

REFERENCE NO: CR/2018/0400/FUL

LOCATION: [7-15 KELVIN LANE, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: DEMOLITION OF EXISTING UNIT AND REDEVELOPMENT OF THE SITE TO PROVIDE A MODERN EMPLOYMENT UNIT OF 3,255 SQ M (GIA) FOR FLEXIBLE EMPLOYMENT PURPOSES WITHIN USE CLASSES B1C/B2/B8 WITH ANCILLARY OFFICES, CAR PARKING, LANDSCAPING, SERVICE YARD AREAS AND ANCILLARY USES AS WELL AS ASSOCIATED EXTERNAL WORKS.

TARGET DECISION DATE: 24 August 2018

CASE OFFICER: Mr T. Nutt

APPLICANTS NAME: Maizelands Limited & Aringford Limited

AGENTS NAME: Michael Sparks Associates

PLANS & DRAWINGS CONSIDERED:

31061 / PL / 201, Block Plan
31061 / PL / 203, Floor Plans
31061 / PL / 204, Elevations
31061 / PL / 205, Tracking
31061 / PL / 210, Site Layout Plan
31061 / PL / 211, Illustrative Elevations
31061 / PL / 200, Site Location Plan
755.19.02 , Planting Layout
31061 / PL / 207, Site layout Plan for B2 Use

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL Aerodrome Safeguarding | Bird Hazard Management Plan as condition and cranes Informative. |
| 2. | WSCC Highways | No objection. Conditions to ensure vehicular access prior to commencement and parking and cycling provision prior to occupation. |
| 3. | Thames Water | No objection. |
| 4. | Sussex Police | No objection. |
| 5. | CBC Drainage Officer | No objection. |
| 6. | CBC Planning Arboricultural Officer | No comments. |
| 7. | CBC Environment Team | No response. |
| 8. | CBC Contaminated Land | No response. |
| 9. | CBC Environmental Health | No objection. |
| 10. | Cycle Forum | Insufficient cycle parking provision and access issues raised. |
| 11. | CBC Retail & Employment | No objection. |
| 12. | Ecology Officer | No comments. |
| 13. | WSCC Lead Local Flood Authority | No objection – SUDS condition. |
| 14. | CBC Manor Royal | No comments. |
| 15. | CBC Economic Development | No objection. |

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| 16. | Southern Water Ltd | No objection subject to informative. |
| 17. | CBC Energy Efficiency & Sustainability | The proposal should be amended to incorporate measures to facilitate future connection to a District Energy Network. |

