

APPENDIX 2

PART 2

PLANNING AND ENVIRONMENTAL SERVICES DIVISION

Contact: Mr G. Kellett
Direct Line: (01293) 438505
Direct Fax: (01293) 438495

Our Ref: CR/2014/0080/FUL
Email: development.control@crawley.gov.uk
Date: 28th April 2014

Director: David Covill
Development & Resources Directorate

Air Parking Ltd
c/o Jmtplanning
The Limit
Station Road
Rotherfield
East Sussex
TN6 3HN
FAO Mr Jeff Thomas

Dear Sir/Madam

TOWN & COUNTRY PLANNING ACT 1990

In pursuance of their powers under the above-mentioned Act, the Council hereby notify you that they **GRANT PERMISSION**, for the reasons and subject to any conditions set out on the following sheet(s), for the development submitted in accordance with your application under reference CR/2014/0080/FUL received complete on 7 February 2014 regarding land situated at:

SITE E2, CRAWLEY BUSINESS QUARTER, NORTHGATE, CRAWLEY for RETROSPECTIVE CHANGE OF USE OF SITE FOR OFF AIRPORT PARKING

This decision was based on the following plans/drawings submitted to the Council as part of this application, copies of which can be viewed on the Council's website www.crawley.gov.uk/plansearch quoting the application reference number.

JMT/14/3/1 Site Location Plan, JMT/14/3/2 Block Plan

Please be aware that this permission is granted subject to compliance with certain conditions. You should familiarise yourself with these conditions and ensure the specific requirements are met prior to the implementation of the planning permission. Failure to comply with a condition may result in the service of a Breach of Condition Notice, which could affect the legality of any works carried out.

Please also be advised that this permission does not constitute an approval under Building Regulations. Before you proceed with your proposal you should ensure that a Building Control application is not required, or has been submitted. The Building Control Department can be contacted on 01403 215151.

***IT IS IMPORTANT THAT YOU READ THE NOTIFICATION THAT ACCOMPANIES YOUR
DECISION NOTICE***

CONDITION(S) FOR APPLICATION NUMBER CR/2014/0080/FUL

1. The building(s) and works hereby permitted shall be removed and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 28th April 2017.

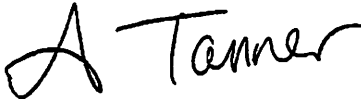
REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.

NPPF Statement

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 31, of the Town and Country Planning (Development Management Procedure) Order 2010.

Yours faithfully



Angela Tanner
Head of Planning and Environmental Services

CRAWLEY BOROUGH COUNCIL

DEVELOPMENT CONTROL COMMITTEE - 28 April 2014

REPORT NO: PES/136

B

<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMEND</u>
001	CR/2014/0046/FUL	LAND FORMERLY LANGLEY GREEN PRIMARY SCHOOL, STAGELANDS, LANGLEY GREEN, CRAWLEY	PERMIT
002	CR/2014/0080/FUL	SITE E2, CRAWLEY BUSINESS QUARTER, NORTHGATE, CRAWLEY	PERMIT
003	CR/2014/0102/FUL	FORMER ALEXIR PACKAGING, FARADAY ROAD, NORTHGATE, CRAWLEY	PERMIT
004	CR/2014/0136/FUL	BROADFIELD BARTON, BROADFIELD, CRAWLEY	PERMIT
005	CR/2014/0138/PA3	STONER HOUSE, LONDON ROAD, NORTHGATE, CRAWLEY	REFUSE
006	CR/2014/0187/FUL	23 TENNYSON CLOSE, POUND HILL, CRAWLEY	PERMIT

REFERENCE NO: CR/2014/0080/FUL

LOCATION: SITE E2, CRAWLEY BUSINESS QUARTER, NORTHGATE, CRAWLEY
PROPOSAL: RETROSPECTIVE CHANGE OF USE OF SITE FOR OFF AIRPORT
PARKING

TARGET DECISION DATE: 9 May 2014

APPLICANT/AGENT

APPLICANTS NAME: Air Parking Ltd
AGENTS NAME: Jmtplanning

PLANS & DRAWINGS CONSIDERED:

