

REFERENCE NO: CR/2017/0589/FUL

LOCATION: [2 - 14 CROMPTON WAY, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: ERECTION OF A BUILDING COMPRISING TWO UNITS FOR B8 (STORAGE OR DISTRIBUTION) AND ANCILLARY OFFICE FLOORSPACE, WITH ASSOCIATED CAR PARKING, LANDSCAPING, SERVICING AND ACCESS ARRANGEMENTS (AMENDED DESCRIPTION)

TARGET DECISION DATE: 12 October 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Wrenbridge (PCDF IV Crawley) LLP
AGENTS NAME: Icen Projects

PLANS & DRAWINGS CONSIDERED:

C162/3000 Rev p2 Site Location Plan, C162/3001 Rev p2 Site Plan as Existing, C162/3002 Rev p2 Site Plan as Proposed, C162/3003 Rev p2 Proposed Side Elevations, C162/3004 Rev P2 Proposed Front Elevations - Sheet 2, C162/3005 Rev p2 Typical Cross-Sections, C162/3006 Rev p2 Proposed Ground Floor Plan, C162/3007 Rev p2 Proposed First Floor Plan, C162/3008 Rev p2 Proposed Roof Plan, 440-01 Rev A Soft Landscape Details , 2433-EX-001 P2 Indicative Site Plan - External Lighting Layout, 17-T073_5.1 Swept Path Analysis 16.5 Articulated Vehicles, 17-T073_5.2 Swept Path Analysis 16.5 Articulated Vehicles

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|--|------------------------------------|
| 1. | GAL - Aerodrome Safeguarding: | No objection subject to condition |
| 2. | WSCC – Highways: | No objection subject to conditions |
| 3. | National Air Traffic Services (NATS): | No objection |
| 4. | Thames Water: | No objection |
| 5. | CBC - Drainage Officer: | No comments received |
| 6. | CBC - Planning Arboricultural Officer: | No objection |
| 7. | UK Power Networks: | No objection |
| 8. | CBC - Environment Team: | No comments received |
| 9. | CBC - Contaminated Land: | No comments received |
| 10. | Cycle Forum: | Comments |
| 11. | Southern Water : | No objection |
| 12. | CBC - FP - Energy Efficiency & Sustainability: | No objection subject to condition |
| 13. | CBC - FP - Retail & Employment | No objection |
| 14. | Ecology Officer - Mike Bird: | No comments received |
| 15. | WSCC - Surface Water Drainage (SWD): | No objection |
| 16. | CBC - FP - Manor Royal: | No objection |
| 17. | Gatwick Diamond Grow Group: | No comments received |

NEIGHBOUR NOTIFICATIONS:-

Crompton House, Crompton Way, Northgate.

RESPONSES RECEIVED:-

Two letters of objection have been received which relate to the consideration of adequate parking for the development and the current parking issues within the area.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development based on the creation of more than 1000sqm of new floorspace.

THE APPLICATION SITE:-

- 1.1 The application site relates to a parcel of land situated on the south eastern side of Crompton Way, which is located in Manor Royal Business District, which predominantly consists of employment/commercial uses. Crompton Way lies to the south of Manor Royal road. Crompton Road to the west of the application site has a defined character of commercial units set back from the road with landscaping separating the road and the buildings which are 2/3 storeys high. Crompton Road to the north of the application site is different in character to the west with the building set closer to the road and 2 storey's in height.
- 1.2 The site was previously occupied by CGG Services Ltd which remain in the office building to the south of this application site. The site has an area of 0.9ha and is currently devoid of any buildings. There remains the footings for the previous building on the site and the existing hard standings marked out for parking. Around the boundary of the application site there is a palisade fence, with grassed areas to the north and west. Along the northern boundary of the site with Crompton Way there are a number of existing vehicular access points onto the highway.
- 1.3 A cycle track runs from north to south along the eastern end of the site, which links Manor Royal to the north with the existing housing estate to the south of the A2011 Crawley Avenue.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application as initially submitted sought planning permission for two flexible use buildings B1(c) (light industrial), B2 (General Industrial) or B8 (Storage or Distribution) use and ancillary office floorspace with associated car parking. Since the submission of the application the description has been amended and the application now seeks permission solely for two B8 buildings with ancillary office floorspace and associated car parking. The proposed units would be constructed as one building and divided internally. Unit one would have a floorspace of 1,825 m² and unit two would have a floorspace of 3,095 m². The proposed building would measure 109.2 metres in length, with a width of 42 metres in width to the east of the building and 38 metres to the west, with a height of 13.5 metres.

