



# **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee North

**BY:** Development Manager

**DATE:** 4 April 2017

**DEVELOPMENT:** Proposed demolition of existing garages, and erection of 9 No. dwellings, and associated landscaping and parking

**SITE:** Garage Block Sleets Road Broadbridge Heath West Sussex

**WARD:** Broadbridge Heath

**APPLICATION:** DC/16/2934

**APPLICANT:** Saxon Weald

**REASON FOR INCLUSION ON THE AGENDA:** At the request of Councillor French.

**RECOMMENDATION:** That delegated powers be granted to the Development Manager to approve the application subject to conditions and the completion of a section 106 legal agreement to secure contributions towards infrastructure and linking this application to applications DC/16/2935 and DC/16/2936 to ensure that the appropriate affordable housing provision and mix is provided across the three sites

## **1. THE PURPOSE OF THIS REPORT**

1.1 To consider the planning application.

### **DESCRIPTION OF THE APPLICATION**

- 1.2 The application seeks full planning permission for the construction of 9 flats, comprising a mix of 6 one-bedroom flats and 3 two-bedroom flats, with associated parking and landscaping.
- 1.3 The proposal consists of a three storey block with each floor providing 2 one-bedroom flats and 1 two-bedroom flats. The building would comprise three colours of bricks – a light coloured brick to the main building, a slightly darker brick beneath windows, and a blue grey coloured brick to a central recess, and a red coloured brick to the rear section of the scheme. A slate tile is proposed for the roof. Grey windows and doors are proposed with black uPVC bargeboards.
- 1.4 A total of 16 car parking spaces are proposed, four of which will be made available to occupiers of the development proposed at Swann Way under reference DC/16/2935 (considered also on this agenda). A fully enclosed, secure and lit cycle store will be provided with one space being provided per flat. Refuse stores are to be provided at the front of the building and incorporated in the boundary wall. Ground floor flats facing the

street will have self-contained storage provision within the front garden areas. Ground floor flats will also benefit from private garden areas. The front boundary is to be defined with a 0.9m high brick wall with 0.45m high metal railings on top and the rear boundary is to be defined with a 1.8m high fence with a trellis on top.

- 1.5 This application is to be considered in conjunction with two other applications – the proposed demolition of existing garages and the erection of 21 dwellings at Pelham and Waverley Court, Horsham (16 market dwelling and 5 shared ownership) under reference DC/16/2936; and the proposed demolition of existing garages and erection of 9 affordable dwellings on land at Swann Way, Broadbridge Heath under reference DC/16/2935. The total quantum of development over the three sites would comprise 14 affordable units and 25 market dwellings. This results in a 36% affordable housing provision across the three linked sites.

#### DESCRIPTION OF THE SITE

- 1.6 The application site is located within the built-up area boundary of Broadbridge Heath, in the eastern part of the village. The site lies to the west of Sleets Road and currently comprises a number of garages arranged in two blocks.
- 1.7 The application site lies in an area of prevailing residential character, which comprises a mix of three storey apartment blocks, two storey dwellings and bungalows. The properties to the immediate north of the site are single storey, with the properties to the west of the site being two storey. The remainder of the site is surrounded by three storey blocks of flats. There is a mixture of designs and styles of properties in the immediate area along with a range of materials, although the prevailing material is brick.

## 2. INTRODUCTION

#### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

#### RELEVANT GOVERNMENT POLICY

- 2.2 **National Planning Policy Framework:**  
 NPPF4 - Promoting sustainable transport  
 NPPF6 - Delivering a wide choice of high quality homes  
 NPPF7 - Requiring good design  
 NPPF14 - Presumption in favour of sustainable development

#### RELEVANT COUNCIL POLICY

- 2.3 **Horsham District Planning Framework (HDPF 2015)**  
 HDPF1 - Strategic Policy: Sustainable Development  
 HDPF2 - Strategic Policy: Strategic Development  
 HDPF 3 - Strategic Policy: Development Hierarchy  
 HDPF15 - Strategic Policy: Housing Provision  
 HDPF16 - Strategic Policy: Meeting Local Housing Needs  
 HDPF24 - Strategic Policy: Environmental Protection  
 HDPF32 - Strategic Policy: The Quality of New Development  
 HDPF33 - Development Principles  
 HDPF35 - Strategic Policy: Climate Change  
 HDPF37 - Sustainable Construction  
 HDPF40 - Sustainable Transport

HDPF41 - Parking

#### RELEVANT NEIGHBOURHOOD PLAN

- 2.3 There is no neighbourhood plan for the parish of Broadbridge Heath and no neighbourhood plan designation area application has been submitted.