JMT/14/3/1 Site Location Plan, JMT/14/3/2 Block Plan

CONSULTATIONS

<u>Type</u>	<u>Comments</u>
1. WSCC	No Highway Objections
2. Surrey County Council	No Objection.
3. Mid Sussex District Council	No objection
4. Thames Water	No Objection - subject to Conditions & Informative
5. Mole Valley District Council	No Comments received
6. Horsham District Council	No Comments received
7. Tandridge District Council	No Comments received
8. Reigate and Banstead Borough Council	No objection subject to condition

Consultation expiry date: 12 March 2014

NEIGHBOUR LETTER(S) SENT:-

Boeing House, Premier Inn, Ch And Co Catering, Virgin Atlantic Ltd, Elekta Ltd, Pioneer House, Virgin Touch, Tui House, Thales UK Ltd

NEIGHBOUR EXPIRY DATE:-

12 March 2014

SITE NOTICE:-

Erected 19 March 2014

THE APPLICATION SITE:-

- 1.1 The application site comprises an area of 1.17 hectares and is one of two vacant plots situated to the south side of Fleming Way, within the Crawley Business Centre.

The site is mainly laid with hard standing with the boundaries of the site defined by low level mature hedging. There is an existing temporary two metre fence surrounding the perimeter of the site with an existing temporary office located at the entrance. On site inspection there were existing cars parked throughout the site.

- 1.2 Premier Inn hotel is located directly north; Virgin Touch building is located to the south; TUI House is located to the east with Thales UK Ltd located to the west. The south terminal building of Gatwick Airport is located 3000 metres from the site.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks retrospective permission for the use of the site as a temporary off-site car park for 850 spaces in relation to Gatwick Airport. The site is operated by Air Parking Ltd who operates a 'meet and greet' service for off-site airport car parking. The site would be operated on a 24 hour basis employing 12 people as indicated on the application form. The applicant has stated that the permission would be required for a 3-5 year period.

PLANNING HISTORY:-

- 3.1 CR/94/0180/OUT – Outline planning permission was granted for the erection of a B1 commercial park.
- 3.2 CR/2000/0194/FUL – Erection of Class B1 Office Development With Associated Car Park & External Works – Permit
- 3.3 CR/2005/0313/RUP – Renewal of Unimplemented Permission Cr/2000/0194/FUL for Erection of Class B1 Office Development With Associated Car Parking and External Works (Amended Plans Received) – Permit
- 3.4 CR/2006/0009/FUL – Creation of Temporary 540 Space Car Park – Permit (Maximum 1 Year)
- 3.5 CR/2008/0364/FUL – Erection of Six Storey Office Building with 162 Car Parking Spaces – Permit
- 3.6 CR/2008/0365/FUL – Erection of Six Storey Office Building with 162 Car Parking Spaces – Permit
- 3.7 CR/2012/0001/ENF – Enforcement notice issued by the Council on land adjacent to 1 City Place, Crawley ceasing the use of the land for airport car parking. This decision of the Council was appealed under ref: APP/Q3820/C/12/2171971 and allowed by the Planning Inspector on the basis for a temporary period of 3 years.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework:
Chapter 1 refers to building a strong, competitive economy.
- 4.2 Crawley Borough Local Development Framework: Core Strategy (2008):
Policy E2 seeks new development or redevelopment and intensification of existing employment sites should be in a sustainable location.
- 4.3 Policy E3 requires all employment sites within the Main Employment Areas will be protected.
- 4.4 Policy E4 encourages small scale employment units or uses to be provided in the Main Employment Areas.

