on the character of the countryside.
- 5.15 It is therefore considered that the loss of a small amount of the field would not have a demonstrably harmful impact on the Upper Mole Farmlands Fringe as a whole, as it would be grouped close to existing buildings, would not result in the loss of important views and it would reflect the character of area, in particular the character of development to the east and south of the site. It is therefore considered that subject to conditions to control materials and ensure the provision of landscaping, that the impact upon visual amenity would be acceptable and there would not be a harmful impact upon the Upper Mole Farmlands Fringe.

### Transport, Highways and Parking

- 5.16 The application is supported by a Transport Assessment (TA), Stage 1 Road Safety Audit and a Framework Travel Plan. Hydehurst Lane is a single carriageway, two-way road. It is accessed from London Road (A23) at its western end. Movements between Hydehurst Lane and London Road (A23) are restricted to left-in and left-out manoeuvres. The Fleming Way/London Road roundabout is located approximately 250m south of this junction. Hydehurst Lane is situated to the northern end of Manor Royal Business District, serving as an access road for two existing units, a Tesco Home Delivery Distribution Centre (approximately 11,500m<sup>2</sup> in area with 198 parking spaces and 180 van spaces) and Welland Medical Ltd (consisting of 6,500m<sup>2</sup> manufacturing land use and 1,860m<sup>2</sup> of ancillary floorspace with 193 car parking spaces provided).

### *Access and Visibility*

- 5.17 It is proposed that two access points will be provided on Hydehurst Lane. Visibility splays of 2.4m by 4.3m are proposed from both accesses which the Local Highway Authority (LHA) have confirmed would be acceptable.
- 5.18 A pedestrian access is proposed to the immediate east of the service yard entrance/exit with a path within the site running parallel to the southern boundary up to the entrance of the building. The LHA also advise there is the opportunity to provide a pedestrian link from the existing footway on London Road along the frontage of the proposed commercial building. The LHA acknowledge that there is a

footway on the opposite (southern) adjacent side of Hydehurst Lane but suggest that this is not as convenient for pedestrians to use and therefore request the applicant considers the above as further mitigation. Officers consider that the proposed pedestrian access would be acceptable and would provide adequate links from the south and as such do not consider that the additional pedestrian path to the north would be required in this instance.

### *Capacity*

5.19 The TA sets out the proposed trip rates for logistic and distribution sites. The TA indicates that the proposals are likely to generate in the order of 77 two-way movements in the AM peak period and 82 in the PM peak period. The daily equivalent is 1033 movements. Of these 231, or 22% are likely to be associated with HGVs. An assessment has been undertaken in order to evaluate whether or not the anticipated increase in traffic is likely to have a 'unacceptable' impact upon the existing junctions. The assessment confirms that Hydehurst Lane/A23 junction operates with a significant degree of excess capacity and continues to do so in all modelled scenarios. The LHA consider that the proposals would not result in an 'Unacceptable' residual impact on the adjoining network in line with Paragraph 111 of the National Planning Policy Framework (NPPF). Officers agree with this conclusion based on the information provided.

### *Parking*

5.20 It is proposed that 125 car parking spaces would be available of which 27 would be electric vehicle (EV) charging spaces and the intention is that all the LGV's associated with the development will be electric by 2030 (to be secured via S106 agreement). Six disabled bays are proposed as well as six spaces allocated for car share. There would be 107 van spaces provided as well as 12 lorry parking bays and 13 loading bays for HGVs. Two tier cycle parking is proposed for 18 bikes which meets policy requirements.

5.21 The level of parking accords with the Local Planning Authority's adopted standards for a B8 use which suggests a minimum requirement of 60 car parking spaces and 12 lorry spaces for a typical B8 development. The proposed provision equates to approximately 1 space per 47m<sup>2</sup> of floor area. This is comparable to the nearby Tesco site, which provides approximately 1 space per 58m<sup>2</sup> and performs a somewhat similar function. In addition a Framework Travel Plan has been submitted which aims to encourage non-vehicular modes of transport, car sharing and utilising public transport. This document will need to be updated and its monitoring secured, both of which will be part of the S106 agreement.

5.22 The number of parking spaces which would exceed policy requirements, is based on the applicants' operational needs due to the nature of the proposal being a parcel distribution centre. All parking would be contained within the application site ensuring that there would be no overspill onto local roads. As such it is considered that the parking arrangements would be acceptable.

5.23 Regarding the EV charging points, the draft local plan sets out aspirations for the number of EV charging spaces to be provided. In 2023, 41% of spaces should be EV spaces, equating to a requirement of 51 spaces of which only 27 are currently proposed to be provided with EV charging points. Given that the intention is for the LGV fleet to be electric by 2030 it is suggested that the additional EV charging spaces should be included as a requirement of the S106 to ensure that there are sufficient EV charging points for the number of electric vehicles including within the operational yard.

### *Public Rights of Way (PRoW)*

5.24 As part of the proposed development, it is intended to re-direct the public footpath which is currently located towards the east, cutting through the site from Hydehurst Lane to the north. If left in its current location the footpath would run straight through the service yard of the development site. It is therefore proposed to move the footpath further to the east of the site between the service yard boundary fence and the surface water attenuation storage.