#### PLANNING HISTORY AND RELEVANT APPLICATIONS

- 2.4 There is no recent relevant planning history for the site.

### 3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk).

#### INTERNAL CONSULTATIONS

- 3.2 **Drainage Engineer** – No objection subject to a condition requiring foul and surface water drainage details being agreed.
- 3.3 **Housing Services Manager** – No objection.
- 3.4 **Environmental Health** – No objection subject to conditions.

#### OUTSIDE AGENCIES

- 3.5 **Southern Water** – Formal applications for sewer diversion will be required to abandon/divert any public sewer and for a connection to the foul and surface water sewer. Recommends conditions/informatives
- 3.6 **West Sussex County Council Highways** – No objection subject to conditions

#### PARISH COUNCIL

- 3.7 **Broadbridge Heath Parish Council** – Objects to the application on the following grounds:
- Inadequate parking provision for the new dwellings
  - Detrimental effect of the lack of on-street parking are those elderly and disabled residents of Sleets Road and Swann Way
  - Lack of consultation by applicant
  - Loss of privacy and general amenity to local residents

#### MEMBERS COMMENTS

- 3.8 Councillor French has raised concerns in respect of car parking provision and loss of garaging facilities.

#### PUBLIC CONSULTATIONS

- 3.9 4 representations have been received which raise the following concerns:
- Loss of privacy and amenity
  - Concerns with safety of existing alleyway between Sleets Road and Sullington Way
  - Lack of parking provision for flats and wider area

- Loss of garage facilities
- No existing utilities to the garages (gas, water, electricity)
- Loss of green highway verges
- Congestion/highway safety concerns

#### **4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS**

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

#### **5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER**

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

#### **6. PLANNING ASSESSMENTS**

- 6.1 The key issues for consideration in relation to this proposal are:

- Principle of development
- Housing
- Impact on the character and appearance of the surrounding area
- Impact on the privacy and amenity of neighbouring residential properties
- Highway safety impacts and car parking provision

##### Principle of development

- 6.2 The application seeks full planning permission for the construction of 9 flats comprising a mix of 6 one-bedroom flats and 3 two-bedroom flats, with associated parking and landscaping.
- 6.3 Policies within the HDPF seek to direct new development to the main settlements of the District to ensure that the countryside is protected from inappropriate development. The site is located within the built-up area boundary of Broadbridge Heath, categorised as a 'Small Towns and Larger Villages' in the HDPF, and therefore a settlement that has "*...a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and/or bus services. The settlements act as hubs for small villages to meet their daily needs, but also have some reliance on larger settlements/each other to meet some of their requirements.*" The principle of providing residential accommodation in this location is therefore supported.

##### Housing

- 6.4 Policy 16 of the HDPF states that on sites providing between 5 and 14 dwellings, the Council will require 20% of dwellings to be affordable, or, where on-site provision is not achievable a financial contribution equivalent to the cost of providing the units on site. On sites providing 15 or more dwellings, or on sites over 0.5 hectares, the Council will require 35% of dwellings to be affordable.
- 6.5 Whilst this proposal would deliver no affordable units of accommodation the application has been put forward in conjunction with two other applications. The proposed erection of 21 dwellings (16 market dwelling and 5 shared ownership) at Pelham and Waverley Court,

Horsham (ref. DC/16/2936); and, the proposed erection of 9 dwellings (all affordable rent) on land at Swann Way, Broadbridge Heath (ref: DC/16/2935). The total quantum of development over the three sites would comprise 14 affordable units and 25 market dwellings. This results in a 36% affordable housing provision across the three conjoined sites.