- 4.5 Policy MC1 relates to Manor Royal and County Oak employment areas and seeks to ensure all proposals for the redevelopment and intensification of sites make efficient use of the land.
- 4.6 Policy EN5 requires all new development to be based on a thorough understanding of the site and surroundings and for it to be of a high quality in terms of its urban landscape and architectural design and materials.
- 4.7 Crawley Borough Local Plan (2000):
Policy GD1 seeks to ensure that the scale, height and form of the development is appropriate, and that the development does not cause unreasonable harm to the amenity of the area and to neighbouring occupiers.
- 4.8 Policy GD2 requires new development to respect townscape features such as street patterns, frontage lines and public views.
- 4.9 Policy GD3 seeks to ensure the operational requirements of any development are met for a particular use such as access, parking, loading, storage of materials and emergency access.
- 4.10 Policy T8 relates to car parking design and should be designed to be compatible with surrounding buildings and should be well landscaped.
- 4.11 Policy GAT5 encourages proposals for existing and future surface transport access demands of the airport and will normally be permitted provided there is no serious conflict with other planning policies for the area.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations in the determination of this application are whether: the principle of a car park in this location is acceptable, the impact upon the amenities of the area and neighbouring businesses, and the impact on the users of the highway.

Principle of Development

- 5.2 The site is located within the Manor Royal Employment site and therefore the provision of a car park for airport parking in this location would not normally be acceptable. Notwithstanding this the applicant has confirmed that the car park has been operating on the site for the past three years and seeks to regularise the site in planning terms. The applicant has indicated the intention is to use the site for a further temporary period of 3-5 years. It is considered a 3 year temporary permission would be suitable in the short term, in order not to comprise the long term future employment use of the site or set a precedent for further car-parking in this area. On precedent set by the previous appeal decision (ref: APP/Q3820/C/12/2171971), the temporary use is considered an employment use and is considered appropriate.

Impact on the users of the highway

- 5.3 The Head of West Sussex Highways has no objection to the application on highways grounds indicating *“vehicle movements would be irregular and spread throughout the day as well as being influenced by seasonal demands; movements would not be tidal or as predictable as for an office or residential type development, or for that matter a short stay car park”*.
- 5.4 The site is considered not to be located in an unsustainable location, being only 3000m from the south terminal building of Gatwick Airport. Vehicular movements would be spread throughout the day with very limited expected impact upon the typical network peaks (8-9am and 5-6pm) where the highway is most sensitive to

change. As such it is considered this retrospective application would not have a detrimental impact to the workings of the adjacent highway.

Impact upon the amenities of the area and neighbouring businesses

- 5.5 The site is surrounded by various businesses uses, all of which have significant landscaped parking area. The site currently has an existing low level mature hedging along the adjacent highway which provides some element of screening of the site with public views of the site limited to the users of the Crawley Business Quarter Access Road to the east.
- 5.6 As the site would be for a temporary period, it is considered conditioning additional landscaping for the area would not be necessary in this instance. It is not, therefore, considered that the proposal would have a significant impact upon either the character of the area or the amenities of the neighbouring businesses.

CONCLUSIONS:-

- 6.1 In conclusion, whilst the principle of car parking in this location would not normally be acceptable, it is considered the use would only be for a temporary period of 3 years. The site is not located in an unsustainable location being in proximity to Gatwick Airport. It is considered the use would not prejudice any potential future employment use of the site, pose any adverse impacts to the surrounding highway or impact upon the amenities of the area and neighbouring businesses. Therefore it is recommended temporary planning permission be granted for the car park subject to the following condition.

