

REFERENCE NO: CR/2017/1057/FUL

LOCATION: [BCL HOUSE, GATWICK ROAD, NORTHGATE, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: DEMOLITION OF EXISTING SHOWROOM & REDEVELOPMENT OF SITE TO B1 OFFICE WITH ASSOCIATED PARKING AND LANDSCAPING

TARGET DECISION DATE: 11 April 2018

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Brook & Churches Ltd and Trustees of Brook & Chur
AGENTS NAME: Vail Williams LLP

PLANS & DRAWINGS CONSIDERED:

0468-PL-001	Site Location & Existing Block Plan
0468-PL-002	Site Location & Proposed Block Plan
0468-PL-100	Rev B Existing Site Layout
0468-PL-013	Rev B Proposed Site Layout
0468-PL-210	Rev B Proposed Floor Plans
0468-PL-211	Rev B Basement Plan
0468-PL-212	Rev B Ground Floor Plan
0468-PL-213	Rev B First Floor Plan
0468-PL-214	Rev B Second Floor Plan
0468-PL-215	Rev B Third Floor Plan
0468-PL-221	Rev B Site Sections B-B (Existing, Context & Proposed)
0468-PL-230	Rev B Site Sections A-A
0468-PL-231	Rev B Section BB
0468-PL-240	Rev B Detail Section BB
0468-PL-250	Rev B West Elevation
0468-PL-251	Rev B South Elevation
0468-PL-252	Rev B East Elevation
0468-PL-253	Rev B North Elevation
0468-PL-217	Rev B Roof Plan
0468-PL-220	Rev B Site Sections A-A (Existing, Context & Proposed)
0468-PL-216	Rev B Fourth Floor Plan
TM297-L02	Materials GA
TM297-L03	Planting GA
TM297-L04	Trees Retained & Removed

CONSULTEE NOTIFICATIONS & RESPONSES:-

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|----|--------------------------------------|---|
| 1. | GAL - Aerodrome Safeguarding | No objection subject to Bird Hazard Management Plan condition. |
| 2. | WSCC - Highways | No objection subject to contribution of £261,600 towards Gatwick Road improvements and subject to conditions. |
| 3. | National Air Traffic Services (NATS) | No objection |
| 4. | Thames Water | Advice provided |

5.	Police	Advice provided
6.	CBC - Drainage Officer	Comments awaited
7.	West Sussex Fire Brigade	No response
8.	CBC - Planning Arboricultural Officer	No objection
9.	UK Power Networks	No objection
10.	CBC - Environment Team	No response
11.	CBC - Contaminated Land	No response
12.	CBC - Environmental Health	No objection subject to condition
13.	Cycle Forum	Advice provided and clarification sought on cycle parking, showers and adjoining cycle routes.
14.	CBC - Refuse & Recycling Team	Comments awaited
15.	Southern Water Ltd	No objection
16.	CBC - FP - Energy Efficiency & Sustainability	No objection, further details sought and conditions recommended.
17.	CBC - FP – Manor Royal	No objection, proposal will support regeneration in Crawley and provide significant business floorspace.
18.	CBC - FP - Urban Design	Advice provided
19.	Ecology Officer - Mike Bird	Additional information required
20.	WSCC - Surface Water Drainage (SWD)	Advice provided and further details on surface water management sought.
21.	Gatwick Diamond Grow Group	No response
22.	CBC - Economic Development	No response
23.	Tinsley Lane Residents Association	Objection (see below)

NEIGHBOUR NOTIFICATIONS:-

Site notices were displayed on Gatwick Road and Tinsley Lane with the consultation period ending on 23 February 2018. A press notice was also published, with an expiry date of 7 February 2018.

RESPONSES RECEIVED:-

Letters of objection have been received from fourteen local households. The concerns raised are:

- Proposal would be too high, at least two storeys above other buildings in the area, and would overshadow nearby houses/bungalows. It should be located elsewhere, as this is supposed to be the buffer zone between Manor Royal and the residential uses. Some support for older buildings being redeveloped on the same scale as the existing buildings, at two/three storeys.
- The proposal does not relate to its surroundings in height, plot coverage or scale. It would be taller than the Nexus building. Would enclose the Gatwick Road frontage with glass/steel/concrete, with no space around the building. Does not protect or enhance the character of the area. Other new buildings, such as Nexus and Elekta have far more space around them so they sit more sympathetically with their surroundings. The minor changes following public consultations do not address the concerns raised about height and scale for this small site. The long frontage to Tinsley Lane will increase its dominance and views into houses. Bungalows opposite all have front windows facing onto the proposed building.
- The traffic survey from 2014 is out of date. It does not take account of recent developments or a recent fatality. Gatwick Road is already busy and this scheme would add to the congestion and cause rat running along Tinsley Lane.
- There are insufficient car parking spaces for 500 employees. Tinsley Lane would be used for overspill parking. How will the left in/left out access be policed? The proposal would cause strain on existing infrastructure in an historically quiet residential area. The underground parking would cause noise and possible subsidence. The risks associated with cycling along this busy road with no dedicated cycle lane mean that the cycling parking is likely to be overprovided. Provision of a cycle lane on the east side of Gatwick Road would demonstrate that the developer and the two Councils are serious about cycling to work.
- Tinsley Lane should be shielded to avoid disturbance to residents from noise/pollution arising from vehicle movements.

