

LOCATION: [EASISTORE LTD, MAIDENBOWER OFFICE PARK, BALCOMBE ROAD, MAIDENBOWER, CRAWLEY](#)

WARD: Pound Hill South and Worth

PROPOSAL: ERECTION OF 4 STOREY EXTENSION

TARGET DECISION DATE: 30 July 2020

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: Easistore Limited

AGENT'S NAME: ECE Architecture Limited

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
6402 PI 001	C	Site Location Plan
6402 PI 005	D	Block Plan
6402 PI 010	D	Existing Site Plan
6402 PI 015	I	Proposed Site Plan
6402 PI 030	E	Existing East & West Elevations
6402 PI 031	E	Existing North & South Elevations
6402 PI 050	A	Existing Ground Floor Plan
6402 PI 051	A	Existing First Floor Plan
6402 PI 052	A	Existing Second Floor Plan
6402 PI 053	A	Existing Third Floor Plan
6402 PI 054	A	Existing Roof Plan
6402 PL 020	J	Proposed East & West Elevations
6402 PI 021	J	Proposed North & South Elevations
6402 PI 040	E	Proposed Ground Floor Plan
6402 PI 041	E	Proposed First Floor Plan
6402 PI 042	E	Proposed Second Floor Plan
6402 PI 043	E	Proposed Third Floor Plan
6402 PI 044	E	Proposed Roof Plan
PI 100	C	Proposed Boundary Section
6402 PI 200	B	Vehicle Tracking
0300	C01	Retaining wall with sections and details
0301	C02	Retaining Wall & Slab Thickness Sections

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory Consultees

- | | |
|---|------------------------------------|
| 1. WSCC Highways | No objection subject to conditions |
| 2. National Air Traffic Services (NATS) | No objection |
| 3. Highways England | No objection subject to conditions |

Other Consultees

- | | |
|----------------------------------|---|
| 4. Thames Water | No objection subject to conditions |
| 5. Police | No objection |
| 6. CBC Environment Team | No comments received |
| 7. Crawley Cycle & Walking Forum | Comment that cycle parking spaces should be |

8.	CBC Energy Efficiency & Sustainability	provided
9.	CBC Retail & Employment	No objection
10.	CBC Urban Design	No comments received
11.	CBC Env Health (Air Quality)	No objection subject to submission of a Dust Management Plan, and provision of electric vehicle charging points and cycle parking
12.	CBC Economic Development	No comments received
13.	Gatwick Diamond Grow Group	No comments received
14.	Drainage	awaiting comments – to be updated at the meeting if available

NEIGHBOUR NOTIFICATIONS:-

N/A

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development.

THE APPLICATION SITE:-

- 1.1 The application site is located within Maidenbower Business Park, a collection of commercial buildings with B1, B2 (now use class E(g)(iii)) and B8 use classes. The site is directly adjacent to the M23 motorway (to the eastern edge) and Junction 10A slip road to the south. To the west of the Business Park is Balcombe Road, with the residential properties in Maidenbower further to the west. To the north of the Business Park is an area of woodland and the Worth Conservation Area in which St Nicholas Church is centrally located. The far northern part of the site is located within an area of Structural Landscaping as defined in the Local Plan.
- 1.2 The existing site comprises a large warehouse building constructed of metal cladding over 4 floors with a total floor area of approximately 6,300m². The building is currently used as a Self-Storage Facility (B8 use class). There are currently 22 car parking spaces and 3 lorry spaces.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is to extend the existing building toward the southern boundary utilising an area of hard standing between the building and boundary and then wrapping around to the front of the unit towards the east. The extension will create a floor area of approximately 2200sqm over 4 storeys, the floor levels of which will match those of the existing building. The additional floor area will be used for B8 self-storage use in line with the current operation.
- 2.2 The width of the extension would vary due to the stepped nature of the existing building and the stagger of the boundary. With the angled side elevation that is proposed, at its narrowest point the extension would project 6m from the side of the building and at its widest point it would project 18m. The section to the front of the building would be 16m by 10m. The total length of the extension from front to rear would measure 50.5m. The ridge height of the extension would be maintained to match that of the existing building at 12.5m, with the new extension set behind a small parapet which have a maximum height of 13m. The southern elevation is angled to reflect the existing angled boundary line. The building appearance would match that of the existing building, namely dark grey cladding panels with light grey flashings and glazing panels. The existing access is not affected by the proposals and no additional parking spaces are proposed.
- 2.3 The proposal has been amended to move the extension away from the southern boundary with the M23 slip road as a response to the earlier comments received from Highways England. As a result the layout of the extension has changed with the proposal now extending to the front (east) of the