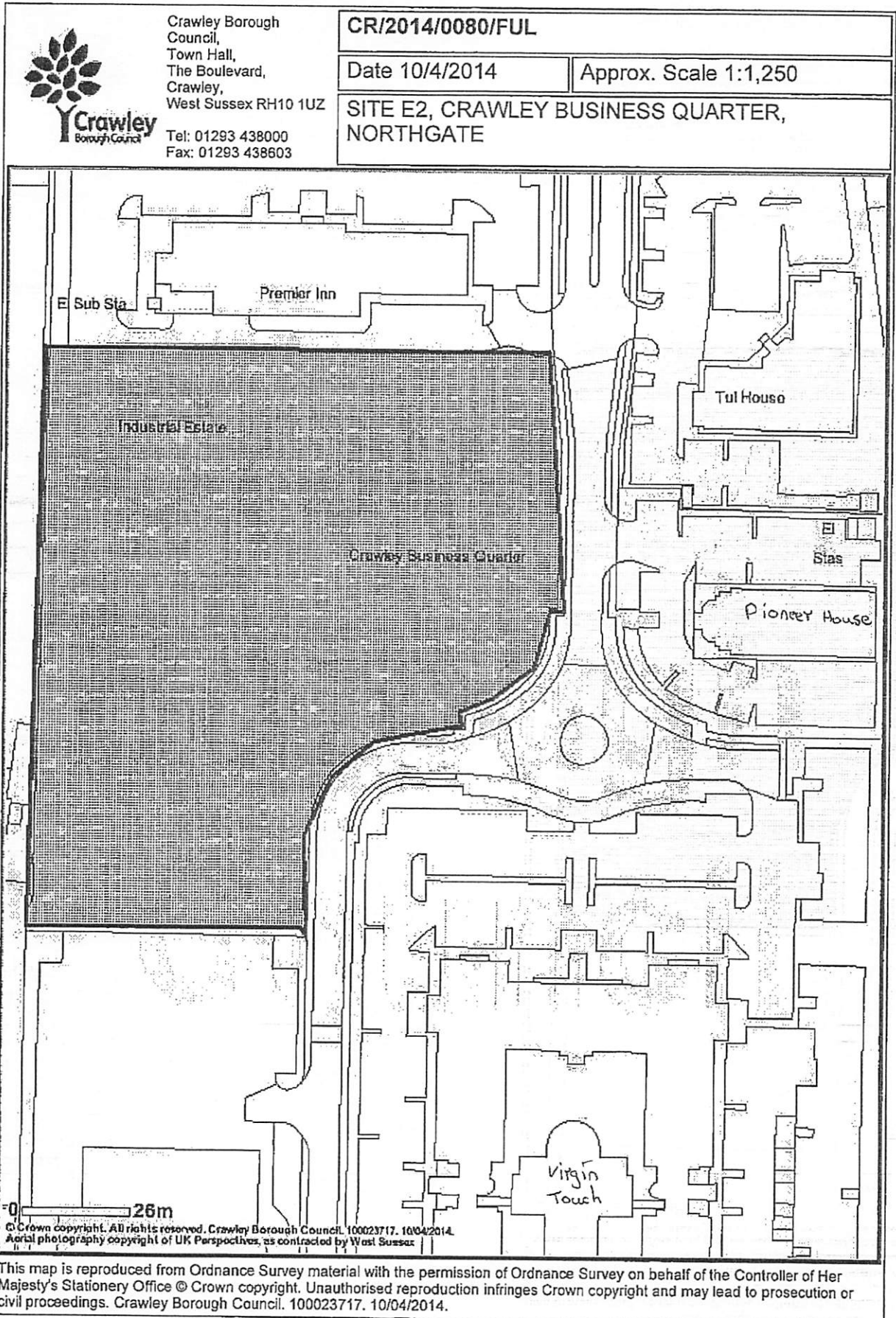
RECOMMENDATION RE: CR/2014/0080/FUL

PERMIT

1. The building(s) and works hereby permitted shall be removed and the land restored to it's former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 28th April 2017.
REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.
2. NPPF Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 31, of the Town and Country Planning (Development Management Procedure) Order 2010.



PLANNING AND ENVIRONMENTAL SERVICES DIVISION

Contact: Mr G. Kellett
Direct Line: (01293) 438505
Direct Fax: (01293) 438495

Our Ref: CR/2014/0615/FUL
Email: development.control@crawley.gov.uk
Date: 11th November 2014

Director: David Covill
Development & Resources Directorate

Maple Manor Parking
c/o Tim North & Associates Limited
17A Reading Road
Pangbourne
Berkshire
RG8 7LR
FAO Mr Tim North

Dear Sir/Madam

TOWN & COUNTRY PLANNING ACT 1990

In pursuance of their powers under the above-mentioned Act, the Council hereby notify you that they **GRANT PERMISSION**, for the reasons and subject to any conditions set out on the following sheet(s), for the development submitted in accordance with your application under reference CR/2014/0615/FUL received complete on 27 August 2014 regarding land situated at:

