

**REFERENCE NO: CR/2018/0433/FUL**

**LOCATION:** [LAND OF THE FORMER WHITE HOUSE BUILDING AND ADJACENT CAR PARK AREA, LONDON ROAD, LANGLEY GREEN, CRAWLEY](#)

**WARD:** Langley Green

**PROPOSAL:** ERECTION OF A TWO STOREY BUILDING FALLING WITHIN USE CLASS B8 (STORAGE OR DISTRIBUTION) ALONG WITH ASSOCIATED LANDSCAPING, ANCILLARY FIRST FLOOR OFFICE AREA, PARKING AND SERVICE AREA (AMENDED DESCRIPTION AND AMENDED PLANS RECEIVED)

**TARGET DECISION DATE:** 19 September 2018

**CASE OFFICER:** Miss D. Angelopoulou

**APPLICANTS NAME:** Goya Developments & BP2017 (Crawley) LLP

**AGENTS NAME:** Mr Aaron McCaffrey

---

**PLANS & DRAWINGS CONSIDERED:**

10948 PL 002 RevF Proposed Site Plan  
10948 PL 001 RevA Location Plan  
10948 PL 003 RevA Proposed Ground Floor, First Floor & Roof Plans  
10948 PL 004 RevA Proposed Elevations & Sections  
10948 PL 005 RevA Proposed Site Sections  
1802036-SK01 London Road Access  
1802036-TK01 RevC Swept Path Analysis 16.5m Articulated Vehicle  
1802036-TK02 RevC Swept Path Analysis 16.5m Articulated Vehicle  
1802036-TK03 Rev C Swept Path Analysis 16.5m Articulated Vehicle  
1802036-TK05 RevB Swept Path Analysis Access Arrangements  
0124/BW/400 Rev 1 - District Heating Ducts.pdf  
1802036-TK04 RevB Swept Path Analysis Rigid Truck.pdf

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |     |                                      |   |
|-----|--------------------------------------|---|
| 1.  | GAL Planning Department              | No objection subject to informative if a second runway were provided at Gatwick.  |
| 2.  | GAL Aerodrome Safeguarding           | No objection subject to conditions and informative.   |
| 3.  | WSCC Highways                        | Following additional information over access arrangements, pedestrian crossing and amended description; no objection is raised subject to conditions. |
| 4.  | National Air Traffic Services (NATS) | No safeguarding objection to the proposal.  |
| 5.  | Thames Water                         | No objection.   |
| 6.  | Police                               | No objection but crime prevention advice provided for the proposal.   |
| 7.  | CBC Drainage Officer                 | Following further clarifications over the drainage design, no objection is raised subject to condition.   |
| 8.  | CBC Planning Arboricultural Officer  | No response received.   |
| 9.  | CBC Environment Team                 | No response received.   |
| 10. | CBC Contaminated Land                | No objection.   |
| 11. | CBC Environmental Health             | No objection (condition only if the site would have been  |

12.	Crawley Cycle & Walking Forum	in B2 heavy industrial use). No objection but comments regarding the number of spaces etc. A shared use cycle/pedestrian path along the west side of London Road with connections to the existing shared cycle/pedestrian path approximately 60m south of the site has been identified as a desirable improvement to the cycle network.
13.	CBC Refuse & Recycling Team	No response received.
14.	Southern Water Ltd	No objection subject to informative.
15.	CBC Energy Efficiency & Sustainability	Following further information over Policy ENV7, no objection is raised subject to conditions.
16.	CBC Retail & Employment	No objection.
17.	CBC Urban Design	No objection but comments over landscaping as contained in Manor Royal SPD.
18.	Ecology Officer	No response received.
19.	WSCC Lead Local Flood Authority	No objection.
20.	CBC Manor Royal	No objection.
21.	Gatwick Diamond Grow Group	No response received.
22.	CBC Economic Development	No response received.

### **NEIGHBOUR NOTIFICATIONS:-**

The application has been advertised through an advert in the local press on 04/07/2018 and by site notices displayed in front of the site on 24/07/2018.