- 6.6 This approach has been considered by the Council's Housing Manager who has raised no objections to the applications (across the 3 sites), advising that smaller units are in great demand for those in housing need. Further, while the tenure split is 64% in favour of affordable rented accommodation (9 of the 14 units), slightly below the required 70/30 split detailed in the HDPF, this split is acceptable in this instance.
- 6.7 The affordable housing is to be secured through a s106 agreement which will also address the phasing of development across the three sites. It is considered that the three schemes can be physically constructed simultaneously, but that the units subject of this application and at Pelham and Waverley Court (ref: DC/16/2936) cannot be occupied until the Swann Way development (ref: DC/16/2935) is completed, with the Swan Way development providing the majority of the affordable dwellings. The development, would therefore accord with Policy 16 of the HDPF.

#### Character and appearance

- 6.8 Policies 32 and 33 of the HDPF require developments to be of a high quality and inclusive design based on a clear understanding of the context for development, and recognise any constraints to ensure that the scale, massing and appearance of the development is of a high standard of design and layout, are locally distinctive, favour the retention of important landscape and natural features and create safe environments.
- 6.9 The proposed building would be three storeys in height with a shallow pitched roof. The surrounding area is a mixture of single, two and three storey properties with the application site in the centre of a main settlement where there are a number of three storey blocks in the immediate vicinity. While a single-storey bungalow adjoins to the north there is considerable separation between the buildings which would ensure the transition in height causes no harm to the wider street scene. The proposed scale and roof form is therefore considered acceptable and would relate appropriately to surrounding development.
- 6.10 There is a mixture of styles of development in the area as a result of the growth of the area since the 1960's. The design and detailing of the development would comprise a brick finish which reflects the dominant material of the surrounding area. The scheme would incorporate sufficient articulation, through a central recess and windows / reveals, and this approach coupled with the variation in brick tone would help reduce the apparent mass and bulk of the building.
- 6.11 It is considered that the scale, layout, design and form of the proposed building would sufficiently reflect the design principles established by the nearby development and would not result in any harm to the character or appearance of the locality. The proposal is considered to accord with Policies 32 and 33 of the HDPF.

#### Impact on neighbouring amenity

- 6.12 Policy 33 of the HDPF requires development, amongst other matters, to not cause unacceptable harm to the amenity of surrounding occupiers through overlooking or noise. The Council's design guidance on house extensions sets out that window to window distance between any habitable rooms should be no less than 21 metres and where a black gable is proposed a minimum of 10.5 metres should be provided between the blank gable and any windows serving a habitable room in a neighbouring property.

- 6.13 The proposal is set approximately 21 metres from the bungalow to the north at its closet point; approximately 18.6 metres from the adjacent three storey block of flats to the south; and, approximately 23.9 metres from the rear of 72 Sullington Way (and 3.3 metres from the shared boundary with this property). While the proposed development would be visible from these neighbouring properties the separation distances, coupled with the mature planting along the rear of the site with properties on Sullington Way, is sufficient to ensure no harmful loss of light or outlook for adjoining residents.
- 6.14 The internal layout has been designed to prevent window openings to habitable rooms directly overlooking adjoining properties, with the windows to the rear elevation relating to bathrooms and being obscurely glazed. This arrangement would prevent any harmful downward overlooking for adjoining residents.