PART OF FORMER BOC EDWARDS SITE, FARADAY ROAD, NORTHGATE, CRAWLEY
for RETROSPECTIVE APPLICATION FOR A TEMPORARY PERIOD OF THREE YEARS FOR LONG TERM OFF-AIRPORT CAR PARKING, INCLUDING THE RETENTION OF AN EXISTING PORTACABIN AS AN ANCILLARY ADMINISTRATIVE OFFICE, SEPARATE ANCILLARY PORTABLE TOILETS ALONG WITH A SECURITY HUT AND CCTV CAMERAS

This decision was based on the following plans/drawings submitted to the Council as part of this application, copies of which can be viewed on the Council's website www.crawley.gov.uk/plansearch quoting the application reference number.

TN1 Site Location Plan, SD.TN.12/01 Site & Block Plans, SD.TN.12/02 Toilets & Portakabins - Plans & Elevations

Please be aware that this permission is granted subject to compliance with certain conditions. You should familiarise yourself with these conditions and ensure the specific requirements are met prior to the implementation of the planning permission. Failure to comply with a condition may result in the service of a Breach of Condition Notice, which could affect the legality of any works carried out.

Please also be advised that this permission does not constitute an approval under Building Regulations. Before you proceed with your proposal you should ensure that a Building Control application is not required, or has been submitted. The Building Control Department can be contacted on 01403 215151.

**IT IS IMPORTANT THAT YOU READ THE NOTIFICATION THAT ACCOMPANIES YOUR
DECISION NOTICE**

CONDITION(S) FOR APPLICATION NUMBER CR/2014/0615/FUL

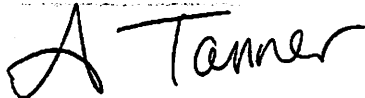
1. The use shall cease and buildings removed and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 11th November 2017.

REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.

NPPF Statement

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Yours faithfully



Angela Tanner
Head of Planning and Environmental Services

Angela Tanner
Head of Planning and Environmental Services

REFERENCE NO: CR/2014/0615/FUL

LOCATION: PART OF FORMER BOC EDWARDS SITE, FARADAY ROAD,
NORTHGATE, CRAWLEY
PROPOSAL: RETROSPECTIVE APPLICATION FOR A TEMPORARY PERIOD OF
THREE YEARS FOR LONG TERM OFF-AIRPORT CAR PARKING, INCLUDING THE
RETENTION OF AN EXISTING PORTACABIN AS AN ANCILLIARY ADMINISTRATIVE
OFFICE, SEPARATE ANCILLIARY PORTABLE TOILETS ALONG WITH A SECURITY HUT
AND CCTV CAMERAS

TARGET DECISION DATE: 26 November 2014

CASE OFFICER: Mr G. Kellett

APPLICANTS NAME: Maple Manor Parking
AGENTS NAME: Tim North & Associates Limited

PLANS & DRAWINGS CONSIDERED:

TN1 Site Location Plan, SD.TN.12/01 Site & Block Plans, SD.TN.12/02 Toilets & Portakabins - Plans & Elevations

REASON FOR REPORTING TO COMMITTEE:-

This is a major development on a site exceeding 1 hectare in area.

SITE NOTICE:-

Displayed 6 October 2014

NEIGHBOUR RESPONSES:-

No comments received

RESPONSES RECEIVED:-

No comments received

CONSULTEE NOTIFICATIONS & RESPONSES:-

West Sussex County Council highways – No objection to the application on highways grounds.

THE APPLICATION SITE:-

- 1.1 The application site relates to the Former BOC Edwards Ltd premises situated on the western side of Faraday Road, within the Manor Royal Business District. The site comprises an area of 1.24 hectares and is predominantly flat, mainly laid with a tarmacadam surface.
- 1.2 The factory and office buildings of BOC Edwards Ltd have now been demolished and the site is currently used on an unauthorised basis for airport car parking, and

comprises a number of temporary structures and hard-standing with scattered trees and hedges on the boundaries. The site is enclosed by a 1.8 metre chain link fence.