PLANNING HISTORY:-

- 3.1 CR/2016/0008/FUL: Erection of a three storey office building with associated roof plant, car park, cycle parking and landscape works: Permitted The building has not been constructed as the occupiers CGG have remained on their current site to the south.
- 3.2 In 2012 under planning application reference CR/2012/0007/FUL retrospective planning permission was granted for the retention of a two storey modular office building and car park on the site. This

application was permitted for a temporary period of three years which expired on the 5th March 2015. A further renewal application was submitted and permitted in 2014 under planning permission CR/2014/0732/FUL which further extended the temporary permission until March 2018, in order to provide the applicant sufficient time to secure a more long term solution for the site. The buildings that formed part of these permission have now been removed.

- 3.3 CR/2011/0293/DEM – Prior notification for the proposed demolition and removal of all the buildings, fittings and contents of the site was assessed and it was considered that prior approval was not required. No development proposals were included at that time.

PLANNING POLICY:-

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 4.3 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.4 The NPPF attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.

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

- 4.5 Policy SD1: Presumption in Favour of Sustainable Development states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles the Council will take a positive approach to approving development which is sustainable.
- 4.6 Policy CH2: Principles of Good Urban Design States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- 4.7 Policy CH3: Normal requirements of all New Development- All proposals for development in Crawley will be required to:
- a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.
 - b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.
 - c) Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.

- d) Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not be overshadowed by three canopies and proposals should ensure that rooms within buildings would receive adequate daylight.
- e) Demonstrate how “Secure by Design” principles and guidance set out in the “Secured by Design” design guidance have been incorporated into the development.
- f) Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.
- g) In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.

- 4.8 Policy CH6: Tree Planting and Replacement Standards deals with tree planting and replacement standards and refers to the Manor Royal SPD for the relevant tree planting standards in Manor Royal.
- 4.9 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.
- 4.10 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.
- 4.11 Policy EC3: Manor Royal states that 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.
- 4.12 Policy ENV2: Biodiversity states development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation value within and around the development.
- 4.13 Policy ENV6: Sustainable Design and Construction states proposals for new non-domestic buildings should achieve BREEAM Excellent (for energy and water credits) where technically and financially viable. All development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.14 Policy ENV7: District Energy Networks identifies Manor Royal as a priority area for the delivery of a District Energy Network and requires any major development to demonstrate they have considered this technology through a- considering developing its own system, or b – consider how it may include site-wide communal energy systems or be ‘network ready’ to connect to a future system.
- 4.15 Policy ENV8: Development and Flood Risk advises development proposals must avoid areas which are exposed to unacceptable flood risk and must increase the risk of flooding elsewhere.
- 4.16 Policy ENV9: Tackling Water Stress identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.17 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.

- 4.18 Policy ENV11: Development and Noise seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses which will not be exposed to noise impact that would adversely affect the amenity of existing and future users.
- 4.19 Policy IN1: Infrastructure Provision deals with infrastructure provision and states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- 4.20 Policy IN2: Strategic Delivery of Telecommunications Infrastructure requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.21 Policy IN3: Development and Requirements for Sustainable advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- 4.22 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

Manor Royal Design Guide SPD and Public Realm Strategy July 2013

- 4.23 This document aims to support economic growth in Manor Royal, providing guidance to ensure new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:
- New buildings 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.
- 4.24 The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach 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.

Urban Design SPD – October 2016

- 4.25 This Urban Design SPD provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.
- 4.26 With regard to 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”.

4.27 Annex 1 contains the Borough’s indicative minimum parking standards. For B8 warehousing the requirements are:

Car parking – 1 space per 100 sq m

Lorry parking – 1 space per 500 sq m

Disabled parking -1 space or 5% total provision

Cycle parking – 1 space per 500 sq m staff and 1 space per 1000 sq m visitors

Motorcycle parking – Space per 10 parking spaces

Planning and Climate Change SPD

4.28 This provides further guidance on addressing the sustainability policies within the Local Plan with examples of best practice and how to demonstrate compliance with the policies.

Developer Contributions Guidance Note (published July 2016)

4.29 This sets out the Council’s approach to developer contributions post the introduction of CIL providing details on this charge and when S106 contributions will be sought. The document sets out the Manor Royal contribution requirement towards public realm in this area.