- Application does not indicate how mature/tall the proposed trees would be on the Tinsley Lane frontage. Mature trees are needed or the proposal will cause loss of privacy.
- Proposal would reduce effectiveness of residents' solar panels.
- Consultation letters were not sent to enough properties.
- Drawings do not appear to be accurate.

Tinsley Lane Residents Association – The TLRA objects to the proposed development by virtue of its height, depth, massing and relationship to the neighbouring dwellings which would result in a dominant, incongruous and cramped form of development that would be out of context with such a small site in a buffer zone between the Manor Royal Business district and a residential area. The proposal is therefore contrary to policies CH2 and CH3 in the Crawley Borough Local Plan 2015-2030. Reinstatement of the tree screen is welcomed and should include some evergreens. Proposal would cause overlooking and mature trees will be needed from the start. Car parking seems insufficient. It is essential that adequate car parking is provided on site to avoid overspill parking along Tinsley Lane. Concerned about increased congestion on surrounding roads caused by this and other developments. A dedicated bus lane and Park and Ride should be considered.

Manor Royal BID – Support the application. The proposal will complement adjoining developments/proposals and use the site more efficiently and intensively. The stepping down of the building and introduction of trees will help address the concerns of residents.

REASON FOR REPORTING TO COMMITTEE:-

This application is major development.

THE APPLICATION SITE:-

- 1.1 The application site contains a large warehouse building housing a car dealership. The building is predominantly glazed at ground floor level on the frontage to Gatwick Road, with red metal cladding below a shallow pitched roof. To the sides and rear, the building has a more industrial appearance. The building has a smaller single storey, flat roofed element on its south-western corner. There are substantial surface vehicle parking/manoeuvring areas to the north, east and west of the building. There is a Tree Preservation Order to the rear of the site along the Tinsley Lane boundary.
- 1.2 On the opposite side of Gatwick Road is a new office (B1) building recently constructed as part of the redevelopment of the Nexus (former Thales) site. The remainder of that site is still under development. To the south is the Northwood Park development, comprising three two-storey office buildings (Swift House, Sackville House and Kingfisher House), which are accessed from Gatwick Road. These buildings are of brick construction with tiled, pitched roofs. To the east of the site are residential properties along Tinsley Lane. Directly behind the site to the east is a row of bungalows, with two storey houses to the south along both sides of Tinsley Lane.
- 1.3 Gatwick Road has four lanes outside the site, including dedicated bus lanes running in both directions. The Gatwick Road/Fleming Way roundabout lies approximately 160 metres to the north and the Gatwick Road/Manor Royal roundabout is approximately 250 metres southwards.
- 1.4 The site lies within the Manor Royal Main Employment Area defined in the Crawley Borough Local Plan 2015-2030. It falls within the Article 4 Direction area, within which permitted development rights for changes of use to residential have been removed. It also lies within the Manor Royal Buffer Zone, due to its close proximity to residential properties to the east/south. There is an Air Quality Management Area further to the south, covering the Gatwick Road/Manor Royal roundabout. Land at Northwood Park is identified as potentially contaminated land on Borough Council records.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks full planning permission to demolish the existing car dealership building and to construct a new office (B1) building of five storeys on the Gatwick Road frontage, stepping down to two storeys towards the rear boundary. A total of 173 car parking spaces are proposed and 60 cycle parking spaces. The total gross internal floor area proposed is 6,637 square metres.

- 2.2 Planning officers gave informal pre-application advice ahead of submission of the application. The developer also undertook public consultations in the local area. The footprint, bulk and massing of the building has subsequently been altered to address concerns about the impact upon residential properties to the rear.
- 2.3 The proposed office (B1) floorspace would have a ground floor reception area fronting Gatwick Road, with office floorspace at first, second, third and fourth floors. The tallest part of the building would be five storeys and would front Gatwick Road. The office elements of the building would be primarily glazed, with louvres used to screen parts of the north, east and south elevations. Outdoor terraces are proposed to the rear at second, third and fourth floor levels.
- 2.4 The existing vehicular access would be closed. The new access towards the southern end of the site would form a left in left out access to the proposed car and cycle parking areas. The car parking would occupy the basement and the rear of the site at ground and first floor levels.
- 2.5 In support of the application, the applicant has submitted the following documents:
- Design and Access Statement
 - Transport Assessment
 - Framework Travel Plan
 - Landscape Design Statement and Masterplan
 - Arboricultural Report
 - Planning Statement
 - Planning Consultation Statement
 - Sustainability Statement

PLANNING HISTORY:-

- 3.1 The following applications detail the history of the site.