### **RESPONSES RECEIVED:-**

An objection letter and a transport note have been submitted from Metrus, the occupiers of The Atrium to the north. The objections are summarised as follows:

- The development is not compliant with the Council's parking standards in relation to B2 or B1b or B1c uses as contained in the Council's SPD.
- The proposal would pose concerns in relation to highway safety though the shared access with The Atrium as detailed within Technical Transport Note prepared by Transport Planning Practice.
- The proposed landscaping proposes a 5m landscaping strip to the front of the site contrary to the Manor Royal Design Guide SPD that requires a minimum of 10m landscaping frontage.
- NPPF paragraph 182 states that "existing businesses should not have unreasonable restrictions placed on them as a result of development after they were established". The 'agent of change principle' emphasises that new development can be integrated effectively with existing businesses and the applicant is required to provide suitable mitigation prior to the completion of development. The Atrium occupier objects to the application proposal on the basis that the scheme design does not adequately take account of The Atrium and therefore fails to comply with the NPPF. The most significant concerns relate to the adequacy and safety of the car parking and access arrangements in the different development scenarios.

### **REASON FOR REPORTING TO COMMITTEE:-**

The application is 'major' development.

### **THE APPLICATION SITE:-**

- 1.1 The application site is 0.57 hectares of previously developed land on the site of the former office building, known as the White House, which has been demolished, and land currently used as surface car park associated with the large office building to the south, known as Astral Towers.
- 1.2 The application site has been cleared of buildings and is almost entirely laid to hardstanding. The site is largely flat and featureless with little landscaping. In particular, it contains some low quality trees/hedges along the northern boundary and some low quality trees within the centre of the site and the surface car park.

- 1.3 The site is located on the western side of London Road at the edge of the Manor Royal Business District. The access to the site is at the northern boundary from London Road and has a splitter island, where a bus stop is located, and is approached through an acceleration/deceleration lane. The application site lies within the Manor Royal Main Employment Area and the Priority Areas for District Energy Network as defined in the Crawley Borough Local Plan 2015-2030. The site is within the Long Distance View Splays from Tilgate Park and Target Hill as identified by the Local Policy CH8.
- 1.4 The White House, was a 5 storey building containing 2,400 sq m of floor space. The ground and first floors of the building provided car parking. Access to the White House was taken direct from the London Road (A23) by means of a shared access with the office development to the north, formerly known as Groundstar House, but now called The Atrium.
- 1.5 To the south of the site is Astral Towers, an 8 storey office building. There is a single storey extension at ground floor level to the north of the building with a retail unit and gym at ground floor level. Access to Astral Towers is currently from Betts Way to the south of the development.
- 1.6 To the north of the site is The Atrium, an office development beyond which are open fields. To the immediate west of the site is a Medical facility and the Wingspan site. The facility comprises a single storey building and a grassed field. The eastern boundary of the site is marked by the A23; on the other side of which is a mix of residential flats, hotel and storage uses. To the south west is a new retail development along with associated car parking (Wickes).

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

- 2.1 The application seeks planning permission for the redevelopment of the site and the erection of a two storey building (total floorspace of 3,065sqm), falling within use class B8 (storage or distribution) with ancillary first floor office area and associated landscaping, parking and service area.
- 2.2 The scheme has been amended since the application was submitted, through an amendment to the description of the proposal to omit B1b, B1c and B2 uses, and through revisions to the proposed depth of the landscaping that has led to the setback of the main building from London Road to the east. The layout proposes a single unit in rectangular form to the south of the site with its key frontage facing London Road, and its parking and servicing area to the north. The proposed unit would measure 75 metres in depth, 33 metres at its widest point and 13.4 metres in height. The building would be set back from London Road by 11-13m with a 9-10m wide soft landscaped area to the frontage facing London Road.
- 2.3 Access to the new development would be provided through the widening of the existing access/egress at the northern boundary off A23 London Road, which is shared with The Atrium to the north, to improve the access for larger vehicles. Pedestrian access would be off London Road directly to the building entrance. A new pedestrian crossing with dropped kerbs and tactile paving are also proposed close to the bus stop and the highway verge. A new substation would be required to serve the new site and this has been positioned to the centre of the plot to the northern side of the new building.
- 2.4 The car parking arrangement would provide a total of 32 car parking spaces, including 2 disabled spaces within the site. A cycle shelter with parking for 10 cycle spaces is also proposed in the centre of the site. One dual electric car charging point would be provided. A service yard is proposed to the north-west corner with 3 loading bay doors for HGVs.
- 2.5 The following documents have been submitted in support of the application:
  - Design and Access Statement
  - Planning Statement
  - Transport Statement
  - Travel Plan
  - Arboricultural Impact Assessment
  - Sustainability Statement – Issue 2 Transport Statement

