

REFERENCE NO: CR/2018/0473/FUL

LOCATION: [DIAMOND POINT, FLEMING WAY, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: CHANGE OF USE FROM B1 TO SUI-GENERIS TO PROVIDE A FLIGHT TRAINING FACILITY WITH THE ADDITION OF A MEZZANINE FLOOR, EXTERNAL PLANT ROOMS, SPRINKLER TANK AND ADDITIONAL 43 CAR PARKING SPACES INCLUDING 12 DISABLED CAR PARKING SPACES AND 52 CYCLE SPACES IN LIEU OF HGV PARKING BAYS

TARGET DECISION DATE: 18 October 2018

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: CAE Training and Services UK Ltd
AGENTS NAME: CTG Consultancy

PLANS & DRAWINGS CONSIDERED:

P18025/CTG-PL-010, Ground Floor - As Existing
P18025/CTG-PL-011, First Floor Plan - As Existing
P18025/CTG-PL-012, Roof Plan - As Existing
P18025/CTG-PL-050, Proposed Ground Floor Plan
P18025/CTG-PL-051, Proposed First Floor Plan
P18025CTG-P1-052, Proposed Roof Plan
P18025/CTG-PL-100, Elevations - As Existing
P18025/CTG-EL-150, Elevations - As Proposed
P18025/CTG-PL-200, Sections AA & BB - As Existing
P18025/CTG-PL-250, Sections AA & BB - As Proposed
PL18025-CTG-SP-002, Block Plan - As Existing
PL18025/CTG-PL-005, Site Plan - As Proposed
PL18025-CTG-SP-002, Location Plan
P18025-CTG-SP-006, Proposed Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | GAL Aerodrome Safeguarding | No objection subject to informative |
| 2. | Environment Agency | No objection |
| 3. | WSCC Highways | Following receipt of additional information no objection subject to conditions. |
| 4. | National Air Traffic Services (NATS) | No objection |
| 5. | Thames Water | No objection |
| 6. | CBC Drainage Officer | Comments provided on existing ground conditions – No objection |
| 7. | UK Power Networks | Objection as there is an electricity substation within 6m of the proposed works and the applicant has failed to serve notice under the Party Wall Act. |
| 8. | CBC Environmental Health | No objection |
| 9. | Cycle Forum | Advice provided on provision / location of cycle |

		stands and other shower/changing facilities specifications
10.	Southern Water Ltd	No objection subject to informative
11.	CBC Energy Efficiency & Sustainability	No objection based on additional information and subject to conditions
12.	CBC Retail & Employment	No objection
13.	WSCC Lead Local Flood Authority	No comments received
14.	CBC Manor Royal/Retail & Employment	No objection
15.	Gatwick Diamond Grow Group	No comments received
16.	CBC Economic Development	Support proposal provided sustainability and infrastructure requirements are met
17.	Manor Royal Business Improvement District	Supports application - proposal supports a long standing Manor Royal tenant
18.	Health and Safety Executive	Site outside consultation zone.

NEIGHBOUR NOTIFICATIONS:-

3 site notices were displayed on the site for a period of three weeks and a press notice was published in the local newspaper and on the Council website.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is a Major Application because the site exceeds 1 hectare.

THE APPLICATION SITE:-

- 1.1 The application site relates to a 1.9 hectare vacant light industrial / warehouse building known as Diamond Point which is located on the northern side of Fleming Way opposite the junction with Newton Road. The property occupies a rectangular plot and comprises a substantial 2 storey building within the site located towards the southern boundary (Fleming Way frontage).
- 1.2 The building has its office accommodation and main entrance on the south elevation facing Fleming Way. The property is laid out with 2 points of access onto Fleming Way at the south-west and south-eastern corners and there is a small area of parking in front of the building. Vehicle circulation around the side /rear of the building is one-way entering along the western site boundary and exiting from the eastern access with lorry loading provided to the rear. There is additional parking to the rear and eastern sides of the building.
- 1.3 The site appears relatively level when viewed from Fleming Way however there is more variation to the rear where the land has been lowered and a small retaining wall approx. 1m tall marks the northern site boundary which is also marked by a fence with a belt of mature trees beyond (which are subject to a Tree Preservation Order). The trees form part of the landscape screen to Tesco.com building to the northwest and the woodland of Hydehurst Furze to the northeast.
- 1.4 The site is bounded by Fleming Way to the south, to the west by The Base Virgin Atlantic Building and to the east by a two storey industrial warehouse building.
- 1.5 The site is within the Manor Royal Employment Area which is an area covered by an Article 4 direction which prevents the conversion of offices / light industrial and warehousing to residential use.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is seeking planning permission to change the use of the building from B1 to provide a flight training facility (Sui Generis) with associated training rooms and offices. In addition to the change of use a first floor mezzanine is proposed (4,780 sq m) within the building to provide additional floorspace for classrooms, briefing rooms and toilets. The development is for CAE who currently occupy a smaller business unit in Manor Royal.
- 2.2 To the rear of the building a sprinkler tank and plant room is proposed (420 sq m) occupying part of the former loading bay area. This equipment would serve the flight training simulators and facilities located within the main building. Other physical alterations to the building proposed are additional louvres on the east and west elevations and additional service pipe and ductwork on the rear elevation to form a connection to the proposed sprinkler tank and plant room.
- 2.3 The existing car park would be reconfigured with the existing loading bays removed and an additional 43 parking spaces provided (making a total of 216 spaces). A cycle shed accommodating 52 cycle spaces is proposed along with a new refuse store enclosure on the east side of the building.
- 2.4 In terms of layout, 17 full height flight simulators and 1 no fixed base simulator would be accommodated on the ground floor of the building along with associated training areas, canteen and offices. The upper floor would provide additional training and office space.