5.25 The PRoW Officer has advised that for any path to be moved a legal Order would be required and this can be applied for under the Town and Country Planning Act (s.257). The PRoW team would be consultees in the diversion process under s.257 and will need to approve any surface changes and widths prior to any Order being advertised. This process is currently being progressed with the

Council's Legal Team. The applicant would also need to apply for a temporary path closure of the existing path, however this process is dealt with directly with the PRoW Officer.

#### *Transport, Highways and Parking Conclusion*

5.26 The LHA has reviewed the information provided by the applicant and confirms that no objections are raised from a highways perspective. Officers consider that subject to conditions securing the implementation of the access and the provision of parking prior to occupation, for a construction management plan to be submitted prior to the commencement of the development, the Travel Plan to be updated and for the s.257 agreement to be completed, that the proposal would be acceptable in terms of highways and parking and as such would accord with development plan policy in this regard.

#### Aviation

5.27 The application site lies outside of the safeguarded land for a second runway at Gatwick Airport as set out in Policy GAT2 of the Crawley Borough Local Plan 2015 – 2030. In response to the initial consultations, NATS and Gatwick Airport's Planning and Safeguarding teams all raised objections to the proposed development.

5.28 NATS objected on the grounds of the proposal's impact upon the radar system. The applicant subsequently entered into discussions to resolve the radar concerns and advanced talks have been undertaken albeit without a concluded agreement as yet. NATS have advised that they would be happy to accept planning conditions to secure the Radar Mitigation Scheme.

5.29 GAL's Safeguarding team, which deals with aviation safety matters, initially raised queries about the proposed landscaping, the Bird Hazard Management Plan and the SUDs features. Further information was provided and GAL Safeguarding have now confirmed they have no objection subject to conditions relating the compliance with the Bird Hazard Management Plan, drain down times for the SUDs ponds, details of PV schemes, submission of a construction management strategy and implementation of the landscaping scheme.

5.30 GAL's Planning team object to the proposed development and consider that this is a greenfield site that falls outside the envelope of built development to the south of Hydehurst Lane. They comment as follows:

*The proposed distribution centre would be located wholly within the extended safeguarding boundary for the potential future development of a second runway at Gatwick Airport. The provision of new development in this location would add constraints to the development and operation of an additional runway, particularly due to the scale of the buildings and their proximity to the airport which could prevent the safe operation of airfield instrumentation required for aircraft to take off and land in the event a second runway comes forward. This is a material consideration of considerable national and local importance. On that basis, GAL believe that due to its location, the proposed development would be contrary to emerging policy GAT2 and therefore object to the planning application.*

5.31 Policy GAT2 identifies land that is safeguarded from development which would be incompatible with the expansion of the airport to accommodate the construction of an additional wide spaced runway if required by national policy. The application site boundary falls outside of the safeguarded area shown on the adopted Local Plan 2015 Map. The proposed landscape buffer does appear to extend beyond the application site boundary into the safeguarded area, though tree planting and natural landscaping would not fall within the definition of development, nor would it be contrary to the text of Local Plan paragraph 9.18: *Incompatible development within safeguarded land is regarded as development which would add constraints or increase the costs or complexity of the development or operation of an additional runway.*

5.32 GAL's Planning Team are objecting as the whole development would be located entirely within the safeguarded land for the potential future development of a second runway at Gatwick Airport as shown in the Gatwick Masterplan published in July 2019 and as set out in emerging Policy GAT2 of the emerging Local Plan 2024 – 2040.

- 5.33 It is necessary to consider the status of the Crawley Borough Submission Local Plan. This was submitted to the Secretary of State 31 July 2023, with formal examination hearings to begin w/c 20 November 2023. The Submission Local Plan (and accompanying Submission Local Plan Map) show an amended safeguarding boundary that largely corresponds to that of the Gatwick Airport Master Plan, thus extending further south to the boundary with Hydehurst Lane and so affecting most of the application site.
- 5.34 With the Submission Local Plan having progressed to Examination, much greater weight may be applied to its emerging policies, except where there are outstanding objections to specific policies. It is the case that there are outstanding objections in relation to the Policy GAT2, and therefore only limited weight can be afforded to the draft GAT2.
- 5.35 The 2015 Local Plan represents the adopted development plan, and it is therefore considered that safeguarding should be applied on the basis of adopted 2015 Local Plan Policy GAT2 and the safeguarded area as shown on the 2015 Local Plan Map. An informative could be added to the Decision Notice to advise of GAL's Master Plan and the proposed application of an alternative safeguarding boundary in the emerging Plan. This is consistent with the approach taken with other planning applications.
- 5.36 GAL Planning team's objection on the grounds of safeguarded land for a potential second runway still stands. Notwithstanding the issue raised, there is no current local planning policy that would preclude the proposal on safeguarded land grounds. Consequently, it is not considered that a refusal on this basis could be sustained at appeal. With the outstanding objection, if Planning Committee is minded to grant planning permission, the Council will need to notify the Civil Aviation Authority and Gatwick Airport and allow a 28 day period for them to respond. The recommendation to grant below is therefore subject to that process being undertaken and reaching an outcome that allows planning permission to be granted.