- Noise Impact Assessment
- Land Quality Assessment Statement
- Incoming Utility Requirements
- Phase I/II Geo-environmental and Geotechnical Site Assessment
- Preliminary Ecological Appraisal
- External Lighting Proposals
- Bird Management Plan
- BREEAM Ecology New Construction (2014) Assessment
- BREEAM New Construction: Pre-Assessment Report
- Drainage & Flood Risk Assessment
- Ventilation & Odour Control Statement

### **PLANNING HISTORY:-**

3.1 The site has a long planning history and was formerly occupied by an office building known as the 'White House' which has since been demolished.

3.2 The site history indicates that until recently the land was part of the wider Astral Towers development site and there were applications for its redevelopment for offices under the following related planning references:

- CR/2016/0500/NCC
- CR/2012/0034/FUL
- CR/2012/0034/NM1

These involved demolition of the existing office building (The White House) and erection of a new office building comprising 11,362 sq.m GEA and a decked car park with vehicle access for the site taken off Betts Way .. A further access at the north end of the site was restricted by condition to provide access to the disabled parking and motorcycle parking spaces, and for service vehicles only.

3.3 Planning permission was previously granted for the wider Astral Towers development site, including the application site (former White House building), under reference CR/2008/0277/FUL and extension of time to this permission was granted under reference CR/2011/0397/FUL. This application proposed the replacement of the White House with 22,911 sq.m of offices in three office buildings, seven/eight, six and six/five storeys in height. Staff access to the new development would have been from the existing access to Betts Way, whilst service access would be taken from the shared access with the Atrium.

3.4 The application site, however, now appears to have been sold and be separated from the Astral Towers to the south. The current application in effect opens a new chapter in its planning history.

### **PLANNING POLICY:-**

#### National Planning Policy Framework (July 2018) (NPPF)

4.1 The relevant paragraphs/sections include:

- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay.
- Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- Section 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.

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

#### 4.2 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas, and provide information to demonstrate how the policy principles are achieved through the development.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- 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 over a wider area.
- Policy CH6: Tree Planting and Replacement Standards. This Policy deals with tree planting and replacement standards and refers to the Manor Royal SPD for the relevant tree planting standards in Manor Royal.
- 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. The site is within the Long Distance View Splays from Tilgate Park and Target Hill.
- Policy EC1: Sustainable Economic Growth. Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. To ensure that Crawley’s recognised economic role and function is maintained and enhanced the council will: i) Build upon and protect the established role of Manor Royal as the key business location (B Use Classes27) for Crawley at the heart of the Gatwick Diamond; and ii) Ensure that the town’s Main Employment Areas are the focus for sustainable economic growth.
- Policy EC2: Economic Growth in Main Employment Areas. This Policy identifies Manor Royal as Main Employment Area and states that proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- 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. 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. This Policy states that Crawley’s multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2: Biodiversity: All development proposals will be expected to incorporate features to encourage biodiversity where appropriate.