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed on 02/07/2018 and press notice published on 27/06/2018.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application is for a 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site is 0.65 hectares in size located centrally within the Manor Royal Business District and is set between Kelvin Way and Kelvin Lane, both single carriageway roads. The site contains a grey metal clad building previously used as a news distribution warehouse with associated offices. It has a footprint of 49m x 33m with an overhanging canopy on its western side measuring 19m x 31m and a canopy on the southern side measuring 6m x 26m with a brick elevation underneath. There are 32 car parking bays delineated on the eastern side of the site with car parking also taking place on the western side of the site and under the southern canopy although not marked out for such use.
- 1.2 The application site lies within the Manor Royal Main Employment Area and a Priority Area for a District Energy Network as defined in the Crawley Borough Local Plan 2015-2030.
- 1.3 Vehicle access/egress to the site currently operates as a one way system entering from Kelvin Lane and exiting onto Kelvin Way. There are two vehicle access points from Kelvin Lane to the North. The eastern access is for vans and pedestrians and is close to the office entrance on the north-east corner of the building and the western entrance is for HGVs into the service yard. There is one vehicle exit from Kelvin Way to the south for vans and HGVs. Kelvin Lane has approximately 19 on street parking spaces with the remaining areas double yellow lined. Kelvin Way has approximately 75 on street parking spaces. Neither road is within a controlled parking zone. At the time of the officer's site visit there were a few spaces available in total. The site can be travelled to by a combination of bus and walking from Three Bridges train station taking between 15-30mins and bus from Crawley and Gatwick stations around 15mins.
- 1.4 There are two trees protected by Tree Preservation Orders on site next to the access to Kelvin Way.
- 1.5 The site is level and rectangular in shape with a mix of boundary treatments; intermittent hedging on the south side, a low brick wall and a high fenced compound on the north side, a narrow grass buffer on the western side and a narrow grass buffer and 3m high palisade fencing on the eastern side. The surrounding buildings outside the application site are similar in their materials, colour and size.
- 1.6 Kelvin Lane is classified as a 'minor road' in the Manor Royal Design Guide as linking more prominent 'secondary' roads Newton Road and Faraday Road. The surrounding street scene is characterised by 2 storey offices, warehouses and distribution businesses which have generally consistently sized setbacks from the highway. There are a range of front boundary treatments along the road reflecting the type of uses.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application as amended seeks permission for the redevelopment of the site and erection of a two storey building (total floorspace 3,165sqm) for a flexible employment use falling within use classes B1c (light industry), B2 (general industrial), B8 (storage or distribution) with ancillary first floor offices and associated car parking, landscaping and service yard areas. The applicant states that the aim is to redevelop the site with contemporary facilities to attract new business and employment to the area.
- 2.2 The scheme has been amended since the application was submitted, in response to concerns raised by consultees and the case officer by:
- Increasing the amount of cycle provision by 6 spaces and including a dropped kerb and access path to the cycling provision to the west.
 - The replacement of the folding gate at Kelvin Lane with a sliding gate.
 - Increasing the distance between the southern elevation and the highway, creating a buffer strip of landscaping. The proposed unit now lies 4m from the highway rather than 2m and includes a 2m landscape buffer rather than a 0.8m buffer. This has reduced the floorspace by 90sqm (2mx45m area)
 - Submitting a plan showing an amended parking layout specifically for B2 use of the site. The applicant has suggested this could be covered by a condition should the site be used for B2 use.
- 2.3 The layout proposes a single unit in a rectangular form towards the eastern side of the site with its active frontage facing onto Kelvin Lane to the North. The proposed unit would measure 45m wide and 61.8m deep and 13m at its maximum height. The building would be set back 2m from Kelvin Lane with the area in-between the highway and the building comprising a 0.8m wide landscaped area and footpath. The building would be set back 4m from Kelvin Way which would include a 2m wide landscaped area across that frontage. Hardstanding is proposed to the west of the building for use by HGVs with 4 loading/unloading doors on the western elevation for HGV use and 6 bays for car parking. Hardstanding is proposed to the east of the building with 23 parking spaces and 6 cycle spaces marked out.
- 2.4 The unit would mostly be clad in horizontal profiled metal in a mixture of grey and silver. A banding of white composite cladding 2m wide would wrap around the top part of the buildings corners and across the North elevation above the office windows. This would sit above a banding of silver composite cladding and grey composite cladding. The roof would be a grey colour and slightly curved, rising a metre in height to the centre from east and west.
- 2.5 The office element, which would be at the first floor level, would front onto Kelvin Lane opposite the Enterprise Centre and Windsor Place which contain small businesses with office use. The entrance to the proposed office section would comprise a glazed entrance door with flat metal wall cladding panels and ribbon windows. A flat roof canopy would project from the office entrance by 2m wrapping around the corner of the building.
- 2.6 There are three access points proposed which are as existing. Access to the hardstanding to the west of the proposed building would be from both Kelvin Way and Kelvin Lane and access to the parking area on the east side of the site would be from Kelvin Lane. The northern access onto Kelvin Lane would be moved to the east. Cycle access would be from Kelvin Lane with its own dropped kerb access. Pedestrian access would be from the eastern entrance from Kelvin Way giving immediate access to the building entrance and offices. A new substation would be required to serve the new building and this has been positioned to the south west of the site next to the entrance gates.
- 2.7 The parking arrangement shows a total of 29 car parking spaces in total, including 4 disabled spaces within the site and 3 electric charging points and a total of 22 cycle spaces. A service yard is shown on the west side with 4 loading bay doors, providing 4 parking spaces for HGVs.
- 2.8 The following documents have been submitted in support of the application:
- Design and Access Statement
 - Planning Statement

- Transport Statement
- Travel Plan
- Ecological Appraisal
- Tree Survey
- Drainage & Flood Risk Assessment
- Drainage Maintenance Assessment
- Ventilation & Odour Control Statement
- Sustainability Statement
- BREEAM Pre-Assessment Report
- External Lighting Proposals