#### Impact on Heritage Assets

##### *Listed Buildings*

- 5.37 There are no above ground designated heritage assets on the application site, however there are several listed buildings close to the application site, comprising important groups of former agricultural dwellings and their related farmsteads. A heritage statement has been provided with the application and this identifies 18 listed buildings within a 1km radius of the site. Of the heritage assets listed, the statement identifies no direct impact to any of the designated heritage assets in the study area, and indirect tangible and/or intangible impacts to:
- Sycamore House
  - Gatwick Manor Inn, Hyders Hall (including barn)
  - Rowley Farmhouse
  - Crown Post Barn
  - County Oak Cottage
  - Oak Cottage
- 5.38 The Listed Building Officer agrees with this assessment and considers that the other heritage assets within the study area are either too distant from the application site, or already compromised by intervening development that their significance as derived from setting would not be further impacted by the proposed development.
- 5.39 Northwest of the application site is Gatwick Manor Inn, a grade II\* listed building of 15<sup>th</sup> century origins. The list description for this building states that it was formerly an open hall house on a moated site, with a cruciform crown post surviving internally. Important alterations were made to the house over the centuries, and the evidential values associated with it are very high. Within the setting of the house is a separately listed grade II barn believed to date from the late 16<sup>th</sup> or early 17<sup>th</sup> century. Together, the two buildings are an important ensemble and provide a tangible link to the medieval and post-medieval agricultural history of this part of Sussex/Surrey. The setting of the building has been altered, with the significant extensions associated with the hotel use, as well by the airport uses and the A23 London Road from which it is accessed. Car parking and modern structures have eroded the historic integrity of the former moated farmhouse, but nevertheless, there is a green verdant context to the buildings.



- 5.40 To the southwest of the application site are County Oak Cottage, a timber framed building with subsequent 18<sup>th</sup> and 19<sup>th</sup> century extensions; and Oak Cottage, a 17<sup>th</sup> century dwelling. Both of these buildings are within the industrial estate with little of their original setting now surviving. The Listed Building Officer does not consider that these assets would suffer further harmful impacts as a result of the proposed development.
- 5.41 Northeast of the application site across the fields north of the application site is Rowley Farm. The farmhouse is listed at grade II\* and is a high quality 16<sup>th</sup> century timber framed house with an early smoke bay. Adjacent to it is a late medieval crown post barn. These buildings are experienced in a more rural setting than other heritage assets in the study area. There is limited intervisibility between the application site and Rowley Farm owing to wooded field boundaries, the topography of the land and the intervening distance.
- 5.42 The Listed Buildings Office advises that none of the designated heritage assets would be directly impacted by the proposed development. Effects of the development would thus relate to the setting of heritage assets. For most in the study area, further harm to significance arising from the proposed development is unlikely owing to the distance from the site, and/or the presence of intervening development, along with an existing level of harm to settings from modern development and infrastructure.
- 5.43 It is considered that only Gatwick Manor Inn and its barn, and Rowley Farm and its barn would experience further harmful impacts resulting from the development. Today, the setting of Gatwick Manor Inn is much changed by later extensions, but it continues to be surrounded by fields on all sides, albeit the landscape to the west is intersected by the A23, and the noise intrusion to the site is considerable. A thick tree belt surrounds the built extent of the hotel grounds, and further field boundaries south and east are marked by mature trees. This limits intervisibility between the application site and the listed buildings, particularly in the summer months although glimpse views are likely, particularly in winter months.
- 5.44 Rowley Farm enjoys greater seclusion on a site within fields a short distance from the industrial and airport uses to the north, south and east. Again, wooded field boundaries provide some protection from visual intrusion of modern development within the setting, but it too suffers from noise pollution from the airport.
- 5.45 The Listed Buildings Officer considers that there would be a harmful impact to the significance of the two groups of listed buildings, albeit at the lower end of the scale of harm, and certainly less than substantial. The harm would result from the further encroachment of the industrial area including buildings of very considerable scale on fields formerly associated with these high status manor houses. Their importance is reflected in the high designation (grade II\*) of the timber framed buildings, and the NPPF requires that great weight should be given to the conservation of heritage assets, proportionate to their significance. The most important value associated with these assets is likely to be their archaeological value, but their historic value is also high, and partly derived from their settings and the legibility of the fields on which the farmsteads once depended.
- 5.46 No heritage benefits have been identified as a result of these proposals. It is recognised that some mitigation has been offered by way of green buffers along the northern site boundary. Nevertheless there would be some residual harm to the setting of Gatwick Manor Inn and Rowley Farm. In the absence of heritage benefits to offset this harm, the Listed Buildings Officer defers to the LPA to identify any wider public benefits associated with the scheme in line with paragraph 202 of the NPPF.
- 5.47 In this regard, paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Officers consider that whilst there would be less than substantial harm to the two listed buildings, the public benefits in terms of adding to the Borough's limited supply of business / employment land would support economic growth in the Borough. Therefore, the proposed extension to Manor Royal is considered to outweigh the less than substantial harm in this instance. As such the scheme is considered to accord with policy in this regard.

## Archaeology

- 5.48 The proposed development site has the potential to contain archaeological remains. Small numbers of Roman finds have previously been uncovered from within the proposed development site and remains associated with nearby medieval occupation. The submitted desk-based assessment states that the groundworks associated with the proposed development have the potential to negatively impact upon archaeological remains.
- 5.49 Accordingly, the Archaeological Consultants recommend that a programme of archaeological evaluation is undertaken in advance of development to determine both the level of archaeological remains within the site and any potential mitigation measures. Conditions are recommended to this effect and as such there is no objection to the proposal on these grounds.