CR/2013/0551/FUL – Re-clad upper front and part side elevations of building and remove glass porch. Approved 12 November 2013.

CR/2006/0739/FUL – Erection of single storey side extension. Approved 16 January 2007.

CR/2006/0433/FUL – Erection of single storey side extension. Approved 11 September 2006.

CR/99/0444/FUL – Erection of single storey car showroom extension. Approved 9 September 1999.

CR/97/0647/COU – Change of use to car showroom, workshop, spares, storage and display area together with rear extension. Approved 15 December 1997.

CR/569/85 – Outline application for proposed extension to existing factory. Approved 6 January 1985.

CR/393/78 – New factory. Approved 13 July 1979.

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or the proposal would be contrary to the policies in the NPPF.
- 4.2 The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units,

infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

- 4.3 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.4 The NPPF attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.

Crawley Borough Local Plan 2015-2030

- 4.5 The Crawley Borough Local Plan 2015-2030 was adopted on 15 December 2015. The following policies are relevant to this application.
- 4.6 Policy SD1 (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town's compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan's policies and objectives.
- 4.7 Policy CH2 (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.
- 4.8 Policy CH3 (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.
- 4.9 Policy CH4 (Comprehensive Development and Efficient use of Land) Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.
- 4.10 Policy CH6 (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.

- 4.11 Policy EC1 (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.
- 4.12 Policy EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area and protects against net loss of employment floorspace.
- 4.13 Policy EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.
- 4.14 Policy EC4 (Employment Development and Residential Amenity) states that particular care should be taken in the Manor Royal Buffer Zones to ensure that business development does not adversely impact upon the amenity, function and setting of nearby residential uses.
- 4.15 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 and or create links to green infrastructure where possible.
- 4.16 Policy ENV2 (Biodiversity) All developments will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.
- 4.17 Policy ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.
- 4.18 Policy ENV7 (District Energy Networks) Major development 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.
- 4.19 Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.20 Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.
- 4.21 Policy ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise

sensitive uses will not be exposed to noise impact that would adversely affect the amenity of existing and future users.

- 4.22 Policy ENV12 (Air Quality) states that proposals that do not have a negative impact on air quality will normally be permitted.
- 4.23 Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.
- 4.24 Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.
- 4.25 Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety. Proposals should be supported by a Transport Statement/Assessment.
- 4.26 Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

Supplementary Planning Documents

Manor Royal SPD July 2013

- 4.27 This document aims to support economic growth in Manor Royal, providing guidance to ensure that new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:
- New buildings to be of high quality urban design
 - Proposals seek to provide active frontages to routes
 - Materials and finishes of good quality and support the principles of identity and sustainability
 - Proposals to achieve a high level of security
 - Surface Water drainage considered
 - Water efficiency measures considered
 - The development must positively contribute to the landscape and identity of Manor Royal.
- 4.28 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.
- 4.29 Gatwick Road is identified as a primary road within Manor Royal and the application site forms part of the 'Central Section (Fleming Way to Manor Royal)'. Gatwick Road in this location is around 12-15 metres wide with no highway verges. It is considered visually dominant and detrimental to the street scene and the quality of the public realm is poor. To mitigate this impact the SPD requires the creation of a higher quality streetscene and the use of on-site planting. However, on the eastern side of this section of Gatwick Road, it is recognised that *"the more limited depth of plots and in some instances the proximity of dwellings on Tinsley Lane and Royston Close restricts the potential for frontage planting. The general approach on the eastern side should be that development proposals must enhance the streetscene of Gatwick Road."*
- 4.30 The site is also identified as being within the Core Business Zone Character Area A. Key considerations that proposed development there should seek to address are to:
- Maintain the spacious setting of buildings;

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

Urban Design SPD – October 2016

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

4.32 In respect of non-residential development, para 3.26 states:

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

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

4.34 Annex 1 contains the Borough’s indicative minimum parking standards. For office (B1(a)) uses in Zone 3 – Manor Royal, the requirements are for one space per 31 square metres of floorspace. Disabled parking for employment uses should be a minimum of one space or 5% of total provision. Cycle parking should be provided at one space per 150 square metres for staff and 1 space per 500 square metres for visitors. Motorcycle parking should be one space plus one space per ten car parking spaces.

Planning and Climate Change SPD

4.35 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.

Developer Contributions Guidance Note (published July 2016)

4.36 This sets out the Council’s approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards the public realm in this area.