PLANNING HISTORY:-

- 3.1 CR/2018/0448/DEM
7 - 15 KELVIN LANE, NORTHGATE, CRAWLEY for PRIOR NOTIFICATION OF PROPOSED DEMOLITION
PRIOR APPROVAL IS NOT REQUIRED
- 3.2 CR/1993/0023/FUL: 7-15 KELVIN WAY, CRAWLEY.
NEWSPAPER DISTRIBUTION WAREHOUSE AND OFFICES, WITH 24 HOUR ACCESS.
PERMITTED
This is the permission for the existing warehouse operated by Smiths News. The approved plans show a separation of the office element from the warehouse through separate access arrangements and parking. 62 parking spaces were provided in total.

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 9 - In assessing...specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
 - 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 states that the Council will work proactively with applicants and stakeholders to jointly find solutions which mean development can be approved where possible whilst securing development that improves the economic, social and environmental conditions of Crawley.
- Policy CH2 Principles of Good Urban Design 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. Amongst other things development will be required 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 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).
- Policy CH4 Comprehensive Development and Efficient Use of Land states that 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 states that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- Policy EC1 Sustainable Economic Growth 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.
- Policy EC2 Economic Growth in Main Employment Areas 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.
- Policy EC3 Manor Royal 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. 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 Manor Royal SPD.
- 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. All development should consider how it would achieve the sustainability objectives listed in the policy.
- Policy ENV7 District Energy Networks states that the development of district energy networks (DEN) and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. Any major development within the borough should demonstrate how they have considered connecting to a DEN, developing their own system for supplying energy, include site wide communal energy systems or be “network ready” designed to connect to a DEN.
- Policy ENV8 Development and Flood Risk states that 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 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.
- 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 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 (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 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 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 Kelvin Way and Kelvin Lane are identified as part of the minor road network within Manor Royal where:

“provision of a landscaping buffer can improve public areas across the highway network and ensure there is quality interaction between private plots and the public realm. All developments on minor roads should demonstrate how they enhance the visual experience of the local road network, create a more legible relationship between roads and pavements, benefiting vehicle users and pedestrians, and create seasonal interest through landscaping that also improves the clarity in the hierarchy of the road network” (page 26/27).

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 B2 General Industrial the requirements are:

Car parking – 1 space per 40 sq m

Lorry parking – 1 space per 500 sq m

Disabled parking – 1 space or 5% of total parking provision

Cycle parking – 1 space per 200 sq m for staff and 1 space per 500 sq m for visitors

Motorcycle parking – 1 space per 10 car parking spaces.

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% of total parking 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.

This application is also for B1c light industrial for which there is no specific standard.

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 flexible B1c/B2/B8 use in this location would be acceptable
- Whether development can meet its operational needs including access, impact on highways and parking
- Design and appearance of the proposal, landscaping and impact on street scene and wider area
- Impact on amenity of neighbouring properties
- Drainage
- Trees
- Provision of Manor Royal Public Realm Contribution
- Sustainability
- Gatwick Airport

Whether the principle of B1c, B2, and B8 uses in this location would be acceptable

- 5.2 The proposed development would create additional B class floorspace and is for a flexible use of B8 (storage and distribution), B2 (general industrial) and B1c (light industrial). This would allow for the site to be used solely for one of those uses or any combination of them. 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 within the Manor Royal employment area, the principle of the proposal is supported by Local Plan Policies EC1, EC2 and EC3.

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

- 5.3 Access to the development would be through existing access/egress points but with the northern access adjacent to the office entrance onto Kelvin Lane moved slightly to the east. WSCC Highways are satisfied with this modification in light of the Road Safety Audit and swept path diagrams submitted. Highways are also satisfied with the access arrangements as it has been demonstrated that safe and suitable access can be provided. They also consider that there would be no material increase in traffic movement on surrounding roads over the existing use and are therefore satisfied that the proposal would not result in a 'severe' residual impact.
- 5.4 The original car parking arrangement submitted showed a total of 29 car parking spaces, including 4 disabled spaces within the site and 3 electric charging points. This did not meet the adopted

