

REFERENCE NO: CR/2018/0713/NCC

LOCATION: [FORMER TSB TRUSTCARD, COUNTY OAK WAY, LANGLEY GREEN, CRAWLEY](#)
WARD: Langley Green
PROPOSAL: VARIATION OF CONDITION 2 (APPROVED PLANS) TO INCREASE EXTERNAL RACKING STORAGE TO THE REAR OF THE UNIT TO IMPROVE HEALTH AND SAFETY CONDITIONS & CONDITION 5 (PARKING SPACES/TURNING FACILITIES) FOR IMPROVEMENTS TO SITE TRAFFIC TO ALLEVIATE CONFUSION AND MANAGE TRAFFIC FLOW MORE SAFELY, PURSUANT TO CR/2015/0397/FUL FOR EXTERNAL ALTERATIONS AND CHANGE OF USE FROM BUSINESS (B1) TO A STORAGE AND DISTRIBUTION USE (B8) WITH ANCILLARY TRADE COUNTER AND SHOWROOM FOR THE DISPLAY, SALE AND STORAGE OF BUILDING SUPPLIES WITH CAR PARKING, SERVICING AND ASSOCIATED WORKS

TARGET DECISION DATE: 19 December 2018

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Travis Perkins
AGENTS NAME: Travis Perkins PLC

PLANS & DRAWINGS CONSIDERED:

19/09/2018, 4017 02 , Proposed Layout
19/09/2018, WG231-005, Site Layout approved under ref: CR/2015/0397/FUL
03/12/2018, 4017 04, Proposed Elevations showing racking
05/12/2018, WG231-001, Site Location Plan
05/12/2018, 20366_04_ES , Existing Elevations & Section
05/12/2018, 20366_01_P , Existing Floor Plans
05/12/2018, WG231-005, Trade Counter and showroom areas.pdf

CONSULTEE NOTIFICATIONS & RESPONSES:-

WSSC Highways No objection.

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through an advert in the local press on 24/10/2018 and by site notice displayed in front of the site on 18/10/2018.

RESPONSES RECEIVED:-

No comments received during the consultation period.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'smallscale major' development.

THE APPLICATION SITE:-

- 1.1 The application site extends to some 1.21 hectares with access gained (from the north east corner) off County Oak Way, at its junction with Metcalf Way. The site is occupied by a two storey B8 use (storage/distribution) commercial unit with an ancillary trade counter and showroom for the display, sale and storage of building supplies. It has an existing car-park running along the northern boundary and a service road running around the building in a one-way system. There are areas of grass along the eastern side of the building boundary providing some landscaping. The unit is operated by CCF Ltd which is a supplier of interior building products.
- 1.2 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 Splay from Tilgate Park as identified by the Local Policy CH8.
- 1.3 The surrounding area is characterised by other modern industrial style units to the north and east of the site, with playing fields to the west screened by mature trees. To the south is a bridleway with trees along the boundary to the site. The site is located approximately 0.5 kilometres west of the A23, which provides important strategic links to the wider catchment, which includes Gatwick Airport, some 1.7 kilometres to the north of the site.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application is a Minor Material Amendment (under Section 73 of the Town and Country Planning Act 1990) to conditions 2 (plans) and 5 (turning facilities) of planning permission CR/2015/0397/FUL to increase the external racking storage to the rear of the unit and to improve the site traffic layout within the site. The building design and appearance, footprints and siting, site levels, level of parking provision and boundary fences all remain unchanged.
- 2.2 The site is currently operated by CCF Ltd and, during the site visit, it was noted that most of the external alterations under ref: CR/2015/0397/FUL have been implemented.
- 2.3 In particular, the proposed changes are as follows:
 - The previous approved site layout included 6 external racking bays, each measuring 6m in length, 1m in width right up on the rear boundary, next to the bridleway. Although it is not clear on the approved plans, it appears that these bays were approved as 6m in height, however there was no condition or approved details in respect of the height of the racking. The proposed amendments remove some of these racking bays next to the rear fence, which do not appear to have been installed, and add some additional bays next to the building to the rear within the area used for open storage. Next to the fence there are proposed to be 5 racking bays, each measuring 3.6m in length, 1m in width and 5m in height. To the south-east of the building a new U-shaped area of cantilever racking is proposed, which during the site visit was noted on site. This U-shaped area would be 4 bays next to the building with an overall length of 14.4m and 5m away there would be 4 additional racking bays of same overall length in parallel to enclose stock materials. All these racking bays would measure 5m in height. Four additional racking bays are proposed next to the building to the south-west, each measuring 3.6m in length, 1m in width and 5m in height.
 - In relation to the turning layout, the amendments include the conversion of the one way traffic lane from the western corner to the site entrance into a two way only (cars access road) and the introduction of a give way traffic control to the western corner including convex mirror to alleviate confusion and manage traffic flow.

PLANNING HISTORY:-

- 3.1 CR/2015/0397/FUL – External alterations and change of use from business (B1) to a storage and distribution use B) with ancillary trade counter and showroom for the display, sale and storage of building supplies with car parking, servicing and associated works – Permitted.