PLANNING CONSIDERATIONS:-

5.1 The main considerations in the determination of this application are:

- Principle of development
- Design & appearance of the proposal & visual impact on the street scene
- Impact upon the amenities of the area and neighbouring businesses
- Impact on the users of the highway & parking provisions
- Drainage
- Trees and Landscaping
- Sustainability
- Infrastructure contributions

Principle of development

5.2 The application site is situated within the Manor Royal Main Employment Area, where Local Plan Policy EC3 is relevant. Policy EC3 places a clear focus on the delivery of B-Class business uses within Manor Royal, although outlines that proposals for non B-Class development will be permitted provided that they are of a scale and function that enhances the established role and business function of Manor Royal. As the proposed development is for the creation of additional B-Class floorspace, within the Manor Royal employment area, the proposal is therefore considered to accord with Local Plan Policy EC3.

Design & appearance of the proposal & visual impact on the street scene

5.3 The application proposes one building located on the site which would be divided internally to create two separate units. To the west and east of the building would be the parking and service yards, with individual accesses off Crompton Way to serve each unit. The building would have a curved profiled steel roof with roof lights and solar PV panels, with no external plant. The walls would be steel clad with each unit having a glazed reception area with aluminium frames. The building would be set back from the western boundary by 35 metres, which is the character along this part of Crompton Way. The front part of this area of the site would be service yard and parking area for unit 1, but would include the retention of the existing grassed verge area between the site and the highway. To the north the building would be set back by 6 metres from the pedestrian foot path with

enhanced landscaping and closure of two existing access points. To the south of the site the building is closer to the boundary where there is an existing neighbouring building and car parking with a smaller amount of landscaping proposed. This part of the site does not directly abut the highway.

- 5.4 The design of the building is in keeping with the character of surrounding development. While its scale and height is larger than the 2 storey buildings to the north, they are the exception to the area, which mainly comprises three/four storeys. The proposal maintains the set back from the west of the site along Compton Way, with further landscaping, with the retention of the current fence line along this boundary. The current fence is un-painted and it would be preferable to use a green mesh fence, which would retain a level of security. A condition shall be imposed requiring details of hard and soft landscaping to be provided.
- 5.5 It is therefore considered that the design and appearance of the building would be seen as a visual enhancement of the site and the size, height, design and scale of the building would be appropriate for the requirements of their use and would satisfactorily integrate within Manor Royal. The proposed development is considered acceptable in this regard.

Impact upon the amenities of the area and neighbouring businesses

- 5.6 The site is surrounded by various business uses, all of which have surrounding landscaped parking areas and can operate 24 hours. The proposed building would be set back from the boundaries of the site with parking areas and landscaping. It is considered that the proposal would not adversely impact upon the amenities of the neighbouring businesses by way of overbearing presence, light loss or loss of privacy.

Impact on the users of the highway & parking provisions

- 5.7 The application was submitted with a Transport Statement and Travel Plan. WSCC Highways were therefore consulted on the application. The application site currently has 4 access points, the application proposes to reduce this number to 3 with the closure of 2 and the creation of a new access point to the west of the site. WSCC Highways have not objected to loss of or the additional access arrangement. They have considered the submitted Transport Statement and TRICS data and considered that the proposed use would generate fewer trips than the existing extant permission for offices.
- 5.8 The site is located within a sustainable location that is accessible by existing bus services which link to local train stations. The site also has good pedestrian and cycle routes to the north of the site. Unit 1 would provide 24 no. car parking spaces including 2 no. disabled spaces and 8 no. covered cycle spaces and 2 no. HGV spaces. Unit 2 would provide 29 no. car parking spaces including 2 no. disabled spaces, 8 no. covered cycle spaces and 3 no. HGV spaces. Tracked vehicle plans have been submitted with the application demonstrating a HGV can enter and leave the site in a forward gear. The application has been amended since its submission and now seeks solely a B8 use (warehousing and distribution), for which the proposed level of parking provision would comply with the standards within the Urban Design SPD.
- 5.9 Subject to the imposition of a number of conditions relating to highway safety issues and accordance with a Construction Management Plan, the proposal would not have a detrimental impact on the workings of the highway network, and the overall parking provision is considered acceptable.

Drainage

- 5.10 The application was submitted with a Flood Risk Assessment. WSCC Flood Risk Management Officer has no objections subject to conditions.

Trees and Landscaping

- 5.11 There are no existing trees within the application site, however there are a number close to the boundary of the site. The application has been considered by the Councils tree officer who has no objection to the proposal, given the distance of the proposed building from these trees. A landscaping plan has been submitted with the application showing an increase soft landscaping along the boundary of the site. It is recommended a condition is imposed requiring further details of the hard and soft landscaping including a new fence.