minimum standard of 32 spaces for a B8 (storage and distribution) use or 79 spaces for a B2 (general industrial) use. There is no adopted standard for B1c but the applicant argues, and officers accept, that it is likely that the parking needs would be similar to that of a B2 use. The original provision of car parking spaces was considered acceptable for a B8 use, as it is just short of the adopted minimum standard and, with limited use of on street spaces, likely to be sufficient for the operation of a B8 use. However, the provision of parking spaces for a B2 use falls short by 50 spaces, which officers raised as a significant concern. Subsequently the applicant submitted an alternative layout plan for B2 use showing 68 spaces. This still falls short of the minimum standard by 11 spaces.

- 5.5 A generic travel plan has been submitted which shows that the site is accessible by public transport and that use of this form of transport would be encouraged. Whilst this is welcomed, it is considered that this should be provided in addition to meeting the minimum parking standards and not as a reason for provision substantially lower than the minimum standards. To justify lower provision the travel plan should be specific to this application and would need to specify an end user demonstrating that a lower level of provision is acceptable on site specific grounds, for example showing where these overflow parking demands can be accommodated, that there is sufficient capacity and that it would not create a highway issue. The WSCC Highway consultation response states that realistically given the type of use proposed, the majority of visits would be by car.
- 5.6 As this is a speculative application for flexible uses with no end user, in an area with immediate on-street parking pressures observed during the site visit, officers do not consider that there are grounds to deviate significantly from the council's minimum parking standards. The shortfall of spaces for B2/B1c is significant and there is limited on-street availability. Therefore, the number of spaces proposed for B2/B1c uses is considered insufficient to meet the likely operational needs of these B uses leading to greater parking pressure and congestion affecting the efficient operation of the proposed unit, nearby businesses and ease of use of the highway.
- 5.7 Whilst the applicant has increased car parking provision on the site layout plan for B2 use, this has also resulted in a cramped layout with HGVs turning close to parking bays and parking bays that would obstruct access to/from the proposed bin store. It is considered that this poor layout is as a result of overdevelopment with the site being too small to accommodate a unit of the size proposed and meet the requirements necessary for its safe and proper use, in particular with regard to access, circulation and manoeuvring, vehicle parking, loading and unloading, and the storage and collection of waste/recycling.
- 5.8 A service yard is proposed on the west side with 4 loading bay doors. The plans show an HGV parked in front of each door. The B2 layout submitted shows 2 lorries parked so that there is additional car parking in the service yard area. The parking standard for lorry parking requires 6 spaces for B8 and B2 uses. The tracking diagram provided demonstrates that two other HGV spaces could not be provided, but the applicant has not provided any justification for not meeting this minimum standard for lorry parking. Also, no provision has been made for motorcycle parking for which this proposal would require 8 spaces in accordance with the Urban Design SPD parking standards.
- 5.9 Whilst acceptable in B8 terms, the proposal is contrary to Local Plan Policies CH3 and IN4, and Annex 1 of the Urban Design SPD for the proposed B1c and B2 uses due to insufficient provision of car, lorry and motorcycle parking and related overdevelopment of the site for the proposed B2/B1c use.

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

- 5.10 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.
- 5.11 The development proposes a predominantly single storey building with a two storey section on the north side forming ancillary offices. The offices would form the key frontage facing and set back 2

metres from Kelvin Lane. The immediate streetscene opposite the site along Kelvin Lane is of two storey offices set back behind parking areas separated from the highway by low level hedges. Contrasting with this, immediately to the east and west of the site are large metal clad industrial units with 2-3m palisade fencing as the boundary with Kelvin Lane. These units are set back with the hardstanding in-between used for parking or storage containers. Whilst the proposed building is not set back from Kelvin Lane to the extent of the surrounding units, the active frontage and low level hedging reflects the open character of the developments opposite which have a more sympathetic relationship with the streetscene than the existing palisade fencing. The south side of the building would be set back from the Kelvin Way by 4 metres with a 2m strip of landscaping included following concerns raised by officers that the originally submitted 2m set back and 0.8m landscaping was inadequate. The set-back is now similar to nearby units to the east and west with a similar landscape buffer and is therefore a continuation of the existing streetscene along Kelvin Way. Whilst the positioning of the proposed unit reduces the gap between the highway and the building compared with the existing unit, the inclusion of a landscape buffer and matching the building line of the adjacent unit on the south side and the active frontage and open nature on the north side is considered acceptable.