## Ecology

- 5.50 The Ecological Impact Assessment submitted with the application identified two national designated statutory sites and four non-statutory designated sites within 2 km of the Site. The report confirmed that the site does not fall within a site of Special Scientific Interest (SSSI) Impact Risk Zones (IRZ). The habitats present on site were not considered rare. The proposals would result in the loss of the majority of the habitats on site however this would be in part compensated for through the provision of new native/wildlife-friendly planting within the landscaping strategy. The site was found to be suitable for nesting birds, bats, amphibians, reptiles, badgers and hedgehogs. Great Crested Newts were not present on the site. The site is considered of low value for bats and these habitats already experience relatively high levels of artificial illumination from adjacent developments in the south. The report concluded that the lighting strategy should be in place during the operational phase of works to ensure no disturbance to less light-tolerant bat species.
- 5.51 The Ecological Consultants advise that they are satisfied that sufficient ecological information has been provided prior to determination which provides certainty of the likely impacts on protected and Priority species/habitats and, with appropriate mitigation measures secured, the development can be made acceptable. They advise that the mitigation measures identified in the Ecological Impact Assessment should be secured and implemented in full to conserve and enhance protected and Priority Species. A condition is recommended to this effect.
- 5.52 The Biodiversity Net Gain Assessment demonstrates that the development will result in a 0.02 (0.16%) gain in habitat units and a 1.18 (77.68%) gain in hedgerow units, which is in line with national and local planning policy. However, the Ecologist advised that to ensure full clarity on the metrics, full biodiversity metric calculations are provided, along with the sizes and conditions of the proposed urban trees. A condition is recommended in this regard.
- 5.53 The Ecologist supports the planting schedules and specifications outlined within the soft landscaping scheme and generally support the recommendations of the Landscape Management and Maintenance Plan, the biodiversity enhancement measures and the Lighting Design Scheme subject to conditions securing the above.

## Trees and Landscaping

- 5.54 The application is supported by an Arboricultural Impact Assessment and a Landscape and Visual Impact Assessment. 63 trees (including hedgerows and groups of trees) were identified on site. The proposed development would result in the loss of 9 trees/hedgerows of these one was classed as a grade B tree (Ash) with the remaining either grade C or U (mixture of Ash trees, a Field Maple and a Blackthorn hedge). There are some trees covered by a Tree Preservation Order (TPO) located within the site to the west which would be protected during the construction of the development. It is proposed to plant 134 new trees across the site with a further 99 trees to be planted within the additional 15m landscape buffer to the north of the site (outside of the red line boundary of the application site). New hedgerows are proposed around the new carpark to the west of the site. The main part of the site would be enclosed by 2.4m high black weld mesh fencing which would match that at the Welland Medical Centre.
- 5.55 The proposed boundary treatments to the north and east would be enhanced which would help to limit close-range views from the north, reducing the visual impact of the development. The visual

envelop of the scheme is limited to the immediate surrounding area, ensuring there is no loss of important on-site views and views off-site towards important landscape features. Key visual receptors are users of PRow, pedestrians, and motorists.

- 5.56 The Landscape and Visual Impact Assessment advised that the baseline conditions of the site would be altered as a result of the development. During construction, the development was assessed as having limited temporary adverse effects within the study area. During the operational phase, the development would change the character of the site. The existing field would be replaced with the introduction of a proposed building, associated access, parking and landscape. The report concluded that these effects would be localised and would not effect the overall character of the area and would not create visual intrusion. Generally, the visibility of the site is enclosed with limited to close-range and mid-range views as a result of the existing vegetation limiting visibility to and from the site. This would be further mitigated within the design, which includes the provision of green infrastructure within the site and a landscape buffer to the north.
- 5.57 Any visual effects would be limited to close-range views, so that long-distance and mid-range views are not affected by the development. The long-distance views from Target Hill and Tilgate Park will not be affected by the proposed development as due to the distance, topography, intervening vegetation and built form the proposed development does not result in any adverse impact or lead to the erosion of these views.
- 5.58 To conclude the development would introduce commercial built form to the settlement edge and whilst this would extend the settlement boundary as an extension to Manor Royal, the proposed landscape buffer along the northern boundary would provide a more gradual transition between the open countryside and the existing Manor Royal Industrial Estate. This would provide a tight visual envelope to the site, adding to the existing vegetation. The planting and maintenance of the trees outside of the application site boundary will be secured by S106 agreement. As a result the proposal is not considered to materially adversely impact upon trees or landscaping and subject to appropriate conditions, the proposal would accord with development plan policy in this regard.

#### Energy and Sustainably

- 5.59 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.
- 5.60 The proposal is supported by an Energy and Sustainability Statement and a BREEAM Pre-assessment. These identify the relevant policies and seek to set out responses to them. The Energy & Sustainability Statement sets out the proposed building fabric parameters and the following proposed energy sources:
- Air source heat pump system to provide heating and cooling to the office areas
  - Electric heating and cooling to the circulation and WC areas
  - Gas boiler heating and electric cooling to warehouse area
  - 87 kWp solar PV roof array (locations for the panels are shown on the submitted roof plan)

The proposed site plan also shows a range of active electric vehicle charging points, as well as other 'passive' points with ducts provided for future provision. These can be supported from a sustainability perspective.