PLANNING HISTORY:-

- 3.1 There is extensive planning history on the site the most recent of which is as follows:
 - CR/2008/0019/COU – Change of use from B8 storage and distribution to B1c light industrial (part of building) - permitted.
 - CR/2002/0174/FUL –Erection of new office space and alterations to elevations - permitted.
 - CR/2001/0671/COU - Change of use from offices and warehousing to car sales showroom with ancillary offices and parking - Permit
 - CR/2001/0739/FUL – Conversion of vacant industrial storage space to additional office accommodation – Permit.
 - CR/1998/0029/FUL – Refurbishment of the existing distribution warehouse. –Permitted.

PLANNING POLICY:-

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) published in July 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 4.2 Section 6 emphasises that planning policies and decision should help create the conditions in which businesses can invest, expand and adapt with significant weight placed on the need to support economic growth and productivity.
- 4.3 Section 9 states that the planning system should actively manage patterns of growth to promote sustainable transport with development focused on locations which can be made sustainable.

The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

- 4.4 Policy SD1 states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles the Council will take a positive approach to approving development which is sustainable.
- 4.5 Policy CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley.
- 4.6 Policy CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how 'Secure by Design' principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access, circulation, manoeuvring, loading etc. and to comply with all relevant Supplementary Planning Guidance (such as the Manor Royal SPD).
- 4.7 Policy CH6 deals with tree planting and replacement standards and refers to the Manor Royal Supplementary Planning Document (MRSPD) for the relevant tree planting standards in Manor Royal.
- 4.8 Policy EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The policy seeks to build and protect the established role of Manor Royal as the key business location (for B Use Classes) and encourage main employment areas as the focus for sustainable economic growth.
- 4.9 Policy EC2 identifies Manor Royal as a main employment area and states proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- 4.10 Policy EC3 deals specifically with Manor Royal and states that development compatible with the area's economic function and role will be permitted if it falls within a 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 if it can be demonstrated that they are of a scale and function that enhances the established role and function of Manor Royal and would not undermine the business district. All development should contribute positively to the overall setting and environment of the Main Employment area as a business district through high quality design and landscaping in accordance with the MRSPD.
- 4.11 ENV6 states that all development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.12 ENV7 identifies Manor Royal as a priority area for the delivery of a District Energy Network and requires any major development to demonstrate they have considered this technology though a- considering developing its own system, or b – consider how it may include site-wide communal energy systems or be 'network ready' to connect to a future system.
- 4.13 ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk or would increase the risk of flooding elsewhere.
- 4.14 ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.15 ENV10 seeks to prevent unacceptable risks from environmental pollution and land contamination. Uses must not lead to a significant increase in levels of pollution or hazards and any impacts must be

appropriately mitigated and must be located to avoid unacceptable disturbance or nuisance to the amenities of adjoining land uses and occupiers.

- 4.16 ENV11 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 which will not be exposed to noise impact that would adversely affect the amenity of existing and future users.
- 4.17 Policy IN1 deals with infrastructure provision and states that 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.
- 4.18 Policy IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.19 Policy IN3 advises that 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.
- 4.20 Policy IN4 states that 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 standards.

Supplementary Planning Documents

Manor Royal SPD July 2013

- 4.21 This document aims to support economic growth in Manor Royal, providing guidance to ensure 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 and urban design to be of high quality.
 - Provide active frontages to routes
 - Materials and finishes to be of good quality and support the principles of identity and sustainability
 - A high level of security
 - Surface Water drainage
 - Water efficiency measures.

Development must positively contribute to the landscape and identity of Manor Royal.

- 4.22 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 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, to consider landscaping and, to 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.
- 4.23 Fleming Way is identified as part of the primary road network providing a key east /west link between Gatwick Road and London Road. The document seeks on-site frontage planting to supplement the existing roadside verges to a minimum depth of 4m with tree planting at 15m spacing. The aim is to reinforce the tree lined road frontage, creating high quality landscaping along the street.