building as well as the side (south). This also resulted in the parking layout being slightly reconfigured to accommodate the existing 22 spaces. The proposal has also been amended so that the extension would now be in line with the back wall of the existing building when viewed from the west, originally it was proposed that the building would extend further to the west.

PLANNING HISTORY:-

- 3.1 CR/2009/0250/COU
RETROSPECTIVE APPLICATION FOR CHANGE OF USE OF PART OF THE CAR PARK TO CAR WASH FACILITY AND STORAGE INCLUDING CANOPY & PORTA CABIN (AMENDED DESCRIPTION).
Permitted
- 3.2 CR/2005/0257/ARM
ERECTION OF WAREHOUSE FOR B8 USE (STORAGE)
Permitted

PLANNING POLICY:-

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in July 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

Section 6 emphasises that planning policies and decision should help create the conditions in which businesses can invest, expand and adapt with significant weight placed on the need to support economic growth and productivity.

Section 9 states that the planning system should actively manage patterns of growth to promote sustainable transport with development focused on locations which can be made sustainable.

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

SD1 states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles the Council will take a positive approach to approving development which is sustainable.

CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley.

CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how 'Secure by Design' principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access, circulation, manoeuvring, loading etc. and to comply with all relevant Supplementary Planning Guidance (such as the Manor Royal SPD).

EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper, and encourage main employment areas as the focus for sustainable economic growth.

EC2 states that as a key economic driver in the sub-region, Crawley's main employment areas make a significant contribution to the economy of the town and the wider area. Therefore, Main Employment Areas are identified as a focus for sustainable economic growth, each of which has a

different character and function. Proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area, and overall economic function of the town, through providing a mix of employment generating uses.

ENV6 states that all development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.

ENV7 states that any major development within the borough that would involve the creation of over 1000sqm of internal floorspace, should demonstrate how they have considered the following hierarchy:

- i. where a network is in place in the immediate area: connect to an existing District Energy Network; or
- ii. where a network is not yet in place, development should:
 - a) consider developing its own system for supplying energy to any surrounding existing or planned buildings. Any system installed should be compatible with a wider district energy network and developments should ensure that connection to a wider network is facilitated in the future through good design and site layout; or
 - b) consider how it may include site-wide communal energy systems; or
 - c) be “network ready”, optimally designed to connect to a District Energy Network on construction or at some point after construction.

ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk or would increase the risk of flooding elsewhere.

ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.

ENV11 seeks to protect people’s quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses which will not be exposed to noise impact that would adversely affect the amenity of existing and future users.

ENV12 states that proposals that do not have a negative impact on air quality will normally be permitted.

IN1 deals with infrastructure provision and states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.

IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.

IN3 advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.

IN4 states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council’s car and cycle standards.

4.3 **Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)**

The Local Plan Review Submission Consultation draft 2021-2037 has been published for Regulation 19 consultation on 6 January 2021 until 30 April 2021, and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy IN1: Infrastructure Provision.
- Policy EC1: Sustainable Economic Growth.
- Policy EC2: Economic Growth in Main Employment Areas.
- Policy EC11: Employment Development and Residential Amenity
- Policy SDC1: Sustainable Design and Construction.
- Policy SDC3: Tackling Water Stress.
- Policy EP5: Air Quality
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents

4.4 Urban Design SPD – October 2016

This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. Annex 1 contains the Borough's indicative minimum parking standards. For a B8 use, 1 space is required for every 100sqm and 1 lorry space is required per 500sqm. The SPD also includes cycle parking standards which for a B8 use would be 1 space per 500sqm (as well as 1 visitor cycle space per 1000sqm).

4.5 Planning and Climate Change SPD

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.