- 5.61 In respect of Policy ENV7 and the requirement for a District Energy network, the Energy & Sustainability Statement states that owing to the absence of any existing energy network in the locality and the nature of the heating and hot water demand in the development it is not feasible to connect to or establish a district energy network, although a 'route for pipework to connect the unit

will be indicated, and future connections to a district heating network shall be provided from the building to the site boundary',. A condition is recommended to ensure this. In respect of Policy ENV9 the Statement makes various references to the BREEAM requirements and to the intention to install water efficient fittings, although the actual consumption rates for these are not given. The BREEAM pre-assessment further sets out that the development is targeting and expected to meet the BREEAM Local Plan requirements.

- 5.62 The Energy and Sustainability Officer requested that the Energy Statement was updated to address some inadequacies in the information provided relating to the buildings performance. This information was provided and the Energy and Sustainability Officer advised that the proposal is now acceptable subject to compliance being secured by appropriately worded conditions. Therefore subject to this the proposal would accord with policy in this regard.

#### The impact on nearby occupiers/neighbours

- 5.63 The closest buildings to the south, east and west contain existing commercial uses and the proposal would not adversely impact upon the occupiers of these buildings. To the northwest is Gatwick Manor which is located over 200m from the proposed development and to the northeast is Rowley Farm which is over 600m from the proposal. These distances would ensure that the proposal would not adversely impact upon the occupiers of these buildings. As such the proposal would not adversely impact upon nearby occupiers and would comply with policy in this regard.

#### Air Quality

- 5.64 The applicant has submitted an Air Quality Assessment and an Emissions Mitigation Statement. The Council's Air Quality Management Officer accepts the findings and considers that dust emissions during construction can be resolved by mitigation measures in accordance with best practice. This can be secured by condition.
- 5.65 In terms of the operational phase of the development, the emission associated with the additional traffic movements for the development have been calculated and the total damage cost for this application was determined as £68,574. Mitigation measures are outlined in the report which include the provision of EV charging, cycle parking and a travel plan which are in line with WSCC policy requirements. In addition and above policy requirements, it is proposed that a Fleet Strategy would be implemented to replace all LGVs operating from the site with electric vehicles by 2030. This key mitigation measure is in addition to minimum policy requirements, and procurement costs for an all-electric LGV fleet are expected to exceed the £68,574 damage cost. The damage cost calculation and proposed mitigation measures are therefore accepted. Subject to the above being secured through a S106 agreement no objection is raised in this regard.

#### Noise

- 5.66 The application was supported by a Noise Impact Assessment. The Environmental Health Officer (EHO) initially required further information in the form of a more accurate map to show the nearest noise sensitive receptors as well as clarification on some of the figures quoted in the report. This information was submitted.
- 5.67 The EHO advises that an assessment of HGV and other vehicle activity on site and in the wider area has been provided as well as additional sound sources from plant and equipment. Based on the noise source data and propagation calculations within the BS4142:2014+A1:2019 assessment, the EHO is confident in their approach. The consultants have demonstrated that the general area of the development has a relatively high ambient soundscape of an Industrial estate. This demonstrates that the introduction of new sources will have a relatively low impact on nearby noise sensitive premises. Consequently, the EHO raises no objection and thus the proposal would accord with development plan policy in this regard.

#### Flood Risk and drainage

- 5.68 The application was supported by a Flood Risk Assessment (FRA) and Drainage Strategy. The site is located within Flood Zone 1 which has a low probability of flooding and the surface water flood

risk on site is considered to be low. The nearest main river to the site is Crawler's Brook located approx. 300m to the east of the site. The Environment Agency (EA) were consulted on the application and have no comments to make.

- 5.69 The site consists of three attenuation ponds which were constructed circa 2014 to serve as flood mitigation for Hydehurst Lane and the development to the south. The triangular pond to the east of the site receives run off from Hydehurst Lane and the Tesco Distribution Centre to the south. The centrally located second attenuation pond takes runoff from Hydehurst Lane and the Welland Medical Centre also to the south. The land parcel to the west contains an attention pond which receives runoff from Hydehurst Lane. Within the eastern portion of the site, running south to north runs an ordinary water course (ditch) which lies between the two existing attenuation ponds. A secondary watercourse is located at the junction with London Road.
- 5.70 The surface water drainage strategy proposes to re-model the existing attention pond to the east of the site to ensure that there would be no overall loss of flood mitigation, and which would continue to take the runoff from the Tesco development. This would involve re-shaping and deepening the pond. The centrally located attenuation pond would be removed and five underground attention tanks are proposed under the carpark to compensate for this loss. These would take runoff from the development site and the Welland Medical Centre. The pond to the west which serves Hydehurst Lane would remain primarily unchanged although it would receive some runoff from the western catchment area. The drainage strategy also proposes to realign the existing ditch so that it would be located on the southern boundary continuing towards the north between the attenuation pond and service yard on the east part of the site.
- 5.71 The Drainage Officer has advised that the strategy to attenuate water and discharge into a nearby water course is acceptable subject to a construction phase surface water management plan, a SuDs maintenance plan and post construction certification that the works have been implemented as stated. Conditions are proposed as suggested.
- 5.72 West Sussex Lead Local Plan Authority (LLFA) originally objected to the proposal as the FRA and associated drainage strategy omitted information regarding consistent modelling and hydraulic calculations as well as underestimation of the true consequential impact of runoff from large impermeable areas without adequate justification including the pre and post runoff volumes. Further information was provided by the applicant and the LLFA has now removed its objection subject to conditions requiring the submission of construction drawings of the drainage network and drainage components, the submission of a drainage maintenance and management scheme and for the proposal to be carried out in accordance with the FRA. Subject to these conditions the proposal would be acceptable in this regard.