PLANNING CONSIDERATIONS:-

5.1 The planning considerations for this application are the:

- Principle of the proposed uses
- Design of the development and impact on street scene
- Impact upon neighbouring properties and residential amenity
- Trees and vegetation
- Transport and highways
- Sustainability
- Other operational considerations
- S106 / Infrastructure considerations

Principle of the proposed use

- 5.2 The site is previously developed land within Manor Royal and policies EC1 and EC3 seek to promote such areas for employment (Use Class B) development. Policy EC3 specifically supports the reuse or intensification in use of sites within Manor Royal. That said, the site also lies within the Manor Royal Buffer Zone. Whilst not objecting to the principle, policy EC4 states that proposals within the buffer zone should not adversely impact upon amenity, function or setting of nearby residential areas.
- 5.3 The proposal is for demolition of the existing car dealership building (1,114 square metres) and redevelopment of the site to form 6,637 square metres of B1(a) office floorspace. This would represent a net increase of 5,523 square metres. The application form states that the development would accommodate around 500 jobs, compared to around 40 jobs in the existing dealership.
- 5.4 The Council's Forward Planning team supports the application, subject to appropriate mitigation and contribution towards improvements being secured. A commitment to the Developer and Partner Charter can be secured. The Manor Royal BID also supports the proposal, whilst recognising the sensitive relationship to adjoining residents.
- 5.5 The proposal would represent a significant contribution towards economic growth and increased employment in Crawley, in accordance with adopted planning policy. The proposal would intensify use of the site and cater for around 500 full time equivalent jobs. Support for the Developer and Partner Charter would support the local jobs market and wider economy. Overall, the principle of redeveloping the site for economic use is considered acceptable and in line with local and national planning policies. Impact on neighbouring residential properties will be addressed below.

Design of the development and impact on street scene

- 5.6 The proposal would be extensively glazed, with the upper floors projecting slightly forward of the ground floor reception area on the Gatwick Road frontage. The fenestration would comprise ceramic printed glass, which helps to control daylight/sunlight and will help to articulate the facades. The building would have a modern and attractive frontage and, on Gatwick Road, would sit comfortably alongside the proposed Northwood Park development and the Nexus site opposite. This group of new buildings would significantly enhance and provide some consistency to this part of Gatwick Road.
- 5.7 A dedicated area for rooftop plant is shown set back nine metres from the front elevation and also 14.5 metres from the fourth floor rear elevation.
- 5.8 To the rear, the building is angled to run parallel to the Tinsley Lane boundary. The two storey rear part of the building would be 16 metres from the rear boundary. Tinsley Lane is a residential road to the east of Manor Royal. Despite its close proximity to the employment area, it retains a fairly quiet, low density residential character. The existing dealership building and other nearby commercial/industrial buildings already have some visual impact upon Tinsley Lane, particularly at its northern end. The proposed building, by reason of its height, scale and siting, would have some visual impact upon Tinsley Lane. Although it is a well-designed building stepping down to the rear, it can be argued that it would be out of character with the Tinsley Lane streetscene. Manor Royal already has an impact upon this streetscene and it is not considered that the impact of the proposed building within an identified buffer zone between residential and commercial would have a severely detrimental visual impact given its wider context.
- 5.9 Views from Tinsley Lane would be partially screened by existing and proposed trees. The rear elevation would have vertical louvres on lower floors, which would allow ventilation but help preclude direct views towards neighbouring houses. The appearance of the rear of the building, both from within Tinsley Lane and from longer distance views from the east, would be enhanced by planting on the proposed second, third and fourth floor outdoor terraces.
- 5.10 Overall, the proposed building is considered to be of a high quality design which would make a very positive improvement to the Gatwick Road streetscene. The development is considered to comply with policies CH2 and CH3 of the Local Plan. The resulting visual impact upon Tinsley Lane is

considered acceptable. Further details on matters such as materials and the ceramic printing can be secured by condition.