- Policy ENV6: Sustainable Design and Construction. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV7: District Energy Networks. The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. Manor Royal is identified as a priority area for delivery of a District Energy Network and the Policy requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits. Should BREEAM be replaced, or any national standards increased, then this requirement will also be replaced by any tighter standard appropriate to an area of serious water stress. Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.
- Policy ENV10: Pollution Management and Land Contamination. Where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- Policy ENV11: Development and Noise. People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. 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 IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

#### Supplementary Planning Documents (SPDs)

- 4.3 The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application. In particular:

##### Manor Royal Design Guide SPD (July 2013)

- 4.4 This document is also relevant and constitutes the planning guidance in relation to the Manor Royal Business District to ensure new development makes a significant contribution to the uplift of the area and secures of high quality development which supports the key business function. It provides details of potential improvement projects that could be delivered by a variety of landowners and

agencies to enhance the wider public realm as a whole where the application site is located. In particular, it requires all development to demonstrate the following:

- New buildings to be of high quality design and 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.

4.5 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. This is through achieving robust and consistent frontages along Manor Royal 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 and landscaping to reduce the visual impact of fences and barriers is encouraged.

4.6 London Road is identified as part of the primary road network within Manor Royal and it is stated that the impact and function of Primary Roads throughout the Business District is a critical component that contributes to how the area looks and is used. This SPD clearly states in this regard that:

*'In general terms, the width of the existing dual carriageway is between 15 to 20m with 1 to 2m grassed highway verges but only in some areas. The road is generally 4 lanes wide but increases to 5 and 6 lanes at junctions. The road is visually dominant and detrimental to the street scene and the quality of the public realm is poor, except in the vicinity of the recently completed Thales offices and soft landscaping improvements. As highway verges are narrow or non-existent, the potential for the necessary improvements to the public realm are restricted to the roundabout and traffic island at the junctions with Fleming Way and Manor Royal respectively.'*

*To mitigate the detrimental impact of the road and contribute to the creation of a higher quality streetscene, on the western side of London Road the minimum depth of on-site frontage planting requirement is 10m.'*

#### Urban Design SPD (adopted October 2016)

4.7 The Urban Design SPD contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. In addition, it states that applicants and developers are encouraged to consider all the end users that a development and any associated public realm will serve so as to strive to cater to all groups (children and young people, the elderly, disabled people etc).

4.8 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".*

4.9 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.

- 4.10 It also includes in Annex 1 the Borough's indicative minimum parking standards. For B8 warehousing the requirements are:  
Car parking – 1 space per 100 sq m  
Lorry parking – 1 space per 500 sq m  
Disabled parking – 1 space or 5% total provision  
Cycle parking – 1 space per 500 sq m for staff and 1 space per 1000 sq m for visitors  
Motorcycle parking – 1 space per 10 car parking spaces.

Green Infrastructure SPD (adopted October 2016):

- 4.11 This SPD provides clear guidance on how to meet the requirements of Local Plan Policies in relation to Crawley's Green Infrastructure assets. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards.

Planning and Climate Change SPD (adopted October 2016):

- 4.12 This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Developer Contributions Guidance Note (published July 2016)

- 4.13 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.

Regulation 123 List (July 2016)

- 4.14 Regulation 123 of the CIL Regulations requires the council to publish a list of infrastructure that it intends to fund wholly or partly through CIL money. The purpose of the list is to distinguish between those types of infrastructure that the council intends to fund through CIL and those areas where a Section 106 Planning Agreement or S278 Highways Agreement will be sought. This will ensure that a developer/landowner is not charged twice for the same piece of infrastructure. As set out in the Regulation 123 list, a Manor Royal contribution of £2 per square metre is required.

**PLANNING CONSIDERATIONS:-**

- 5.1 The main planning issues in the determination of this application are:
- Whether the principle of a B8 use in this location would be acceptable
  - Design and appearance of the proposal, landscaping and impact on street scene and wider area
  - Whether development can meet its operational needs including access, impact on highways and parking
  - Impact on amenity of neighbouring properties
  - Drainage
  - Trees
  - Provision of Manor Royal Public Realm Contribution
  - Sustainability
  - Other matters relate to GAL Safeguarded Land

Whether the principle of a B8 use in this location would be acceptable

- 5.2 The application site is situated within the Manor Royal Main Employment Area as defined by Local Plan Policies EC1, EC2 and EC3. Policy EC3 places a clear focus on the delivery of business uses in Manor Royal, seeking to protect and reinforce its core business function by promoting development within the B-use classes, and encouraging the reuse and intensification of land or buildings within the main employment area. As the proposed development is for the creation of additional B-Class floorspace (B8) within the Manor Royal employment area, the proposal is therefore considered to accord with Local Plan Policies EC1, EC2 and EC3.