#### Contaminated Land

- 5.73 The site lies adjacent to Manor Royal within an area of greenfield land / low intensity agricultural land. The site is not recorded as being contaminated. The applicant has submitted a Contaminated land report which concludes that the site is at low risk of contamination. Recommendations are suggested within the report which are proposed to be secured via planning condition. The Contaminated Land Officer has no objection to the proposal. As such, subject to a condition requiring implementation of the recommendations within the report, the proposal is considered acceptable in this regard.

#### Developer Contributions

- 5.74 The proposal would result in an increase of 5,776 sqm business floorspace on the site. Consequently, a Manor Royal contribution of £2 per sqm is sought on the net increase towards public realm improvements. This would total £11,552.
- 5.75 A S106 agreement would be required if permission is to be granted to secure the following contributions:
- Financial contribution of £11,552 for Manor Royal improvements
  - Air Quality Mitigation Measures - all electric LDV fleet and to secure additional EV charging spaces within service yard for these vehicles

- Submission of a Travel Plan and payment of the monitoring fee of £3,500
- Secure the planting, management and maintenance of the 15m landscaping buffer to the north of the application site.

## **CONCLUSIONS:-**

- 6.1 The development of the site would create a large modern warehouse unit, which is considered acceptable in planning policy terms and would help support Manor Royal. The warehouse design with a varied palette of materials and extensive landscaping is considered acceptable on this site. The operational needs of the site would be met by the proposed parking arrangements and the Local Highway Authority raises no objection. The proposal would be acceptable in terms of the impact on visual amenity and the character of the Upper Mole Farmland Rural Area. The proposal, in relation to matters such as sustainability, air quality, noise, trees, landscaping, ecology, residential amenity and contaminated land is acceptable, subject to conditions. Officers consider that the less than substantial harm to the heritage assets is outweighed by the need for the employment site. The proposal would not result in an adverse impact in terms of flood risk and drainage provided the development is carried out in accordance with the drainage strategy and conditions are suggested to ensure this.
- 6.2 Subject to the satisfactory conclusion of the required consultation with the Civil Aviation Authority and Gatwick Airport, officers consider the proposal to be acceptable subject to the completion of a legal agreement to secure the measures set out below. The proposal would then, subject to conditions, 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/2023/0197/FUL:-**

Delegate the decision to permit the application to the Head of Economy and Planning, subject to:

1. A satisfactory conclusion to the notification process with Gatwick Airport and the Civil Aviation Authority in accordance with the requirements in Annex 1 of the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002;
2. The conclusion of a Section 106 legal agreement to secure:
  - Financial contribution of £11,552 Manor Royal improvements;
  - Air Quality Mitigation Measures - all electric LGV fleet and to secure additional EV charging spaces within the service yard for these vehicles.
  - Travel Plan and monitoring fee of £3,500
  - Secure the planting, management and maintenance of the 15m landscaping buffer to the north of the application site
3. 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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, including any future amendments, the proposed buildings hereby approved shall only 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.

4. 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. This shall include the application site and any adjoining land which will be used during the construction period. 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,
  - a) the anticipated number, frequency and types of vehicles used during construction,
  - b) the method of access and routing of vehicles during construction,
  - c) the parking of vehicles by site operatives and visitors,
  - d) the loading and unloading of plant, materials and waste,
  - e) the storage of plant and materials used in construction of the development,
  - f) the erection and maintenance of security hoarding,
  - g) the provision of wheel washing facilities and other works required to mitigate the
  - h) impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
  - i) the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
  - j) Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
  - k) details of public engagement both prior to and during construction works.
  - l) Details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with CAP 1096 ‘Guidance to crane users on aviation lighting & Notification’ available at [www.caa.co.uk](http://www.caa.co.uk)

REASON: In the interests of highway and aircraft safety and the amenities of the area and in accordance with policies CH3, INV1, ENV11 and ENV12 of the Crawley Borough Local Plan.

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. Prior to the commencement of the development hereby permitted, including preliminary groundworks of any kind, a programme of archaeological investigation in accordance with a Written Scheme of Investigation shall be submitted to and approved in writing by the Local Planning Authority. The Written Scheme of Investigation shall then be implemented in accordance with the approved details.

REASON: In the interests of assessment and protection of archaeological assets in accordance with Policy CH12 of Crawley Borough Local Plan 2015-2030 and emerging Policy HA7 of the Submission Crawley Borough Local Plan 2024-2040

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.
6. Within six months of the completion of the archaeological fieldwork, approved under condition 5, a post excavation assessment shall be submitted to and approved in writing by the Local Planning Authority. This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

REASON: In the interests of assessment and protection of archaeological assets in accordance with Policy CH12 of Crawley Borough Local Plan 2015-2030 and emerging Policy HA7 of the Submission Crawley Borough Local Plan 2024-2040
7. Prior to the commencement of the development hereby permitted, detailed plans and particulars of the land levels (including the proposed car park) and the finished floor levels of the building shall be submitted to and approved in writing by the Local Planning Authority, and the building shall be constructed in accordance with the approved levels.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity, landscaping and flood risk in accordance with Policy CH3 and ENV8 of the Crawley Borough Local Plan 2015-2030.