- 1.3 To the east and west of the site are employment uses, whilst to the south, is Magpie Wood and the former GSK site, which has permission for the erection of a large data hall fronting Manor Royal and a business hub comprising ground floor café with offices above. The residual part of the Former BOC Edwards site, which does not form part of this application, has recently been granted planning permission for construction of a new car showroom, vehicle servicing workshop, smart repair workshop and associated works

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks retrospective permission for the use of the site for long term off airport car parking (650 spaces). The site is operated by Maple Manor Parking operating a 'meet and greet' service for off-site airport car parking. The site is operated on a 24 hour basis employing 140 people as indicated on the planning statement. The applicant has stated that the permission would be required for a three year period.
- 2.2 This application also seeks retrospective permission for the retention of temporary facilities in the form of a three porta-cabins and four toilets and ancillary CCTV cameras. All of the temporary structures are clustered around the main entrance to the site.

PLANNING HISTORY:-

- 3.1 The entire site was the subject of an enforcement notice in relation to its unauthorised use for airport car parking. However, this notice has been withdrawn.
- 3.2 Planning permission ref: CR/2014/0437/FUL covering the southern end of the BOC Edwards Site for the construction of a new car showroom, vehicle servicing workshop and smart repair workshop and associated works has been recently approved by a Planning Committee on the 13 October 2014, subject to conclusion of a Section 106 Agreement.

PLANNING POLICY:-

National Planning Policy Framework (2012):

- 4.1 The National Planning Policy Framework (NPPF) came into force in March 2012 and is a material consideration. At the heart of the NPPF is a presumption in favour of sustainable development and securing economic growth.

Crawley Borough Local Development Framework: Core Strategy (2008):

- 4.2 Policy E2 seeks new development or redevelopment and intensification of existing employment sites in sustainable locations.
- 4.3 Policy E3 requires all employment sites within the Main Employment Areas will be protected.
- 4.4 Policy E4 encourages small scale employment units or uses to be provided in the Main Employment Areas.
- 4.5 Policy MC1 relates to Manor Royal and County Oak employment areas and seeks to ensure all proposals for the redevelopment and intensification of sites make efficient use of the land.

- 4.6 Policy EN5 requires all new development to be based on a thorough understanding of the site and surroundings and for it to be of a high quality in terms of its urban landscape and architectural design and materials.

Crawley Borough Local Plan (2000):

- 4.7 Policy GD1 seeks to ensure that the scale, height and form of the development is appropriate, and that the development does not cause unreasonable harm to the amenity of the area and to neighbouring occupiers.
- 4.8 Policy GD2 requires new development to respect townscape features such as street patterns, frontage lines and public views.
- 4.9 Policy GD3 seeks to ensure the operational requirements of any development are met for a particular use such as access, parking, loading, storage of materials and emergency access.
- 4.10 Policy T8 relates to car parking design and should be designed to be compatible with surrounding buildings and should be well landscaped.
- 4.11 Policy GAT5 states proposals which enable the existing and future surface transport access demands of the airport and its business to be managed in a sustainable manner, will normally be permitted provided that there is no serious conflict with other planning policies for the area. Encouragement will be given to improvements to the infrastructure and facilities which will enable staff, passengers and visitors to gain access to the airport by public transport, cycling and on foot.
- 4.12 Policy GAT8 relates to proposals for new airport-related car parking on off-airport sites will only be permitted where they do not conflict with countryside policies and can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport.

Crawley Borough Local Plan (2015-2030) Submission Consultation Draft:

- 4.13 This document has been through public consultation and is the plan that the Borough Council has agreed to submit to the Planning Inspectorate. The policies within are now considered to have increasing weight as the document has been prepared to be in compliance with the National Planning Policy Framework. The relevant policies include:
- 4.14 Policy EC3 (Manor Royal) relates to the Manor Royal Business District which is the principal business location for Crawley, and instrumental to success of the wider Gatwick Diamond. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Business District through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.
- 4.15 Policy GAT3 (Gatwick Airport Related Parking) states the provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

Manor Royal Master Plan (2009):

- 4.16 The Master Plan identifies the site within the B1 Core Business Zone which aims to create a high quality environment that encourages office uses and builds on strengths

from recent developments such as Thales to act as a focus for investments and good quality design principles. It therefore encourages investment in high quality premises that complement the aspiration of developments being flexible to changing markets.