## Design and appearance of the proposal, landscaping and impact on street scene and wider area

- 5.3 Policies CH2, CH3 and EC3 also require that all development should contribute positively to the overall setting and environment of Manor Royal through high quality design and landscaping. Policy EC3 specifically makes reference to the Manor Royal Design Guide SPD, which affords this document significant weight. Design will need to be carefully considered at this prominent site, particularly given its frontage onto London Road, which is identified in the SPD as a Primary Road.
- 5.4 The development proposes a two storey building in a rectangular form with its key frontage facing London Road that would be setback from London Road by 11-13m. The immediate streetscene along the western side of London Road comprises Astral Towers (8 storey building with 10m setback from London Road at its closest point) and The Atrium (6 storey building with 14m setback from London Road). While the proposed building would project forward past the adjoining Astral Towers and The Atrium buildings, it is considered that, given its two storey size and the proposed landscaping along the London Road frontage, its position, massing and scale is acceptable and appropriate for a warehousing unit. The surrounding employment area contains two storey buildings to the east and to the south, such as Unbeatable Car Eastman House and Wickes, and as such the proposed building at the proposed scale and footprint would sit comfortably within the surrounding employment area as a whole.
- 5.5 Following concerns raised by the officers regarding the proposed landscaping depth along London Road frontage, the landscaping scheme and building's footprint have been revised to improve the public realm along this primary road. The proposal would now have a 9m to 10m wide raised planter to London Road with proposed trees, hedges and soft landscaping in accordance with the Manor Royal SPD. Additional trees would be planted around the site along with some soft landscaping and hedges to reduce the impact of the car parking area within the streetscene. As a result of these amendments, and subject to a condition for a detailed hard and soft landscaping scheme, the proposal is considered to contribute to the creation of a higher quality streetscene and it is considered acceptable in this regard.
- 5.6 The proposal would include white cladding and glazing on its front elevation facing London Road along with an entrance canopy. The other elevations would have profiled metal cladding in silver colour, with loading bay doors and personnel doors in Anthracite, and metal profiled roof sheeting and roof lights. The proposal is considered to provide a visual interest within the immediate streetscene and high quality design and appearance considering that the building would be used as warehousing. The proposal would also provide clear legibility for users.
- 5.7 The layout of the proposal is also considered acceptable. The scheme has been designed so that the primary frontage is distinctive and the building is clearly visible from the road. Pedestrian access would be off London Road directly to the building entrance to enable legibility and accessibility. The service area and new substation are located on the less prominent part of the site which is considered acceptable. The parking area as stated above would also be screened by the proposed trees, hedges and soft landscaping subject to the appropriate condition.
- 5.8 In addition, the site is also within the Long Distance View Splays from Tilgate Park and Target Hill as identified by the Local Policy CH8. It is considered unlikely that the proposal in this location would obstruct these views, given the two storey height and the existing 8-storey adjoining building to the south.
- 5.9 Overall, the proposal as amended is considered to be a visual enhancement within the immediate streetscene and the building's design, size, massing and landscaping considering the type of use as warehouse would be seen as a positive contribution within Manor Royal Industrial Estate. The palette of materials is also considered to be in character.

## Whether development can meet its operational needs including access, impact on highways and parking

- 5.10 Access to the new development would be provided through the widening of the existing access/egress at the northern boundary off A23 London Road, which is shared with The Atrium. WSCC Highways originally requested additional information regarding the access arrangements

and the relationship of the site to The Atrium in highway terms. The applicants submitted the requested information and WSCC Highways stated that *'there is no remaining issue with the relationship between the site access and The Atrium access, provided that road markings are put in place as shown in the drawings'*. Following the comments of WSCC on the additional information, a further objection letter and a transport note has been provided on behalf of the neighbouring occupier of The Atrium stating in summary that the proposals represent an increased safety risk to the current users of The Atrium and requesting that WSCC review their additional information. WSSC Highways have been re-consulted to provide additional comments on the new information submitted by the objection, the comments on which will be reported verbally to the Planning Committee.