Sustainability

- 5.12 Policy ENV6 requires new developments to submit a Sustainability Statement detailing how the development approaches seven broad sustainability objectives. More specifically, ENV6 and ENV9 also require new non-residential buildings to achieve the minimum Energy and Water standards for a BREEAM 'Excellent' rating, as part of the BREEAM certification process, where viable and feasible. The application was submitted with a BREEAM pre-assessment report which indicates that the proposal is targeting the minimum standards for BREEAM 'Excellent' in the Energy and Water issue categories. It is considered that this represents a positive response to the BREEAM policy requirements in ENV6 and ENV9. The development has considered sustainability measures within its design and sought to address compliance with policies ENV6, ENV7 and ENV9. These include energy efficiency measures, allowing natural light into the building and ensuring the roof is capable of accommodating pv panels.
- 5.13 Policy ENV7 requires developments to demonstrate as part of their Sustainability Statement how they have considered the hierarchy of options for using district or decentralised energy set out in the policy. The submitted Energy Strategy Report highlights the fact that there is no district heat network present to connect to, and argues that the various options for communal or decentralised energy set out in the Policy are unsuitable on the grounds of the relatively limited predicted level of hot water demand, the expected low demand for process heat as part of occupier activity, and that no low-temperature hot water system is proposed for the development. The BRUKL (Building Regulations UK Part L) summaries provided for each unit as appendices to the Sustainability Statement appears to confirm this. It is therefore considered that in light of this and given that the proposed energy strategy includes alternative low/zero carbon technologies (air source heat pumps and solar PV arrays) to achieve levels of CO2 emissions and energy demand which are significantly in advance of Building Regulations requirements, the proposal satisfies Policy ENV7 by specifying an alternative approach to securing decentralised low carbon energy.

Infrastructure Contributions

- 5.14 In line with policy IN1 and as set out in the Developer Contributions Guidance Note, a Manor Royal Contribution is required to be secured through a S106 Agreement (based on a figure of £2 per sq m of new floorspace). The total contribution is £9,840. The money would contribute towards the Gateway 2 project or street furniture in Zone 3 of Manor Royal.

CONCLUSIONS:-

- 6.1 The proposal is supported in principle as an employment use in the Manor Royal industrial area and it is accepted that there is a need for high quality new business floorspace within the Manor Royal Business District. Given the character of this particular part of Manor Royal, the design of the building is considered to be acceptable. The development would maintain the character of the street frontage along Crompton Way, subject to a condition requiring details of fencing and landscaping and therefore accords with the Urban Design SPD and the aspirations of the Manor Royal SPD. The level of parking proposed is considered acceptable for the use now proposed. In addition the proposal would not cause significant detrimental impact to neighbouring users. For the reasons outlined above the application accords with the relevant NPPF policies Local Plan polices, Urban Design and Manor Royal SPD and subject to the recommended conditions is recommended for approval.

RECOMMENDATION RE: CR/2017/0589/FUL

PERMIT - Subject S106 to secure Manor Royal contribution and subject to the following condition(s):-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The premises shall be used solely for the purposes of Use Class B8 (Storage & Distribution) and no other Use Class as defined by the Town & Country Planning (Use Classes) Order 2005, without the prior written consent of the Local Planning Authority
REASON: To avoid an over intensive occupation of the building for which parking and servicing space on site would be inadequate to satisfy the requirements of Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: In the interest of road safety and in accordance with policy CH3 of the Crawley Local Plan 2015-2030.
6. No part of the development shall be first occupied until such time as the existing vehicular accesses onto Crompton Way have been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority
REASON: The above condition is required in order that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with INV4 of the Crawley Borough Local Plan 2015-2030.
7. The proposed parking spaces and service yard layout shall be provided prior to the occupation of the development hereby approved and shall be retained for the life of the development unless otherwise approved in writing by the Local Planning Authority.
REASON: To ensure that adequate and satisfactory provision is made for the parking and manoeuvring of vehicles clear of all highways in accordance with policy CH3 of the Crawley Local Plan 2015-2030.
8. The cycle storage areas as shown on the approved plans shall be provided prior to the occupation of the dwellings hereby approved. The cycle storage areas shall be retained for the life of the development unless otherwise approved in writing by the Local Planning Authority. .
REASON: To ensure adequate provision of cycle storage in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

9. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not restricted to the following matters:
- The anticipated number, frequency and types of vehicles used during construction
 - The method of access and routing of vehicles during construction
 - The parking of vehicles by site and operatives and visitors
 - The loading and unloading of plant, materials and waste
 - The storage of plant and materials used in construction of the development
 - The erection and maintenance of security hoarding
 - The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)

REASON: In the interest of road safety and amenities of the area, in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