Urban Design SPD – October 2016

- 4.24 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.

4.25 Annex 1 contains the Borough's indicative minimum parking standards. There are no specific standards for a use such as that proposed. The parking requirements are therefore considered individually on a case-by-case basis

Planning and Climate Change SPD

4.26 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)

4.27 This sets out the Council's approach to developer contributions with the introduction of CIL and it provides details on the CIL charge and when S106 contributions will be sought. The document includes details of the Manor Royal contribution requirement towards public realm improvements that applies to the application site.

PLANNING CONSIDERATIONS:-

5.1 The main considerations for this application are the following:

- Principle of the change of use
- Design of development, impact on street scene, landscaping and the wider area,
- Operational requirements including highways and parking
- Sustainability
- The impact on nearby occupiers
- Sustainability
- Infrastructure considerations
- Other

Principle of the proposed use

5.2 The site is previously developed land in the heart of Manor Royal and policies EC1 and EC3 seek to promote such areas for employment (B-Use Class) development. Policy EC3 does however, allow for non-B Use Class development where it can be demonstrated that they are of a scale and function that enhance the role of the business function of Manor Royal and would not undermine the business district.

5.3 This application proposes a change of use of the building for use as a flight simulator training facility for CAE who already occupy a smaller building within the Manor Royal Business District which is now too small for its business needs. The applicants state that the training building would provide 36 additional jobs within Manor Royal.

5.4 It is considered that the proposed use is complementary to the main employment function of the Manor Royal business district (which supports the business needs of Gatwick Airport). Whilst it would not be within the employment B-use classes, it is not considered that it would undermine the function of the business district as it would provide additional floor space to support an existing employer within Manor Royal. The proposal is therefore considered to comply with policy EC3.

Design of development, impact on street scene, landscaping and the wider area,

5.5 The proposed development would result in limited changes to the original building with minor changes to the east and west elevations with additional louvres, and alterations to doors and windows. The main change is to the rear (north of the building) where additional service pipes would be fitted to the exterior to connect onto the new sprinkler tank and plant room. These alterations are considered acceptable there would be very limited public views of them and they would be limited to the rear wall and would be viewed only against the backdrop of the much larger existing building. The existing loading doors on the rear of the building would remain to allow the

installation of simulator equipment but would not be required in the regular, day to day operation of the building. The parking layout showing parking spaces in front of these doors is therefore considered acceptable on this basis.

- 5.6 A new plant room approximately 20 m x 20m footprint and approx. 7m high would be installed to the rear of the building beyond which would be sited a 7m diameter sprinkler tank. Both structures would be located on land formerly used as the loading area. It is not considered the new plant would have an adverse impact on the character of the building siting to the rear and below the main building roofline, where they would not be readily visible in the street scene or from other public views.
- 5.7 There are only limited opportunities to enhance the landscaping on this site and along the Fleming Way frontage. The relationship of the building and parking to Fleming Way is largely unchanged as a result of this development with just a small section of shrubs being removed to accommodate a bin store. No trees are proposed to be removed and no works are proposed within the site which would impact on nearby trees. It is however considered expedient to impose a landscaping condition to supplement and enhance the planting along the road frontage with Fleming Way in line with the requirements of the Manor Royal SPD.

Operational requirements including highways and parking

- 5.8 The parking standards for this use are determined on their individual merits. Two hundred and sixteen (216) parking spaces are proposed to be provided which equates to a ratio of around 1 space per 73 sqm of floorspace. The car park would be reconfigured by removing the loading area, (in part to be used for the new plant) and increasing the number of parking spaces.
- 5.9 A Travel plan has been prepared by the applicant which indicates that the building would accommodate 91 full time equivalent staff and up to 250 trainees per year. Of the permanent staff 80% arrive by private car and generally work a 9am to 5pm day but that training takes place over a 24 hour period. A survey of the training / visitor trips shows that around 31% of these delegates arrive by car and the majority of delegates are bused to the facility, or walk having been accommodated in nearby hotels. Assuming 72 spaces are needed for permanent employees, a total of 144 spaces would be available for delegates. While no data has been provided about the capacity of the building, the travel plan indicates the site has capacity to train 250 delegates per year. Based on the travel modes provided with only 31% of delegates using the private car to access the site, there would be adequate parking at this site for permanent staff plus 250 delegates (delegates and staff equals up to 341 people per day). CAE also propose to operate a shuttle bus for delegates 7 days a week 20 hours day from Gatwick Station to the site.
- 5.10 WSCC were consulted on the Travel Plan supplied by the applicants and have confirmed from the trip generation figures provided in relation to the use of the site it would have no objection to the proposal. The current site usage would potentially employ 332 persons per day and the proposed use would represent a slight increase to 341 persons per day. The travel plan does however need further detail and it is recommended a condition is imposed to secure the final document to be agreed with WSCC.
- 5.11 The UDSPD requires that disabled parking should be provided at a standard of 5% of total provision. 12 spaces are provided in the proposed parking layout which is compliant with this requirement.
- 5.12 There is no specific requirement for cycle parking however, following the comments received from the cycle forum the applicants have increased the proposed cycle provision from 24 to 52 spaces and confirmed that shower facilities and lockers will be available within the building for those choosing to cycle to work or for the training. They have also introduced separate stands for staff and visitors as suggested by the forum. The proposal is considered to adequately address the cycle standards and a condition is recommended to ensure the spaces are provided.
- 5.13 It is therefore considered that due to the nature of the business proposed and the numbers of people attending the site, that the development would provide an acceptable level of car and cycle