Impact upon neighbouring properties and residential amenity

- 5.11 The applicant has submitted a Planning Consultation Statement setting out their efforts to consult with the local community ahead of submitting the planning application. Leaflets were delivered to 35 properties, including the commercial buildings to the north and south and residential properties in Tinsley Lane and Royston Close. Three responses were received. Manor Royal BID supported the proposed redevelopment. Tinsley Lane Residents Association and another resident raised concerns about the height and scale of the proposal, potential overlooking and traffic/parking issues. Reinstatement of the tree screen was welcomed.
- 5.12 In response to consultations on the current planning application, similar objections have been received from residents, raising concerns about the proximity, size and scale of the proposal in relation to neighbouring houses.
- 5.13 The two storey rear element of the proposed building would be 43 metres from the front walls of the bungalows on the east side of Tinsley Lane. Given the stepped rear elevation, the second floor would be a further seven metres away, the third floor 4.5 metres further away and the fourth floor 4.5 metres beyond that. The fourth floor is also set in from the north and south elevations of the building. The Urban Design SPD seeks a minimum of 30 metres between three or more storey buildings to avoid overlooking. The proposal is considerably in excess of that distance and the proposed planting to the edges of the terraces would help to block views. It is not considered that the proposal would cause detrimental overlooking of the front windows of the bungalows. In any case, these windows can already be easily seen by passers-by from public viewpoints on Tinsley Lane.
- 5.14 To the north of the site is a two storey office building. It has some south facing windows, which look over the application site. These windows light office spaces and would be impacted upon by the side wall of the proposed building, which would be only six metres away up to third floor level and a further four metres away at fourth floor level. As the proposal is to the south, this would undoubtedly have some adverse impact through overshadowing and loss of light. The proposal would be extensively glazed though, which would lighten its appearance, and this is a commercial area. Some harm to outlook and light levels within the adjoining offices to the north would result though.
- 5.15 South of the site is Northwood Park. This currently comprises two storey offices although there is also a recent permission to redevelop the site to form a six storey office building. The proposal is to the north of the existing buildings. It would not therefore cause overshadowing, but would have an impact on outlook and, by virtue of its height, appear somewhat dominant. However, the site already has planning permission to be redeveloped to a similar scale as the current proposal and the relationship between the two proposed buildings is considered acceptable.
- 5.16 No. 89 Tinsley Lane, a two storey house, that lies on the west side of that road to the south of the application site. Its side wall would be 40 metres from the two storey element of the proposal. No. 89 has only one ground floor window facing north, with the remainder of its windows facing to the front (east) and rear (west). Given the distance of the proposal from the house, intervening vegetation and the lack of side windows, it is not considered that significant adverse impact to this house or its garden would result.
- 5.17 Overall, it is considered that the proposed building, due to its height and scale, could cause some harm to residential amenity through impact upon outlook from nearby dwellings. However, no significant overlooking would result and the adjoining properties already face towards a commercial estate. The proposed building has been designed to reduce its impact by stepping upwards away from the residential properties. The existing and proposed trees, together with planting on the roof terraces, will reduce views from the building further and significantly soften the appearance of its rear elevation. The harm caused to residential amenity will be considered as part of the overall planning balance. The proposal would also impact upon adjoining commercial occupiers. However, these buildings are only used during working hours and are less sensitive to such changes being in an already densely developed commercial area.

Trees and landscaping

- 5.18 The site contains existing trees to the rear along the boundary with Tinsley Lane and a few trees along the northern and southern boundaries. The site is also the subject of a Tree Preservation Order, although it appears that some of the protected trees have been removed over the years. Prior to the development of the car dealership and its car park behind the building, the rear part of the site was fairly heavily wooded.
- 5.19 As with the Northwood Park scheme, trees and vegetation on and around the site are very important on the BCL House site, both for screening neighbours and providing a positive setting and appearance for the proposed development. The application confirms that the existing trees along the northern and eastern boundary would be protected and retained. Their protection can be secured by condition.
- 5.20 The Council's Arboricultural officer has raised no objection. He states that the apparent unauthorised removal of protected trees appears to have taken place around twenty years ago. He considers that it would not be expedient to take enforcement action now, particularly given that so many new trees are now proposed to be planted.
- 5.21 The Green Infrastructure SPD seeks a financial contribution towards replacement trees in cases where trees are to be lost. In this case, a total of six trees would be lost, but twenty one trees and a large number of other shrubs and vegetation would be planted. A new hedge is also proposed along the Tinsley Lane boundary. No contribution towards off-site tree planting is therefore sought in this case.
- 5.22 On the Gatwick Road frontage, five new silver birch trees are proposed along with the retention of the existing two trees on the northern boundary. The existing trees will need to be protected during construction, but are substantial trees that would help to soften the frontage of the proposed building. New underplanting is proposed beneath the five new trees on the frontage and, overall, the planting to Gatwick Road is considered acceptable.
- 5.23 The proposed building incorporates roof terraces to the rear. The applicant has submitted a plan showing details of proposed planting along the edges of the terraces at second, third and fourth floor levels. Planting on the proposed terraces would have the dual purpose of improving views to/from the building and restricting any views towards residential properties to the east. The success of the terrace planting would be important for visual appearance and the protection of residential amenity. As with the Northwood Park proposal, the external terraces would be accessible to office users immediately outside the office areas. Between these outdoor terraced areas and the rear boundary would be planting areas, containing some taller shrubs and a range of grasses and sedum. These would both provide an attractive and landscaped outlook for users of the terraces and also further restrict views towards the houses to the east. This is considered an acceptable approach in terms of residential amenity, creating a high quality office environment and to enhance the appearance of the building.
- 5.24 Overall, tree retention/planting and a high quality landscaping scheme are essential to the success of the proposed development. The information submitted by the applicant is considered broadly acceptable and its implementation and ongoing management can be secured by condition.