REASON why pre-commencement: As it relates to how the building will be constructed.
8. No development shall take place until a Radar Mitigation Scheme, including a timetable for its implementation during construction, has been submitted to and approved in writing by the Local

Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

REASON: In the interests of aircraft safety, the operations of NATS En-route PLC and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

REASON WHY PRE-COMMENCEMENT: As the implementation of the permission and related site setting up works, including use of cranes, could adversely affect the NATS radar system and harm aviation safety and, therefore, to ensure that any impact is mitigated in an appropriate and timely manner and in accordance with policy IN1 of the Crawley Borough Local Plan.

9. No part of the development shall be constructed more than five metres above ground level unless and until the approved Radar Mitigation Scheme (approved under condition 8) has been implemented in accordance with the agreed details. The development shall thereafter be carried out in strict accordance with the approved Scheme.

REASON: In the interests of aircraft safety, the operations of NATS En-route PLC and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

10. 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 fully implemented on commencement of the site works in accordance with the agreed plan unless otherwise agreed in writing by the Local Planning Authority and shall remain in force until the completion of the development. 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 and emerging Policy EP5 of the Submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.

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.

11. Prior to the commencement of the development hereby permitted, a Construction Phase Surface Water Management Plan and Method Statement shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) construction drawings of the surface water drainage network
- b) associated sustainable drainage components
- c) flow control mechanisms

The scheme shall then be constructed as per the agreed drawings, management plan and method statement, Flood Risk Assessment and Drainage Strategy by Egniol, 10th March 2023, revision C, additional calculations dated 31st October 2023 and remaining for the lifetime of the development unless agreed in writing by the Local Planning Authority. No alteration to the agreed drainage scheme shall occur without prior written approval from the Local Authority.

REASON: The drainage strategy requires the remodification of existing SuDS and drainage features to accommodate the new development and it is important that the proposed details and design based on the surface water modelling report is carried out as detailed to avoid environmental problems and to ensure that the development achieves a high standard of sustainability in accordance with policy ENV8 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.

12. Prior to the commencement of the development hereby permitted, details showing the proposed location of the required fire hydrant(s) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service. The approved fire

hydrant(s) shall be installed prior to the occupation of the development hereby permitted and only these approved details shall be implemented.

REASON: In the interests of amenity and in accordance with Crawley Borough Local Plan (2015 – 2030) Key Policies IN1 and CH3 and in accordance with The Fire & Rescue Service Act 2004.

REASON why pre-commencement condition: As it relates to the setting up of the site.

13. The development hereby permitted shall be carried out in accordance with the Waterman Arboricultural Impact Assessment and the Tree Protection Plan dated March 2023 submitted with the application. The



agreed 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.  
REASON why pre-commencement: As site setting up activities involve risk to nearby trees and to ensure that no harm occurs to the trees that are being retained.

14. Prior to the commencement of the development hereby permitted, details of the provisions referred to in the submitted Energy and Sustainability Statement to facilitate the connection of the development to a future District Energy Network in the vicinity, shall be 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, emerging policy SDC2 of the Submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.  
REASON why pre-commencement condition: As it relates to the setting up of the site.
15. The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment (dated 10th March 2023).  
Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Policy EP1 of the Crawley Borough Local Plan 2015 - 2030.
16. Works on the SUDS ponds shall not commence until details of the attenuation measures and drain down times have been submitted to and approved in writing by the local planning authority. No subsequent alterations to the SUDS scheme shall take place unless first 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 London Gatwick through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with policy IN1 of the Crawley Borough Local Plan 2015 - 2030.
17. Prior to the occupation of the development hereby permitted, details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details for the lifetime of the development. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:
  - I. a timetable for its implementation,
  - II. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
  - III. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
  - IV. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
  - V. how the SuDS features will be maintained and who is responsible for the maintenanceREASON: The drainage strategy requires the remodification of existing SuDS and drainage features to accommodate the new development and it is important that the proposed details and design based on the surface water modelling report is carried out as detailed to avoid environmental problems in accordance with policy ENV8 of the Crawley Borough Local Plan 2015 - 2030.
18. Prior to the occupation of the development hereby permitted, a post construction certification shall be submitted to and approved in writing by the Local Planning Authority. This shall confirm that the proposed works including the attenuation, drainage ditch and other SuDS features proposed in the drainage strategy have been constructed as stated. This shall be carried out by a third party and not the consultant engaged and who produced the flood risk mitigation strategy.  
Reason: The drainage strategy requires the remodification of existing SuDS and drainage features to accommodate the new development and it is important that the proposed details and design based on the surface water modelling report is carried out as detailed to avoid environmental problems in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.

19. Prior to the occupation of the development hereby permitted, a Biodiversity Enhancement Strategy for bespoke species enhancement measures shall be submitted to and 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) 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.  
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 LPA to discharge its duties under the NPPF 2023 and s40 of the NERC Act 2006 (Priority habitats & species).
20. All mitigation measures and/or works shall be carried out in accordance with the details contained in the Ecological Impact Assessment (Delta Simons Ltd, March 2023) as submitted with the planning application. Only these approved details shall be implemented.  
REASON: To conserve 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).
21. Prior to the occupation of the development hereby permitted, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include the following:  
a) Description and evaluation of features to be managed.  
b) Ecological trends and constraints on site that might influence management.  
c) Aims and objectives of management, in line with the Biodiversity Net Gain Assessment (Delta Simons Ltd, March 2023)  
d) Appropriate management options for achieving aims and objectives.  
e) Prescriptions for management actions.  
f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 30-year period).  
g) Details of the body or organisation responsible for implementation of the plan.  
h) Ongoing monitoring and remedial measures.  
The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.  
REASON: To allow the Local Planning Authority 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 in accordance with policies CH3, ENV1 and ENV2 of the Crawley Borough Local Plan.
22. The development hereby permitted shall be carried out in accordance with the approved landscaping scheme as shown on drawings 11511 PL 020 Rev D, 11511 PL 021 Rev F, 11511 PL 022 Rev E and 11511 PL 023 Rev E. No alterations to the approved landscaping scheme shall take place unless otherwise submitted to and approved in writing by the local planning authority.  
REASON: The scheme has been designed to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of London Gatwick through the attraction of birds in accordance with Policy IN1 of the Crawley Borough Local Plan 2015 - 2030.
23. All planting, seeding or turfing comprised in the approved details of landscaping, approved under condition 22, 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.