parking. Subject therefore to conditions to require car and cycle parking to be provided and the adoption of a Travel Plan the site would be able to meet its own operational requirements in accordance with policies CH3 and IN4 of the Local Plan.

The impact on nearby occupiers

- 5.14 It is not considered that there would be any detrimental impact from the proposed use on nearby occupiers which are all commercial premises. The most obvious activity from the building would be from people arriving and departing the training facility and any deliveries associated with the use.
- 5.15 The use would not be particularly noisy or result in any additional pollutants to the surrounding area. The Environmental Health Team have commented that the proposed plant would be accommodated in a contained plant room and would be unlikely to cause unreasonable disturbance to adjoining businesses. There are no residential (noise sensitive) properties in the surrounding area. It is therefore considered the impact upon the occupiers/users of nearby business properties would be acceptable.

Sustainability

- 5.16 The applicants have, during the course of the application, provided an additional energy statement to address the policy requirements of ENV7 and ENV9. Further details are required to safeguard space in the plant room and a pipe run to ensure the building could be 'network ready'. A condition is also recommended to address the water efficiency standards in policy ENV9.

Infrastructure Considerations

- 5.17 In line with policy IN1 and as set out in the Developer Contributions Guidance Note, 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 £9,560 (based on 4,780 sq m of additional floorspace). The money would contribute towards the proposed Superhub on Fleming way or proposed Wellbeing Trail along Fleming Way. A S106 Agreement to secure this contribution is being prepared.

Other

- 5.18 The comments received from UK Power Networks about the failure of the applicant to serve notice under the Party Wall Act is not a valid planning objection as such requirements are dealt with under other legislation. The applicants have confirmed that they are in discussion with UKPN to address these concerns.

CONCLUSIONS:-

- 6.1 The application proposal is considered to be a complementary use in the Manor Royal Business Area and accords with policy EC3. The proposal makes use of an existing building and the design of the additional plant and sprinkler tank are considered acceptable, the visual impact as a result of this change of use is considered acceptable. The proposed use can meet operational needs with sufficient space for parking, cycles and the implementation of a company travel plan. Sustainability and infrastructure issues can also be addressed by conditions and a S106 agreement respectively. The development is therefore considered to accord with the Local Plan.

RECOMMENDATION RE: CR/2018/0473/FUL

Subject to the completion of a S106 Agreement to secure the Manor Royal contribution set out in para 5.17 above, it is recommended to **PERMIT** with 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 work on the plant room or sprinkler tank 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 external tank have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No work on the plant room shall commence until 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 agreed in writing by the Local Planning Authority. The plant room shall thereafter be constructed and maintained in accordance with the approved details.
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015-2030.
5. Prior to the installation of new showers, sinks and other water consuming components within the building, details of their water consumption levels shall be submitted to and approved in writing by the Local Planning Authority. The components shall subsequently be installed in accordance with the approved details prior to the use commencing and subsequently retained.
REASON: To help address water stress in Crawley in the interests of sustainability and in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
6. No part of the development shall be occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide adequate car-parking space for the use in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
7. No part of the development shall be occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details that have first been submitted to and been approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
8. No part of the development shall be 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 and the guidance received from West Sussex County Council Highways in the consultation response dated 3rd December 2018
REASON: To encourage and promote sustainable transport in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
9. The building shall not be occupied until there has been submitted to, and approved by, the Local Planning Authority a landscaping scheme to enhance the existing planting between the front of the building and Fleming Way. The approved details of the landscaping shall be carried out by the end of the first planting and seeding season, 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 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 and CH7 of the Crawley Borough Local Plan 2015 - 2030 and the Manor Royal SPD.

INFORMATIVE(S)

1. 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. Please read our New Connections Services Charging Arrangements document which has now been published and is available on the website via the following link <https://beta.southernwater.co.uk/infrastructure-charges>.
2. 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. 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/

1. NPPF Statement

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

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

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



ArcGIS Web Map



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

1:2,500



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