Ecology

- 5.25 The Council's consultant ecologist has asked for a preliminary survey to assess potential for use of the site by bats, birds and dormice. The applicant is undertaking this survey at the end of March. The potential areas of concern primarily relate to the trees, rather than buildings, given that the trees form part of wider landscaping leading into Summersvere Woods. It is considered that any impact can probably be addressed by condition, subject to the survey results, and that further enhancement can be secured by condition.

Transport, highways and other operational considerations

- 5.26 The Local Highway Authority had pre-application discussions with the applicant and agreed a transport assessment based on the survey data from the Nexus site on the opposite side of Gatwick Road. This ensured a recognised baseline and consistency with other recent planning applications in the locality. The Local Highway Authority has checked its own traffic counters and confirms that traffic levels have not significantly altered since 2014. For consistency, the transport modelling work has also included the agreed junction improvements nearby, which are:
- At Manor Royal an increase in exit capacity westbound allows the southern approach to take left turning westbound traffic from both the near side and middle lanes;
 - At the Gatwick Road northern approach to Manor Royal the entry lanes will be realigned to offer an additional lane;
 - At Fleming Way alterations to the splitter island on all approaches and a reduction in central island size provide additional circulatory capacity.
- 5.27 As with the recent Northwood Park scheme, the proposed left in left out access would avoid traffic delays caused by vehicles arriving from the south attempting to turn into the site across two lanes of traffic or vehicles leaving the site attempting to turn north up Gatwick Road. However, the arrangement could have negative impacts on both the Gatwick Road/Manor Royal and Gatwick Road/Fleming Way roundabouts due to a resulting increase in turning movements. The proposal would replace the current double width vehicular crossover with a new access at the southern end of the site, which would be left in and left out. Subject to a condition on visibility splay and with the relocation of the bus stop, the County Council is satisfied with the access in safety terms.
- 5.28 The proposal would include a total of 173 car parking spaces, including three electric vehicle bays and eight disabled parking bays. The Council's parking standards seek one car parking space per 31 square metres of office floorspace in Manor Royal, which, on a proposed net internal floorspace of 5,523 square metres, requires 178 car parking spaces. Disabled parking spaces would be sited at ground level close to the reception area. The proposed level of car parking is considered acceptable by the Local Highway Authority and broadly meets the Council's standards.
- 5.29 A total of 60 cycle parking spaces are proposed within the building just north of the vehicular entrance. This level of cycle parking slightly exceeds the Council's cycle parking standards. Showering, changing and locker facilities would be available at basement level. The facilities would be conveniently located for cyclists and the scheme is acceptable in cycling terms.
- 5.30 The site also lies on a route well served by buses. There is a bus stop directly outside the site, which would need to be relocated to enable the proposed vehicular access. Appropriate relocation can be secured by condition. Gatwick Road is also the subject of proposed bus lane improvements, which would further enhance the speed and reliability of services to/from the application site. Footpaths lead north and south from the site.
- 5.31 The applicant has submitted a Workplace Travel Plan. Given the speculative nature of the development, this needs further detail and implementation work, which can be secured by condition. The Travel Plan seeks to encourage more sustainable transport. A target for shifting from single occupancy cars to more sustainable modes of transport over the initial five year period of the Travel Plan is 10%, reducing modal share from 62% down to 55.8%. The Workplace Travel Plan suggests a number of initiatives, such as rail and bus discounts, car club usage and discounts on bicycles. A more detailed Travel Plan relating to the specific occupiers of the building can be secured by condition.
- 5.32 In respect of sustainable transport and related highway works, officers have given detailed consideration to the proposed development in relation to the approved schemes on the Nexus site (on the opposite side of Gatwick Road) and Northwood Park to the south. The Section 106 agreement for the Nexus site has already secured phased improvements to three junctions along Gatwick Road. Other highway works in connection with Forge Wood are also programmed. The timing and delivery of the highway improvements is complex as various improvement options are still under discussion and there is a need for any works to be planned. Discussions are taking place

between the various parties and the applicants to understand these requirements, set appropriate triggers for delivery and ensure where practical that there is flexibility to accommodate emerging design alterations. Such provisions would be incorporated into a Section 106 agreement.

- 5.33 In this case, the Local Highway Authority considers that a financial contribution of £261,600 towards sustainable transport improvements in the surrounding area would be appropriate from the BCL House scheme. This contribution is considered proportionate, directly related to the development proposed and consistent with the funding sought from other nearby schemes. It is hoped that this can be put towards emerging proposals for bus and cycle lane improvements along Manor Royal, Gateway 1 improvements or the junction improvements in the area. Other funding would also be required for these schemes and discussions are already well underway with the Local Enterprise Partnership.