24. No above ground development shall be carried out unless and until a schedule of materials and finishes including the proposed glazing, along with samples of such materials and finishes, to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed materials unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
25. No solar panels shall be installed until full details of the proposed solar panels and a glint and glare assessment has been submitted to and approved in writing by the Local Planning Authority. The solar panels shall be installed in strict accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.  
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 and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
26. The development shall not be occupied until the measures detailed in the submitted Energy and Sustainability Statement Ref 6063-CBC-HR-RP-S-002-P04 Rev 004, including the installation of the solar photovoltaic panels, approved under condition 25, have been implemented, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030, emerging Policy SDC1 of the Submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.
27. Within six months of the occupation of the building hereby permitted, a post-construction report verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent', shall be submitted to and been agreed in writing by the Local Planning Authority.  
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015, emerging policies SDC1 and SDC3 of the Submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.
28. The development hereby permitted shall be carried out in accordance with Bird Hazard Management Plan submitted with the application which shall be implemented upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roofs in order to minimise their 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.
29. The development hereby permitted shall not be first occupied until such time as the vehicular accesses serving the building and carpark have been constructed in accordance with the approved details shown within the Motion Transport Assessment dated 14/03/2023.  
REASON: In the interests of road safety and in accordance with policy CH3 of the Crawley Borough Local Plan.
30. The development hereby permitted shall not be first occupied until the car parking, including disabled spaces, HGV and LGV parking and service yard serving the unit has been constructed in accordance with the approved site plan. Once provided, the spaces shall thereafter be retained at all times for their designated purpose.  
REASON: To provide vehicle parking spaces for the use in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan and the parking standards set out in the Urban Design Supplementary Planning Document.

31. The development hereby permitted shall not be first occupied until covered and secure cycle parking spaces serving the building have been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. The provision shall be implemented and thereafter be retained for the secure storage of cycles.  
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan and the parking standards set out in the Urban Design Supplementary Planning Document.
32. The development shall not be occupied until active and passive provision for electric vehicle charging has been installed in accordance with drawing no. 11511 PL 002 Rev E. The EV charging spaces shall be made operational on first occupation of the unit and such provision shall thereafter be retained.  
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030, emerging Policy SDC1 of the Submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.

## INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its installation. 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. London Gatwick requires a minimum of four weeks notice. For crane queries/applications please visit [www.business.gatwickairport.com/b2b/aerodrome/crane-permits](http://www.business.gatwickairport.com/b2b/aerodrome/crane-permits) Crane Permits ([gatwickairport.com](http://gatwickairport.com)) or email [cranes@gatwickairport.com](mailto:cranes@gatwickairport.com)
2. 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. We 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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
3. 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. Should you require further information please refer to our website. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>
4. Erection of flow control structures or any culverting of an ordinary watercourse requires consent from the appropriate authority, which in this instance is Chichester District Council on behalf of West Sussex County Council. It is advised to discuss proposals for any works at an early stage of proposals.
5. The applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them. The applicant should contact 03708 506 506 or consult the EA website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.
6. To make an application visit Southern Water's Get Connected service: [developerservices.southernwater.co.uk](http://developerservices.southernwater.co.uk) and please read our New Connections Charging Arrangements documents which are available to read on our website via the following link [southernwater.co.uk/developing-building/connection-charging-arrangements](http://southernwater.co.uk/developing-building/connection-charging-arrangements)  
For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).  
Website: [southernwater.co.uk](http://southernwater.co.uk) or by email at: [SouthernWaterPlanning@southernwater.co.uk](mailto:SouthernWaterPlanning@southernwater.co.uk)
7. 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.

8. 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 Year's 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.
9. The site area lies within the extended boundary for the proposed additional runway to the south, published by Gatwick Airport Ltd (GAL) in July 2014, being land which GAL may require for airport development in the event of permission being granted for an additional runway to the south of the airport. However, in the event of a Government decision in favour of an additional runway to the south, resulting in more detailed design work required for a planning application, this future boundary position might be adjusted, either increasing or reducing the impact on this site.
10. The applicant is encouraged to engage with Manor Royal BID regarding the comments made in their consultation response dated 19 June 2023.
11. The applicant is advised to carefully consider the advice provided by Sussex Police in its consultation response dated 26 April 2023. The applicant should consider the implementation of security measures which can be found at [www.securedbydesign.com](http://www.securedbydesign.com) and also consider the comments made about issues such as CCTV, secure cycle parking and the Parkmark scheme.

#### 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:

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

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



# ArcGIS Web Map



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

1:3,307