- 3.2 CR/2015/0076/FUL – External alterations, including the installation of roller shutter doors, reconfiguration of car parking and servicing areas and associated works – The application was withdrawn by the applicant.
- 3.3 CR/2011/0149/FUL – Retrospective application to increase width of car park roadway – Permitted.
- 3.4 CR/2010/0153/ADV – Erection of x5 non illuminated free standing signs & x2 non illuminated fence signs – Consented.
- 3.5 CR/2008/0283/FUL – Provision of hard standing area at rear of building and movement of kerb edge to accommodate lorry turning circle – Permitted.
- 3.6 CR/1998/0299/FUL – Erection of extension to existing operations contingency centre to provide additional storage space together with associated external plant – Permitted.

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 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 Classes) 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 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 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 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 and urban design to be of high quality.
 - Provide active frontages to routes.
 - Materials and finishes of good quality and support the principles of identity and sustainability.
 - 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 with landscaping to reduce the visual impact of fences and barriers.

Urban Design SPD (adopted October 2016)

- 4.6 The Urban Design SPD contains guidelines on the standards the Council expects for public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. It also includes in Annex 1 the Borough's indicative minimum parking standards. 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).
- 4.7 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".
- 4.8 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 the use of landscaping.

PLANNING CONSIDERATIONS:-

- 5.1 The principle of the development has already been established and this application seeks approval as a minor material amendment for the changes to the external racking bays and turning layout within the site. The key issues are:
- the acceptability of the changes of the racking bays on the appearance of the development, the visual amenity and the street scene;
 - the impact of the changes of the racking bays on neighbouring properties;
 - the impact of the turning changes and changes of the racking bays on operational requirements and highways safety;

The impact of the changes on the design and appearance of the development, street scene & wider area

- 5.2 The proposal involve the removal some of the racking bays right next to the rear boundary fence (south) and the insertion of some additional racking bays next to the rear elevation of the building (south-east corner of building). The maximum height of the building to the south is 7.2m and the racking bays would measure 5m in height. It should be noted that, during the site visit, the racking bays to the south-east appeared to be on site. Given the use of the unit as B8 (storage or distribution) and the site's location surrounded by mature trees to the south and east within this commercial area it is not considered to cause a harmful adverse impact on the design and appearance of the existing building or to the visual amenity of the surrounding area. However, it is considered appropriate to add a condition to restrict the height of the racking bays to 5m, as previously did not appear to be any restriction in height.
- 5.3 The changes to the internal access arrangements are not considered to have any impact on the appearance of the development and the streetscene.
- 5.4 Overall, the proposed amendments are acceptable, subject to a new condition, and would be in accordance with the relevant Local Plan Policies.

The impact on neighbouring properties and amenities

- 5.5 The site is located in the Manor Royal Employment Area surrounded by a mix of similar B use businesses and employment uses. No residential properties are in proximity and therefore the proposed amendments to the approved B8 scheme are not considered to cause any adverse harm to neighbouring properties or occupiers and it would be in accordance with the relevant Local Plan Policies.

The impact of the changes on operational requirements and highways safety

- 5.6 The proposal does not involve any changes to the existing external access arrangements. WSCC Highways raised no objection. They stated that *'the additional/alteration of storage racking is unlikely to have a significant impact on the operation of the public highway. The need for the new racking is to increase storage capacity/ease of access which could lead to an increase in delivery vehicles. However the increase appears to be small and given the nature of the operation it is likely that additional products will arrive on the same suppliers vehicle. No objection given the information available...The Highway Authority have no objection to condition 5 – changes to the internal layout.'*
- 5.7 The proposed changes of the racking bays are proposed to the rear of the site within an open area away from the turning area. The proposed changes are not therefore considered to have an adverse impact on operational requirements, manoeuvring within the site, parking or highways safety and it would therefore be in accordance with the relevant Local Plan Policies.

Other

- 5.8 The effect of an application under S73 of the Town and Country Planning Act 1990 is in effect a new planning permission and therefore all relevant conditions from the original permission need to be reapplied. These cover off all other planning considerations and impacts considered as part of the original planning permission.

CONCLUSIONS:-

- 6.1 The amendments to the external racking bays and turning layout within the site are acceptable in appearance terms, and would not have a negative impact on neighbouring occupiers or the operational requirements of the site. They are therefore considered acceptable as a minor material amendment to the previously approved scheme.

RECOMMENDATION RE: CR/2018/0713/NCC

Permit subject to the following conditions:

1. 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.
2. The ancillary trade counter and showroom shall be limited to the area within the red-line of drawing WG231-005 rev F.
REASON: To control the floor-space of the development in detail in accordance with Policy EC3 of the Crawley Borough Local Plan 2015-2030.
3. The parking spaces / turning facilities, as shown on drawing 4017 02 Proposed Layout, shall be provided and maintained at all times. The areas of land so provided shall not thereafter be used for any purpose other than the parking / turning of vehicles.

REASON: To ensure adequate provision of parking clear of the highway in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.

4. The height of the approved new cantilever racking shown on the approved drawings numbered 4017 02 Proposed Layout and 4017 04 Rev B Proposed Elevations showing racking shall be restricted to 5 metres.

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

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/additional information to address identified issues during the course of the application.

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



ArcGIS Web Map

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