- 5.12 In terms of layout, the scheme has been designed so that the primary frontage and entrance is distinctive and clearly visible from the road. Pedestrian access would be from Kelvin Lane directly to the building entrance to enable legibility and accessibility. The service area would be located on the less prominent part of the site and largely screened by trees adjacent to the north and south access points. The proposed substation in the south west corner is close to the highway and not screened. It is suggested that this could be integrated further within the site to avoid impacting the streetscene.
- 5.13 The submitted plans show 2.4m high palisade fencing along the southern boundary of the site. Whilst it is understood that this is needed in this location for security of the service yard, it is recommended that the fencing is incorporated within or behind the landscaping to soften its visual impact rather than locating it adjacent to the highway as currently proposed. It is also recommended that with the increased width of landscaping on the south side trees in addition to shrubs should be considered to soften the impact of the south elevation.
- 5.14 The scale and massing of the proposed building is in keeping with the similar warehouse units either side of the proposed building and is considered appropriate for the proposed use and therefore acceptable.
- 5.15 The unit would mostly be clad in horizontal profiled metal in a mixture of grey and silver. A banding of white composite cladding 2m wide wraps around the top part of the buildings corners and across the North elevation above the office windows. This sits above a banding of silver composite cladding and grey composite cladding. The roof would be grey colour and slightly curved rising a metre in height to the centre from east and west.
- 5.16 The variety of materials and colours along with the curved roof and breaking up of the walls with vertical and horizontal elements provide some interest to the elevations and reduces the bulk and scale of the unit. This is considered to provide a visual interest within the immediate streetscene and a quality design and appearance in the context of the proposed use.
- 5.17 Overall, the proposal as amended is considered to relate sympathetically to its surroundings in terms of design, size, massing and landscaping. The palette of materials is also considered to be in character. The details of the landscaping and boundary treatment could be addressed by condition if the scheme was otherwise acceptable.

Impact on amenity of neighbouring properties

- 5.18 The site is surrounded by a mix of business uses which have landscaped parking areas. It is considered that the proposal would not adversely impact upon the amenities of the neighbouring businesses by way of overlooking, dominance or overshadowing, and general activity, for example noise, smells and/or vibration. However, it is considered that the insufficient provision of car/motorcycle and lorry parking and the current pressure for on street parking in the area would

impact on the amenity of neighbouring businesses which already rely on the on-street parking available along Kelvin Way and Kelvin Lane.

- 5.19 The proposal is therefore contrary to Local Plan Policy CH3 as the insufficient parking provision would adversely impact upon the ability of neighbouring businesses to meet their operational needs.

Drainage

- 5.20 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. Further clarification was sought and received on the calculation data and subsequently the drainage officer considered the drainage design acceptable. Drainage would be addressed by condition if the proposal was otherwise acceptable.

Trees

- 5.21 The application site contains two trees of moderate quality at the southern entrance which are subject to Tree Preservation Orders. These trees would be retained. Four trees of lower quality are present on the site. The Himalayan Birch at the north-west entrance is proposed to be retained and the Bird Cherry and 2 x Silver Birches to the south east of the site are proposed to be removed. The submitted Planting Layout shows 4 additional trees, 3 small leaved lime trees and a Himalayan Birch are proposed either side of the north entrance. This differs from the Block Plan which shows a further 4 trees either side of the northwest access but with no details of the type of trees.
- 5.22 It is considered that the proposed replacement trees and shrub planting would be in accordance with Local Policies CH3 and CH6. Conditions clarifying details of the soft landscaping and securing tree protection would be attached to any approval.

Provision of Manor Royal Public Realm Contribution

- 5.23 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 would be £6,330 based on the amended gross internal floorspace of 3,165sqm. The money would contribute towards either County Oak Pocket Park, and/or proposed wellbeing trail/street furniture within the vicinity of the development.