Sustainability

- 5.34 The applicant's Planning Statement acknowledges the policy requirement to achieve BREEAM Excellent for the energy and water components. Given that this is a speculative application, no further details have been submitted to address this or the requirement in Policy ENV7 to be ready for a future District Heat Network. It is considered by officers that these issues can be satisfactorily addressed by planning conditions requiring further details.

Other operational issues

- 5.35 The adjoining Northwood Park site is identified as potentially contaminated according to Council records. Although there is no indication that the application site is contaminated, a condition addressing the unexpected discovery of contaminated material during redevelopment is recommended.
- 5.36 The site does not lie within an Environment Agency Zone 2 or 3 floodzone. Comments from the Council's Drainage Engineer are awaited, but planning officers anticipate that, as the site has a low flood risk, any requirements could be dealt with by appropriate conditions, as was the case on the adjoining Northwood Park site.
- 5.37 Gatwick Airport has been consulted on the application. The Airport has confirmed that it has no objection to the proposal, subject to a condition to secure submission and implementation of a Bird Hazard Management Plan. Informatives relating to potential use of cranes and to installation of renewable energy equipment are also recommended.

Section 106 / Infrastructure requirements

- 5.38 The Manor Royal Contribution sought through the SPD seeks a contribution of £2 per square metres of gross floorspace, amounting to a contribution of £13,274. In this case, the contribution is proposed to be used towards the Gateway 4 or Priestley Way/Rutherford Way improvements.
- 5.39 In addition, contributions towards sustainable transport improvements, as set out above, have been discussed and agreed with the applicant.
- 5.40 As with Northwood Park, it is appropriate to ask the developer to sign up to the Council's Developer and Partner Charter. This can also be agreed through a Section 106 agreement.

CONCLUSIONS:-

- 6.1 The proposal is for an employment use within the Manor Royal Business Area and is considered compatible and acceptable in this location in line with the employment policies of the Local Plan. The proposed design and layout is considered to be of high quality, would significantly enhance the Gatwick Road streetscene and has addressed the requirements of the Manor Royal SPD.
- 6.2 The scheme has sought to address the relationship to dwellings on Tinsley Lane to the rear. Whilst the relationship to the bungalows to the east of Tinsley Lane is not ideal, any impact in terms of

overdominance or overlooking is significantly mitigated by the substantial landscaping along the rear boundary, the stepping up of the building towards Gatwick Road and through the innovative use of landscaped terraces.

- 6.3 The layout, vehicular access and car/cycle parking provision is considered to meet the operational needs of the scheme. The level of development is not considered to have an adverse impact on the wider area and surrounding junctions subject to a contribution towards sustainable transport improvements.
- 6.4 Despite the recognition that the development would have a somewhat awkward relationship to neighbours, in terms of the planning balance, it is considered that any harm is outweighed by the significant economic benefits of the scheme and by its high design quality. It is therefore recommended that planning permission is granted, subject to the conclusion of a Section 106 Agreement to secure:
- the contribution of £261,600 towards Gatwick Road improvements;
 - the Manor Royal Public Realm contribution of £13,274; and
 - the developer signing up to the Developer and Partner Charter.

RECOMMENDATION RE: CR/2017/1057/FUL

Delegate to the Head of Economic and Environmental Services to PERMIT, subject to:

1. The submission of an ecological report demonstrating the acceptability of the scheme to the satisfaction of the Local Planning Authority and the inclusion of any related conditions; and
2. The satisfactory conclusion of a Section 106 agreement to secure
 - the contribution of £261,600 towards highways improvements
 - the Manor Royal Public Realm contribution of £13,274; and
 - the developer signing up to the Developer and Partner Charter; and
3. To the conditions listed below:
 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. With the exception of foundation and ground works, development shall not commence unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved 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 buildings of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
 4. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policies CH3 and CH6 of the Crawley Borough Local Plan 2015-2030 and the Green Infrastructure Supplementary Planning Document.

5. No development, including site works of any description, shall take place on the site unless and until an ecological survey and details of mitigation and enhancement measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed mitigation measures and the enhancement measures shall be completed before the first occupation of the building hereby approved.

REASON: To ensure the retention and maintenance of any features of ecological interest and to enhance the site's ecological interest in accordance with policies ENV2 of the Crawley Borough Local Plan 2015-2030 and the Green Infrastructure Supplementary Planning Document.

6. No development shall take place until a dust management scheme to minimise the impact of dust from construction and demolition activities has been submitted to and approved in writing by the Local Planning Authority. Construction and demolition activities take place in full accordance with the approved measures.