10. No part of the development hereby permitted shall be occupied until a copy of a post- construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent' has been submitted to and agreed in writing by the Local Planning Authority
- REASON: In the interests of sustainable design and efficient use of water resource in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030

11. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document.
- REASON: To encourage and promote sustainable transport in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

12. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, proposed fencing, and details of any to be retained, together with measures for their protection in the course of development.
- REASON: In the interests of amenity and of the environment of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

13. The development hereby permitted shall not proceed until details of the proposed surface water and foul drainage and means of disposal have been submitted to and approved by the Local Planning Authority. No building shall be occupied until all drainage works have been carried out in accordance with such details as approved by the Local Planning Authority.
- REASON: To ensure that the proposed development is satisfactorily drained in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

14. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/

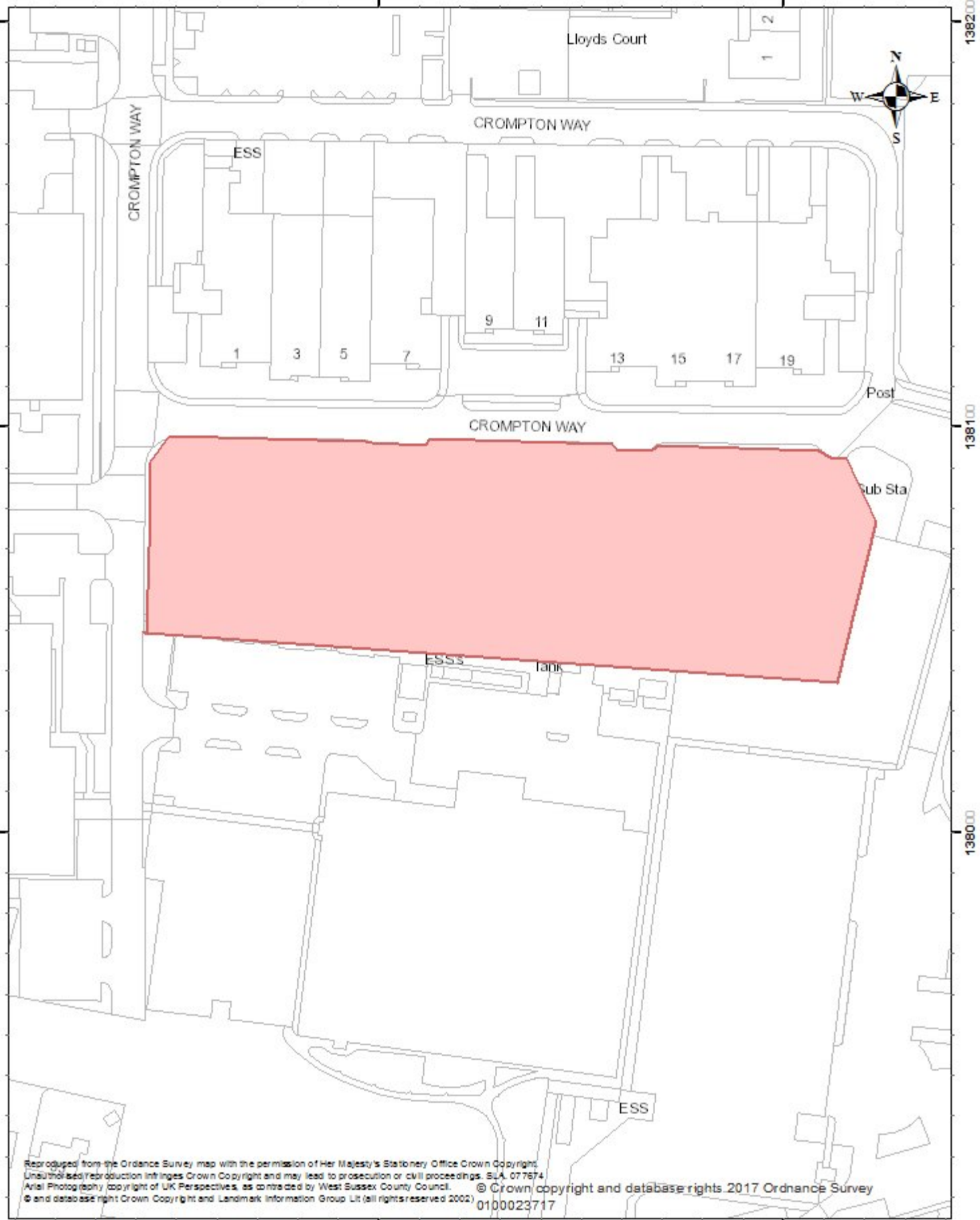
NPPF Statement

1. 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.
 - 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.

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

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