Sustainability

- 5.24 The development has considered sustainability measures within its design and sought to address compliance with policies ENV6, ENV7 and ENV9 through the submitted Sustainability Statement. The performance of the proposal in relation to them is further supported by a Building Regulations UK Part L (BRUKL) output document and BREEAM pre-assessment report. The BREEAM pre-assessment report indicates that the proposal is targeting the minimum standards for BREEAM 'Excellent' in the Energy and Water issue categories. This represents a positive response to the BREEAM policy requirements in ENV6 and ENV9. Measures to improve water efficiency and carbon efficiency in accordance with policy ENV6 Sustainable Design and Construction and policy ENV9 Tackling Water Stress would be attached to any approval.
- 5.25 In response to policy ENV7 the Sustainability Statement argues that none of the options set out in policy ENV7 are feasible in relation to the development, given the absence of a district energy network in the vicinity, the unfeasibility of establishing a new network based on the development itself, and the 'speculative nature of the development and the uncertainty of the future energy demands.
- 5.26 The Forward Planning Team commented that while it is accepted that there is currently no network to connect to and that the development itself could not feasibly provide a new network, it is not considered that the speculative nature of the development prevents it from taking some measures to be 'network ready' (i.e. capable of connection to a future District Energy Network). At present work on a district energy network in Manor Royal is at the feasibility stage and Policy ENV7 reflects

the council's intention to support the establishment of district energy in Manor Royal, and this is being pursued corporately by the council as part of the Re-energise Manor Royal project.

- 5.27 A number of new developments within the Business District have been granted permission subject to conditions following confirmation from the applicant that they would incorporate measures to make the developments 'network ready' (e.g. ducting on external walls and identification of potential pipe runs to the edge of the site).
- 5.28 On this basis it is considered that the proposal should, as a minimum, be amended to incorporate measures to facilitate future connection to a District Energy Network.
- 5.29 The proposal is therefore currently contrary to the Policy ENV7 hierarchy as it does not demonstrate how they have considered being "network ready", and the proposal optimally designed to connect to a District Energy Network on construction or at some point after construction.

Gatwick Airport

- 5.30 Gatwick Airport Aerodrome Safeguarding have examined the proposal and consider that it could conflict with safeguarding criteria. It is therefore necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport. A condition requiring submission of a Bird Hazard Management Plan would be attached to any permission.

CONCLUSIONS:-

- 6.1 The proposal is supported in principle as an employment use in the Manor Royal industrial area. However, whilst it is considered acceptable in terms of its design and visual impact, it would result in a significant undersupply of parking provision to meet its operational needs for the B1c and B2 uses proposed. In attempting to provide additional parking closer to the B2 parking standard the proposal results in overdevelopment and consequential issues with the safe and proper use of the site, in particular with regard to access, circulation and manoeuvring, vehicle parking, loading and unloading, and the storage and collection of waste/recycling. It is also considered that this would also adversely impact upon the ability of neighbouring businesses to meet their operational needs with additional on-street parking demand in an area with limited availability.
- 6.2 In addition to this the proposal does not sufficiently demonstrate how connection to the District Heat Network has been considered and an agreement is not in place to ensure the Manor Royal Public Realm contribution is secured.
- 6.3 The proposal is therefore contrary to Local Plan Policies CH3, EC3, ENV7, IN1, IN4 and Annex 1 Parking Standards of the Urban Design SPD and should be refused.

RECOMMENDATION RE: CR/2018/0400/FUL

REFUSE

- 1. The applicant has failed to provide sufficient evidence to justify the provision of car, lorry and motorcycle parking at a level significantly below the Council's minimum standards. The proposal would not therefore be able to satisfactorily meet its own operational requirements and would result in significant on-street parking pressure to the detriment of the proposed business and existing neighbouring occupiers, contrary to Local Plan Policies CH3, IN4 and Annex 1 Parking Standards of the Urban Design SPD.
- 2. The applicant has failed to sufficiently address the hierarchy and consider the feasibility of incorporating measures to facilitate future connection to a District Energy Network contrary to Local Plan Policy ENV7.

3. An agreement is not in place to ensure that the Manor Royal Public Realm contribution is secured. The development is therefore contrary to Policies IN1 and Policy EC3 of the Crawley Borough Local Plan 2015 and the Crawley 2016 Community Infrastructure Levy Regulation 123 List.



ArcGIS Web Map

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