REASON: To ensure that the development does not cause disturbance to adjoining occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste;
- the storage of plant and materials used in construction of the development;
- the erection and maintenance of security hoarding;
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area, to ensure safe site operation and in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

8. Before construction of the building commences, details of the provisions made within the scheme design to enable the development to be 'Network Ready' in the event that a District Energy Network is delivered in the vicinity shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of climate change mitigation in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.

9. Development should not commence until a Flood Risk Assessment and Drainage Strategy Plan, setting out suitable mitigation and improvement measures, finalised detailed surface water drainage designs and calculations for the site based on sustainable drainage principles, together with full details of future maintenance, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the runoff from the current site following the corresponding rainfall event. The development shall be implemented in accordance with the agreed details.

REASON: To ensure the development is adequately drained and to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

10. Development shall not commence until full details of the maintenance and management of a SUDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing by, the Local Planning Authority. The SUDS scheme shall subsequently be maintained and managed in accordance with the approved details.

REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

REASON: Given the site's previous commercial uses and to avoid potential contamination to groundwater in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.

12. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

13. No external doors and windows shall be installed until precise details showing the door and window profiles for the building (including a 1:20 section of the glazing details) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.

REASON: To control the development in detail and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

14. No shelters or other means of protection from the weather shall be installed on the roof terraces until full details have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.

REASON: To control the development in detail, to protect residential amenity and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

15. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: Management of the flat roof and terraces which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof and terraces 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 roof and terraces in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

16. No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the operational requirements of the site are met and in the interests of highway safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

17. No part of the development shall be first occupied until such time as the existing vehicular access onto Gatwick Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure that footways and kerbing are reinstated in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.

18. No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Gatwick Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
19. No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.
Reason: To ensure the operational requirements of the site are met and in the interests of highway safety and adequate on-site parking in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. The development hereby approved shall not be occupied unless and until the secure cycle parking and washing, changing and storage facilities for cyclists have been provided to the satisfaction of the Local Planning Authority.
REASON: To encourage cycle use and sustainable means of travel, to support measures within the required Travel Plan and in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
21. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
Reason: To encourage sustainable modes of travel and reduce car use in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
22. No part of the development hereby permitted shall be occupied until a copy of a post-construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent', has been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of sustainable design and efficient use of water resources in accordance with Crawley Local Plan policies ENV6 and ENV9 and the Planning and Climate Change Supplementary Planning Document.
23. The building shall not be occupied until a landscape management plan which covers a period of no less than 15 years has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas including the roof terraces. The development shall be carried out in accordance with the approved details.
REASON: In the interests of visual amenity of the area in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal Supplementary Planning Document.
24. All planting, seeding or turfing comprised in the approved details of landscaping shall be fully 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 CH7 of the Crawley Borough Local Plan 2015 - 2030.
25. The burning of materials obtained by site clearance or from any other source shall not take place within six metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.
REASON: To protect trees and vegetation from fire damage in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.

26. The building shall not be occupied until a scheme for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include measures to address potential disturbance to adjoining residential properties. The development shall be carried out in strict accordance with the approved details.
REASON: In the interests of visual amenity of the area, for the protection of residential amenity and in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal Supplementary Planning Document.
27. The building shall not be occupied until a scheme for the control of noise from the rooftop plant and any other plant associated with the development has been submitted and approved in writing by the Local Planning Authority and subsequently implemented. Implementation shall at all times be in full accordance with the approved details of the noise insulation and control scheme.
REASON: To ensure that the development does not cause noise disturbance to adjoining residents and future occupiers of the proposed building in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
28. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the elevations of the development hereby approved unless details have been submitted to and approved 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 and the Urban Design SPD.
29. The proposed building shall be used for B1(a) office use only and for no other purpose (including any other purpose in the B use classes of the Schedule to the Town and Country Planning (Use Classes) Order, 1989).
REASON: To ensure that the development provides high quality employment, which has been a key factor in approving the application, to protect the residential amenity enjoyed by neighbouring houses, to reflect the site's location within the Manor Royal Buffer Zone and in accordance with policies CH3 and EC4 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

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

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday

with no noisy construction works taking place on Sundays, bank holidays, public holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall at all times employ 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.

The applicant must make all contractors and subcontractors aware of these times.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email

gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

3. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of any piling method statement.
4. The applicant is advised to enter into a legal agreement with 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.
5. The scheme shall demonstrate that there is a positive indication there will be no adverse impact from the roof plant (and any other plant associated with the development). This will be achieved by assessing the impact of the noise at any residential property in accordance with British Standard 4142:2014. With the acceptable rating level of the noise, which will normally include corrections for tonality and impulsivity, being at least equivalent to the background noise level (LA90) or below.
6. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
7. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
8. 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 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

1. NPPF Statement

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

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

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



ArcGIS Web Map

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



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