BOC Edwards Development Principles Statement (2012):

- 4.17 BOC Edwards Area Development Principles Statement (DPS) produced in 2012 identified the site as having potential to deliver a large amount of development, in a location which could strengthen the Core Business area of Manor Royal.

Manor Royal Design Supplementary Planning Guide (2013):

- 4.18 Its focus is to ensure that new development makes a significant contribution to the uplift of the area and secures the delivery of a high quality environment throughout the estate.

Manor Royal Public Realm Strategy (2013):

- 4.19 The Public Realm Strategy is a companion document to the SPD, which sets out ideas and concept proposals that could help to improve the overall environment of Manor Royal.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations in the determination of this application are: whether the principle of an airport car park in this location is acceptable; the impact upon the visual amenities of the area and; neighbouring businesses, and the impact on the highway.

Principle of Development

- 5.2 Policy GAT8 of the Local Plan (2000) indicates new airport-related car parking on off-airport sites will only be permitted where they do not conflict with countryside policies and can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport.
- 5.3 Given the precedent set by the previous appeal decision (ref: APP/Q3820/C/12/2171971 at Land adjacent to the BT building and railway line, City Place), the inspector recognised in his decision that off-airport car parking adds to the *"diversity of employment, improves the environmental quality of otherwise derelict land, makes efficient use of land, has established methods of access, and is sustainable in transport terms"*.
- 5.4 It is considered this appeal decision relates to this application site in that the site is located within the built up area boundary and does not conflict countryside policies. The site is not located in an unsustainable location being approx. 3000 metres from the South Terminal of Gatwick Airport, with easy road access via the main A23 highway and good public transport links from Faraday Road.
- 5.5 The site is an employment use as the site currently employs 140 people and is considered appropriate in the short term given the site would otherwise remain derelict land with currently no pending applications for the redevelopment of the site.
- 5.6 The applicant has indicated the intention is to use the site for a temporary period of three years and it is considered a three year temporary permission would be suitable in the short term, in order not to comprise the long term future employment use of the site or set a precedent for long term further car-parking in this area.

- 5.7 The existing use for car parking, particularly on the temporary basis sought, is low key in nature, requiring no permanent buildings and only minor additions to the pre-existing hard surfaced area to facilitate parking.
- 5.8 The provision of additional airport car-parking will add to the variety and options of parking available for users of the airport, and as this is not in a countryside location it is considered to be a sustainable location where this use would not be considered to conflict with the Gatwick Airport policies or the NPPF.

Impact upon the visual amenities of the area and neighbouring businesses

- 5.9 The site is surrounded by various business and industrial uses, all of which have parking areas and buildings of similar appearance. The site currently has an existing chain link fence adjacent to Faraday Road of which provides some limited screening of the site. The nearest business units are located on the opposite side of Faraday Road to the east with a separation distance of over 25 metres.
- 5.10 It is not, therefore, considered that the proposal would have a significant impact upon either the character of the area or the visual amenities of the neighbouring businesses given the existing industrial nature of the surrounding area.
- 5.11 As the site would be for a temporary period, it is considered a condition requiring additional landscaping for the area would not be necessary in this instance.

Impact on the users of the highway

- 5.12 West Sussex County Council Highways has indicated no objection to the application on highways grounds and the impact on the highway is therefore acceptable.

CONCLUSIONS:-

- 6.1 In conclusion it is considered this employment use is appropriate in the short term, in the absence of any application for the redevelopment of the site. The use is only for a temporary period of three years. The site is not located in an unsustainable location being in proximity to Gatwick Airport with good transport links. It is considered the use would not prejudice any potential future employment use of the site, pose any adverse impacts to the surrounding highway or impact upon the amenities of the area and neighbouring businesses. Therefore it is recommended temporary planning permission be granted for the parking.

RECOMMENDATION RE: CR/2014/0615/FUL

PERMIT - Subject to the following condition(s):-

1. The use shall cease and buildings removed and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 11th November 2017.
REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.

NPPF Statement

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the

presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