PLANNING CONSIDERATIONS:-

5.1 The main considerations for this application are the following:

- Principle of the Development
- Highways and Parking Considerations
- Design and appearance of the proposal & the impact on the street scene
- Impact on amenity of neighbouring properties
- Air Quality
- Sustainability
- Drainage.

Principle of the Development

- 5.2 Local Plan Policy EC1 identifies Crawley as having a significant business land supply shortfall of 35ha over the Plan period to 2030. The limited available business land supply remains an issue moving forward, with the draft Submission (Regulation 19) Local Plan identifying greater unmet business land need of up to 100 hectares over the forthcoming Plan period to 2035. This places significant weight on the need to build upon and protect the role of the designated main employment areas, in order to enable new and existing businesses to grow and prosper. As such, the provision of additional business floorspace within the Main Employment Area is supported by Policy EC1.
- 5.3 Local Plan Policy EC2 supports employment generating development that contributes to the specific characteristics of the Main Employment Area and the wider economic function of the town. Maidenbower Business Park is characterised by a range of economic uses, including warehouse, office, vehicle sales/repairs and leisure uses. The proposed extension is in-keeping with this economic character, and is supported by Policy EC2.

- 5.4 More broadly, the proposal is consistent with wider NPPF objectives to support business and plan positively to encourage sustainable economic growth. As such the proposal is consistent with Local Plan Policies EC1 and EC2, and is supported in principle.

Highways and Parking Considerations

M23

- 5.5 The proposed extension would be located 2m (at its closed point) from the southern boundary of the site which is adjacent to the M23 slip road. Given the location of the proposal in close proximity to the M23, Highways England were consulted on this application to assess proposals that have the potential to impact on the safe and efficient operation of the strategic road network and in this case the M23.
- 5.6 Highways England originally objected to the proposal due to the proximity of the extension to the M23 slip road. As a result of numerous discussions the scheme was amended to the current proposal in order to move the extension away from the southern boundary and to allow space to construct the extension and maintain it without encroaching onto Highways Agency land or compromising the M23. Further details were also provided comprising sections of the proposed boundary, retaining wall and slab thickness, construction methodology and method statements for the glazing and cladding. The proposed extension as now amended would be constructed adjacent to and above the existing retaining boundary wall which would leave a minimum of 2m (at its closest point) to the M23 landscape buffer zone followed by a further 6.5m to the M23 slip road.
- 5.7 Highways England have removed their objection and are now satisfied that the building extension can be constructed and maintained without detrimental impacts to the safe and efficient operation of the M23 Motorway and its slip road, subject to conditions relating to the submission of a landscaping scheme, details to ensure the slip road is safeguarded, a construction management plan, street lighting details and surface water drainage requirements.

Parking Arrangements

- 5.8 Currently 22 parking spaces (which includes 1 disabled bay) are provided on site and it is not proposed to increase the number of parking spaces as a result of this application, although the parking layout has been reconfigured in order to accommodate the extension. The internal courtyard has space for 3 lorries to the front of the building with 22 parking spaces arranged around the site. There are currently no cycle parking spaces provided on the site.
- 5.9 For a development of this size covering approximately 2200sqm, 22 additional parking spaces would ordinarily be required as well as 8 cycle parking spaces. However, given the existing site is used as a self-storage unit, this particular operator has advised that they have very specific operational requirements for customer / visitor parking in that customers only use the facility to drop off or collect items with very few visits to the premises for the majority of the time. In regard to cycle parking, again given the nature of the site it is highly unlikely that customers would be able to transport their items via a bicycle however staff members may cycle to the site. As such officers consider that in this instance, given the specific requirements of this commercial unit, the number of vehicle parking spaces would be sufficient, but that cycle parking should be provided.
- 5.10 The Local Highway Authority (LHA) were also consulted on the application and raise no objection to the proposal. They advise that the existing road access is to onto a private road. They consider that the additional traffic due to the proposed extension would not have a detrimental effect on the nearby roundabout or on the local road network. 22 parking spaces are currently provided and they do not consider that, because of the nature of the proposed use with occasional visits by clients, additional parking spaces will be needed. They have also not suggested any cycle parking spaces. However officers consider that whilst customers are unlikely to cycle to the site, cycle parking for employees should be provided. Therefore a condition is recommended that cycle parking details are submitted prior to the occupation of the development. The LHA have also requested the provision of a construction management plan prior to the commencement of any building work.