- 5.11 A new pedestrian crossing with dropped kerbs and tactile paving are also proposed close to the bus stop and the highway verge. Whilst WSCC Highways originally requested the pedestrian crossings to be on both sides of the traffic island, they finally accepted the applicants' arguments that the northern pedestrian crossing section would not be directly related to this development as it would be beneficial only to The Atrium occupiers. The proposed pedestrian crossing appears to be wholly on highways land and a section 278 highway agreement may be needed in this regard. The applicants would be advised via an informative. WSCC Highways also requested several conditions to be attached to the decision that cover the highway access, parking and turning on site, construction parking plan, revised travel plan and wheel cleaning facilities.
- 5.12 The application has been amended since its submission to remove reference to the unit being used for Classes B1a (research and development), B1c (light industry), and B2 (general industry) as the development could not comply with the parking standards required for these uses. The development as now amended is for B8 (storage or distribution) and in terms of car (including disabled) and cycle parking provision now meets the adopted minimum standards. Three loading/unloading bays would be provided within the building. Whilst the individual lorry parking spaces have not been shown on site (minimum requirement for 6), externally the building would have a self-contained service area with adequate space for lorry parking.
- 5.13 Overall, the scheme is considered acceptable in transport and highways terms subject to specific conditions, and the proposal as amended would meet the minimum parking standards in accordance with the relevant Policies and the Urban Design SPD.

#### Impact on amenity of neighbouring properties

- 5.14 The site is surrounded by various business uses, all of which have landscaped parking areas and can operate 24 hours. It is considered that the proposal would not adversely impact upon the amenities of the neighbouring businesses by way of overbearing presence, light loss, loss of privacy or noise disturbance.
- 5.15 The site is adjacent to a very noisy road and the nearest residents are First Choice House (opposite side of the A23) and also Little Dell to the north-west. The Council's Environmental Health Team stated that the submitted noise report has tested several scenarios regarding noise from existing plant and also for some proposed uses. They have all demonstrated that because of the high background noise levels the noise from the proposed development would not adversely affect the nearest residents, especially if it is B8 use. Therefore it is considered that the proposal would not adversely impact upon the amenities of the neighbouring residential properties in terms of noise and would therefore accord with Local Plan Policies CH3 and ENV11.

#### Drainage

- 5.16 The application was submitted with a Drainage & Flood Risk Assessment (FRA). WSCC Lead Local Flood Authority raised no objection and the Council's Drainage Officer reviewed the information submitted in more detail. He stated that the FRA is comprehensive, and following further clarifications on the calculation data and the 30 year design life, the drainage design would be acceptable subject to an implementation condition.

## Trees

- 5.17 The application site contains some low quality trees/hedges along the northern boundary and some low quality trees within the centre of the site within the surface car park. The proposal would remove these trees to facilitate development and the proposed site plan shows increased soft landscaping with trees, hedges and grass along all the boundaries of the site. The existing trees outside the site would be retained in accordance with the submitted Arboricultural Method Statement. The proposal would therefore provide replacement trees and it is recommended a condition is imposed requiring further details of the hard and soft landscaping in accordance with Local Policies CH3 and CH6.

## Provision of Manor Royal Public Realm Contribution

- 5.18 In line with Policy IN1 and as set out in the Regulation 123 list (July 2016), a Manor Royal Contribution is required to be secured through a S106 Agreement (based on a figure of £2 per sq m of new floorspace). The total contribution is £5,870 based on the amended gross internal floorspace of 2,935sqm. The money would contribute towards either County Oak Pocket Park or proposed wellbeing trail within vicinity of the development.