- 5.11 In regard to vehicle tracking, a series of plans have been submitted to show the vehicle tracking for the lorries as well as the car parking spaces. The LHA have reviewed these plans and are satisfied with the details submitted.
- 5.12 In conclusion, the proposed extension would not result in an adverse impact on the highway subject to conditions and as such would accord with development plan policy in this regard.

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

- 5.13 The proposed extension would be located to the east and south of the existing warehouse building. The extension would be constructed of materials to match those of the main building, namely grey cladding with some glazing to the corner. The existing building is a large warehouse unit and the proposed extension would follow the existing pattern and form of development on this site in terms of its scale, design and proportions. The extension has been designed to follow the southern boundary line and makes efficient use of a currently underused part of the site. The site can comfortably accommodate an extension of this scale.
- 5.14 The site is located at the far east of this business park and the location of the extension would ensure that the proposal would not appear dominant within the surrounding area. The proposal would be in keeping with the nature of the business park. The site is visible from the M23 however given its scale and location, the proposal would be read against the existing building and would not be a dominant addition when viewed from here.
- 5.15 As such the proposal would not result in an adverse impact on the design and appearance of the existing site or the surrounding area and as such would accord with development plan policy in this regard.

Impact on amenity of neighbouring properties

- 5.16 The proposed extension would be located 48m from the neighbouring business use to the west of the site. This distance coupled with the fact that the proposed extension would not be extending any nearer to this neighbouring site than the existing building, would ensure that there would be no adverse impact to the amenities of these occupiers.
- 5.17 The proposed extension would be located 52m from the neighbouring business use to the north of the site. The majority of the extension would not be visible from this adjacent site and the small part that would be visible would be set over 52m away. The existing 4 storey building is located 18m from this neighbouring unit therefore the proposed extension is not considered to adversely impact upon the occupiers of this site.
- 5.18 There are no neighbouring residential properties within close proximity to the proposal.
- 5.19 Given the above the proposed extension would not result in an adverse impact upon residential amenity or impact on the occupiers of the adjacent commercial buildings and as such would accord with development plan policy in this regard.

Air Quality

- 5.20 In order to support the application, an Air Quality Assessment was submitted. The assessment considered the air quality impacts during the construction and operational phases of the development, as well as the indoor air quality. In regard to the construction phase, the report found that dust emissions can be adequately managed by adopting appropriate mitigation measures based on best practices.
- 5.21 In regard to the operational phase, the assessment found that traffic levels generated would have a negligible impact on outdoor air quality in the surrounding area. The indoor air quality is to be controlled using natural ventilation and all systems will be cleaned and maintained in accordance with company guidance. A pre-occupancy flush-out of the building will be carried out to remove any residual pollutants from paints, varnishes and other finishes.

- 5.22 The Environmental Health Officer has raised no objection to the proposal on air quality grounds subject to a suitable dust management plan being in place prior to construction works commencing. The Emissions Mitigation Assessment sets out the appropriate level of mitigation required to offset the air quality impacts of the development. The damage costs associated with the development were low, and mitigation measures suggested included EV charging points at 20% of car parking spaces, and secure, covered and lit cycle storage for both staff and visitor use. These aspects can be covered by condition and would address air quality considerations as well as future proofing the building in terms of sustainability and promoting alternative means of travel.
- 5.23 Given the above, the proposal is not considered to result in adverse air quality impacts and would accord with development plan policy in this regard.

Sustainability

- 5.24 Policies ENV6: Sustainable Design & Construction, ENV7: District Energy Networks and ENV9: Tackling Water Stress, and the Planning & Climate Change Supplementary Planning Document (SPD) (2016) are relevant to this proposal from a climate change mitigation and adaptation perspective. ENV6 requires the submission of a Sustainability Statement responding to the six 'sustainability objectives' set out in the policy. ENV7 requires developments of this scale to demonstrate their consideration of the hierarchy of options regarding decentralised/district energy which are detailed in the policy, and to pursue such that are viable and feasible. ENV9 states that development should plan positively to minimise its impact on water resources and promote water efficiency. It requires that new non-residential development meets the BREEAM 'Excellent' minimum standards for water, where technically feasible and viable.
- 5.25 The proposal is supported by an 'Outline Sustainability/Energy Efficiency Statement'. The Statement sets out the proposed energy approach in respect of the development. It clarifies the specific nature of the development with regard to building fabric, energy consumption and water use, and sets out proposed responses to Policy ENV6.
- 5.26 The Statement makes some specific proposals in respect of fabric efficiency and technologies, including:
- Building fabric of extension to at least meet the minimum fabric performance requirements applicable to a new building under the Building Regulations
 - Specification of low energy/LED lighting
 - Provision of a 30.25 kWp solar PV array on the roof, consisting of 110 275W panels (these are shown on the proposed roof plan)
 - Improvements to the performance of the existing building as part of the Building Regulations requirement for 'consequential improvements'.
- 5.27 In respect of policy ENV7 the application sets out that no additional heating or cooling services are to be installed within the proposed development, and that the existing services will continue to be used. Because of this the Statement concludes that the specification of new communal or decentralised heating plant for this development would not be technically feasible. In respect of water and ENV9, it appears from the application documents that the proposed extension will not contain any water consuming fittings. In addition the Statement sets out that 4 electric vehicle charging points are proposed to be installed, in line with WSCC guidance. This would not directly affect the operational emissions of the building but would help to mitigate some of the transport emissions associated with its use.
- 5.28 The Energy and Sustainability Officer raises no objection to the proposal and advises that the proposed approach is considered to represent an acceptable response to the identified requirements, subject to it being implemented. It is accepted that in view of the limited energy implications of the proposal the reasons for not including new heat plant are acceptable, and the proposed provision of solar PV represents an appropriate alternative as allowed by policy ENV7. Conditions are recommended to ensure that the energy strategy and sustainability measures are implemented and for a solar PV scheme to be submitted.
- 5.29 Subject to the above, the proposal would accord with development plan policy in this regard.

Drainage

- 5.30 It is proposed that the drainage for the proposed extension would drain to the west of the site as per the existing situation comprising hardstanding gullies and rainwater pipes which discharge in to the existing storm ditch via protruding pipes. The proposed extension would be located on an area of hardstanding which is already drained to the storm ditch along the western boundary. It is considered that the proposed extension would not create any significant increase in the volume of water being discharged to the storm ditch given that the proposal would be located on an existing area of hardstanding and would drain as per the existing situation.
- 5.31 At the time of writing this report the CBC Drainage Officer has yet to advise on this approach, but subject to his satisfactory comments, it is suggested that the decision be delegated to the Head of Economy and Planning, with a view to imposing an appropriately worded condition to secure such a drainage scheme following further consultation with the CBC Drainage Officer if deemed necessary. This would ensure that the proposal would not adversely impact upon surface water drainage. A further drainage condition is also recommended by Highways England to ensure that it does not compromise the M23. Subject to this, the proposal is considered acceptable in this regard and would comply with Policy ENV8.

CONCLUSIONS:-

- 6.1 The principle of additional economic floor space is accepted in this location. The proposed development would not result in an adverse impact upon the highway nor would it adversely impact on the design and appearance of the existing site or the surrounding area. The proposal would be acceptable in regard to residential amenity, air quality, sustainability and drainage. Subject to the imposition of conditions, the proposal would accord with development plan policy and is recommended for approval.

RECOMMENDATION RE: CR/2020/0155/FUL

It is recommended that the decision be **delegated** to the Head of Economy and Planning to await the comments of the CBC Drainage Officer **with a view to granting planning permission** subject to the following conditions as set out below, and the with the inclusion of a suitable drainage condition, if deemed necessary.

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. Prior to the commencement of the development, including any works of demolition, site preparation or clearance, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the construction period. The Plan shall provide details of the following:
 - 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 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 road,
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety , to ensure that the M23 Motorway continues to an effective part of the national system of routes for through traffic in accordance with Section 10 of the

Highways Act 1980, and the amenities of the area in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.

This condition is required to be pre-commencement as it relates to how the building work will be managed during construction.