## Sustainability

- 5.19 The development has considered sustainability measures within its design and sought to address compliance with policies ENV6, ENV7 and ENV9. The Council's Forward Planning Team commented that the BREEAM pre-assessment report indicates that the proposal is targeting the minimum standards for BREEAM 'Excellent' in the Energy and Water issue categories and this represents a positive response to the BREEAM policy requirements in ENV6 and ENV9. They sought further information over the 'network ready' requirement of Policy ENV7 to connect to a future District Energy Network in Manor Royal. The application would include its own substation but a drawing numbered 0124/BW/400 Rev 1 has been received showing underground ducts from the building to service road for future pipe connections to district heating network. The proposal is therefore acceptable in this regard subject to appropriate conditions.

## Other matter related to GAL Safeguarded Land

- 5.20 It is noted from the GAL Aerodrome Safeguarding and the GAL Planning Department that, following further design work, part of the application site would lie within the land which GAL anticipates would now be required for in the event of consent being granted for a second runway, although at present this is not reflected in the Crawley Borough Local Plan 2015-2030 as safeguarded land. As such GAL considers that should permission be granted for this application, the applicants should be made aware of the prospect that part of the land would be needed for the construction of a second runway, were it to be supported in the future. This would be done via an informative.

## **CONCLUSIONS:-**

- 6.1 The proposal is supported in principle as an employment use in the Manor Royal industrial area and it is accepted that there is a need for high quality new business floorspace within the Manor Royal Business District. The scheme has been amended since the application was submitted, through an amendment to the description of the proposal to omit B1b, B1c and B2 uses, and through revisions to the proposed depth of the landscaping that has led to the setback of the main building from London Road to the east. Given these amendments and the character of this particular part of Manor Royal, the overall proposal is considered to be a visual enhancement within the immediate streetscene. The building's design, size, massing and landscaping would be seen as a positive contribution within Manor Royal Industrial Estate in accordance with the Urban Design SPD and the aspirations of the Manor Royal SPD. The level of parking proposed is considered acceptable for the use now proposed. In addition the proposal would not cause significant detrimental impact to neighbouring users, drainage and trees.
- 6.2 For the reasons outlined above, the application would accord with the relevant NPPF policies, the Local Plan policies, the Urban Design SPD and the Manor Royal SPD. It is therefore recommended

that the scheme is granted planning permission subject to the recommended conditions and the conclusion of a Section 106 Agreement to secure the Manor Royal Public Realm Contribution.

**RECOMMENDATION RE: CR/2018/0433/FUL**

**PERMIT** - Subject to the conclusion of a Section 106 agreement to secure the financial contributions of £5,870 for the Manor Royal Public Realm Contribution, and subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed building 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.
4. The works of the development hereby approved shall only be undertaken in accordance with the Arboricultural Impact Assessment, which includes the Arboricultural Method Statement and Tree Protection Plan, provided by SJ Stephens Associates and dated 29th May 2018.  
REASON: To ensure the retention and maintenance of trees in accordance with Policies CH2 and CH3 of Crawley Borough Local Plan 2015-2030.
5. No above ground development shall be carried out unless and until there has been submitted to, and approved by, the Local Planning Authority a landscaping scheme (hard and soft). The approved details of the landscaping shall be carried out in the first planting and seeding season, following the first 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 development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of the amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended or altered in any way including any additional floorspace as defined with Class H of Part 7 of Schedule 2 of the order unless permission is granted by the Local Planning Authority on application in that behalf.  
REASON: A more intensive use of the site would be likely to cause congestion or adjacent roads contrary to policies IN1 and IN4 of the Crawley Borough Local Plan.
7. The premises shall be used solely for the purposes of Use Class B8 (Storage or Distribution) and no other Use Class as defined by the Town & Country Planning (Use Classes) Order 2005, without the prior written consent of the Local Planning Authority  
REASON: To ensure that adequate parking and servicing space on site is provided for any alternative uses in order to comply with the requirements of Policy IN4 of the Crawley Borough Local Plan 2015-2030.