4. No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a scheme to safeguard and maintain the geotechnical stability of the M23 and slip road during construction and occupation of the site have been submitted to and approved in writing by the local planning authority (who shall consult with Highways England). Thereafter the construction and occupation of the development shall be in strict accordance with the approved scheme unless otherwise agreed in writing by the local planning authority (who shall consult Highways England).
REASON: To ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.
This condition is required to be pre-commencement as it relates to how the building work will be managed during construction.
5. No part of the development hereby permitted shall be occupied until a lighting framework has been submitted to and approved in writing by the local planning authority (who shall consult with Highways England). The lighting framework shall include details of the impact of lighting on driver safety on the M23 and its slip road. The development shall thereafter be undertaken in accordance with the approved details unless otherwise approved in writing by the local planning authority.
REASON: To ensure that any proposed lighting will not have an adverse impact on driver safety on the M23 Motorway and that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. No storm water run-off that may arise due to the development hereby permitted will be accepted into the highway or highway drainage systems, and there shall be no connections into those highways drainage systems from the development and its drainage systems.
REASON: To ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, to satisfy the reasonable requirements of road safety and to prevent environmental damage in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.
7. Prior to the commencement of the development hereby permitted (including site clearance or preparation), details of the hard and soft landscaping on the M23 and slip road facing side of the site shall be submitted to and approved in writing by the local planning authority (who shall consult with Highways England). Thereafter the occupation of the development shall be in accordance with the approved scheme unless otherwise agreed in writing by the local planning authority (who shall consult Highways England).
REASON: To ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.
This condition needs to be pre-commencement as the landscaping details will form an integral part of the development and therefore need to be addressed at an early stage.
8. Prior to commencement of the development hereby permitted a dust management scheme shall be submitted to and approved in writing by the Local Planning Authority. Construction activities shall not commence until such a scheme has been approved by the LPA and the approved measures shall be implemented and adhered to throughout the construction period.
REASON: In the interests of amenity and in accordance with policies CH3 and ENV10 of the Crawley Borough Local Plan 2015 - 2030. This condition is to be required pre-commencement as it relates to how the building work will be managed during construction.
9. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to

prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: To ensure the underground sewerage utility infrastructure is not damaged as a result of the development in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030. .

10. The materials and finishes of the external walls (and roof(s)) of the building(s) hereby permitted shall match in colour and texture those of the existing building(s).
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
11. The development hereby permitted shall not be occupied until the energy strategy and sustainability measures for the new development which are described in the submitted Outline Sustainability/Energy Statement dated April 2020 have been implemented, or otherwise in accordance with details which have first been submitted to, and agreed in writing by, the Local Planning Authority. The approved details shall thereafter be implemented and retained for the duration of the development.
REASON: In the interests of environmental sustainability, in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning & Climate Change SPD.
12. The development shall not be occupied until the photovoltaics referred to in the submitted Outline Sustainability/Energy Statement dated April 2020 have been installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented and retained for the duration of the development.
REASON: In the interests of environmental sustainability and the visual amenities of the locality, in accordance with policies CH3 and ENV6 of the Crawley Borough Local Plan 2015-2030
13. Prior to the occupation of the development hereby permitted, electric vehicle charging points and covered and secure cycle parking spaces for 8 cycles shall be provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be implemented and retained for the duration of the development.
REASON: To provide alternative travel options to the use of the car, in the interests of air quality and environmental sustainability in accordance with Policies CH3, ENV6, ENV7, ENV10 and IN3 of the Crawley Borough Local Plan 2015 - 2030 and the Planning & Climate Change SPD.

INFORMATIVE(S)

1. In regard to conditions 3, 4, 5, 6 and 7 above, the schemes shall include such assessment, drawings and mitigation as is necessary to comply with the requirements and standards set out in the Design Manual for Roads and Bridges and shall be in accordance with the methodology provided within the MJRooney Construction Ltd document 'Proposed Store Extension Construction Methodology' dated 8th February 2021 or other such approach as approved.
2. The applicant is advised to read Thames Waters guidance 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

NPPF Statement

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

- Liaising with consultees/applicant/agent and discussing the proposal where considered appropriate and necessary during the course of the determination of the application.

- Seeking amended plans/additional information to address identified issues during the course of the application.

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



ArcGIS Web Map

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