8. Before the development is occupied the proposed dropped kerbs and tactile paving at the mouth of the access to London Road must be constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
REASON: To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy IN3 of the Crawley Borough Local Plan 2015-2030.
9. The development hereby approved shall not be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for lorry parking. The scheme shall include space for the loading and unloading of large vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. The parking and turning areas shall be used and retained exclusively for their designated purpose.  
REASON: To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy IN3 of the Crawley Borough Local Plan 2015-2030.
10. The proposed parking spaces and service yard layout shall be provided prior to the occupation of the development hereby approved and shall be retained for the life of the development unless otherwise approved in writing by the Local Planning Authority.  
REASON: To ensure that adequate and satisfactory provision is made for the parking and manoeuvring of vehicles clear of all highways in accordance with Policies CH3 and IN4 of the Crawley Local Plan 2015-2030, and the parking standards set out in the Urban Design SPD 2016.
11. The cycle shelter areas as shown on the approved plans and detailed in the Design and Access Statement shall be provided prior to the occupation of the development hereby approved. The cycle shelter areas shall be retained for the life of the development unless otherwise approved in writing by the Local Planning Authority.  
REASON: To encourage sustainable travel options in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
12. The building shall not be occupied until plans and details have been submitted to and approved by the Local Planning Authority for the storage of refuse/recycling provision to serve the industrial unit has been submitted and agreed in writing. The agreed details must be laid out and available for prior first occupation of the unit.  
REASON: To ensure the operational and servicing requirements of the development are met in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.
13. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. 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),
  - details of public engagement both prior to and during construction works.
- REASON: In the interests of highway safety and the amenities of the area in accordance with Policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
14. Prior to the first occupation of the development the applicant shall:
- (a) Submit for the written approval of the Local Planning Authority a Travel Plan in accordance with the aims and objectives of the National Planning Policy Framework and in general accordance with WSCC guidance on travel plans.
  - (b) The applicant shall then implement the approved travel plan and for each subsequent occupation of the development maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

REASON: To encourage sustainable travel options and in accordance with Policies CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.

15. Before occupation of the development, measures to enable the development to be 'network ready' in the event that a District Energy Scheme is delivered in the vicinity shall be implemented in accordance with drawing no. 0124/BW/400 Rev 1 unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In the interests of environmental sustainability in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.
16. Within three months of the completion of the development a copy of a post-construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent', shall be submitted to and agreed in writing by the Local Planning Authority.  
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
17. The Bird Hazard Management Plan shall be implemented as approved 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 roof in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policies CH3, IN1 and IN3 of the Crawley Borough Local Plan 2015-2030.
18. No solar collectors and PV panels shall be installed until full details have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved details are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.  
REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policies IN1 and IN3 of the Crawley Borough Local Plan 2015-2030.
19. The development hereby approved shall be implemented in accordance with the approved Drainage & Flood Risk Assessment provided by Bradbrook and dated May 2018, and with the approved Drainage Design and Maintenance Statement provided by Bradbrook and dated August 2018.  
REASON: To reduce the risk of flooding in accordance with Policy ENV8 of Crawley Borough Local Plan 2015-2030.
20. The development hereby approved shall be implemented in accordance with the measures set out in the Preliminary Ecological Appraisal provided by phlorum and dated April 2018.  
REASON: To ensure that the proposals avoid adverse impacts on biodiversity in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030.

#### INFORMATIVE(S)

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of 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](mailto:gal.safeguarding@gatwickairport.com). The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at [www.aoa.org.uk/policy-campaigns/operations-safety/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)
2. The applicant is advised that part of the application site would lie within the land which GAL anticipates would now be required for in the event of consent being granted for a second runway. For further information please refer to the letter dated 28th June 2018 by GAL's Planning Advisor.

3. The applicant is advised that from Highway's records it appears that the entire section of road which contains the proposed crossing is in highways land and a Section 278 highway agreement may be needed. The applicant is advised to contact WSCC Highways for further information.
4. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

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

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

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

5. 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](http://www.southernwater.co.uk)

#### 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 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 and 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



1:1,250