#### Highway considerations

- 6.15 A number of concerns have been raised relating to the perceived under provision of parking for future residents of the development, along with the implications of the loss of garages on the on-street parking provision.
- 6.16 A total of 12 unallocated car parking spaces are proposed for the 9 dwellings which the Highway Authority has advised meets the anticipated demand allocated in the parking demand calculator, which is accepted.
- 6.17 The development would result in the loss of 29 garages on the site which are currently used for a mixture of parking and informal storage. To assess the impact of this loss of parking the applicant undertook an overnight and daytime parking survey of capacity within a 250 metre radius of the site. The survey found that at times of peak parking stress there were still between 25 and 28 parking spaces available within 200m of the site. It is considered that potential overspill parking resulting from the proposal, and that at Swan Way (ref: DC/16/2935), could be accommodated in the surrounding area without detriment to neighbouring amenity or highway safety. The methodology and results of the parking survey have been accepted by the Highway Authority and it is therefore considered that a refusal of permission on highway / safety grounds would not be warranted.
- 6.18 The site currently benefits from 2 access points, one onto Sleets Road and one onto Swann Way. It is proposed for the existing access to Swann Way to remain unchanged to serve the 8 parking spaces proposed for the southern parking area. A new access onto Sleets Road is proposed at the sites north-eastern corner to provide access to 8 new parking spaces in the northern parking area. The existing vehicular access onto Sleets Road is to be closed to vehicular traffic and to be used as a cycle/pedestrian only access. It has been stated in the Transport Statement that the redesign of the access is to include the continuation of the footway however no detail plans of the redesign have been provided. A condition is therefore recommended to secure details of the access redesign.

#### **Contributions**

- 6.19 Policy 39 of the HDPF requires new development to meet its infrastructure needs. For this development, contributions would be required towards health provision, sports provision, community facilities, libraries, education, fire and rescue and transport infrastructure. In addition the provision of affordable housing needs to be secured through a legal agreement.
- 6.20 The developer contributions, secured in the event that planning permission is granted, would be allocated towards improvements within the local area, to ensure they benefit future residents of the development. The provision of a commuted sum for specific local

projects is considered a fair approach to deal with the cumulative pressure of additional residents on existing qualitative and quantitative deficiencies in the District and in this case, to enhance existing sport, recreation and community facilities in the local area.

### Other considerations

- 6.21 The Council's Environmental Health Team have commented that the submitted phase one and two site investigations identified some risks to future occupiers of the site but did not include the footprint of the garages, which will also need to be investigated. A condition is recommended requiring the submission of a scheme dealing with components of land contamination to be submitted and approved by the Local Planning Authority prior to commencement of works. This would include a preliminary risk assessment and a site investigation report.
- 6.22 The site is located within Flood Zone 1 where there is a low probability of flooding and where residential development is considered acceptable by the NPPF. Southern Water and the Council's Drainage Engineer have all raised no objection to this proposal, a condition is included on this recommendation requiring the submission and approval of details relating to the proposed means of foul and surface water drainage for the site. Subject to this condition, the scheme is in accordance with Policy 38 of the HDPF.

### Conclusions

- 6.23 Taking all matters into account, the proposal is considered an acceptable form of development. The scheme would result in an appropriate development in accordance with the requirements of the strategic and locational strategy policies of the HDPF. The scheme is considered to be in accordance with the requirements of the HDPF and NPPF and would result in a sustainable form of development. The proposal is also considered appropriate with respect to its impact on demand for travel and highway considerations, trees, sustainability, ecology and flooding.

## 7. RECOMMENDATIONS

- 7.1 It is recommended that planning permission is granted subject to the following conditions:

- 1 A list of the approved plans
- 2 **Standard Time Condition:** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

- 3 **Pre-Commencement Condition:** No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for, but not be limited to:
  - a. an indicative programme for carrying out of the works;
  - b. the arrangements for public consultation and liaison during the construction works;
  - c. the parking of vehicles of site operatives, contractors and visitors;
  - d. loading and unloading of vehicles, plant and materials;
  - e. storage of plant and materials and the siting of temporary buildings/structures used in and/or during constructing the development;

- f. the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
- g. the provision of wheel washing facilities if necessary;
- h. measures to control the emission of dust and dirt during construction;
- i. a scheme for recycling/disposing of waste resulting from demolition and construction works including any hazardous waste;
- j. details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;
- k. measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of residents of the neighbouring properties during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 4 **Pre-Commencement Condition:** No development shall commence until precise details of the existing and proposed finished floor levels of the development in relation to nearby datum points adjoining the application site have been submitted to and approved by the Local Planning Authority in writing. The development shall be completed in accordance with the approved details.

Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 5 **Pre-Commencement Condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:

- All trees on the site shown for retention within the Arboricultural Appraisal Report, as well as those off-site whose root protection areas ingress into the site, shall be fully protected by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).
- Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
- Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

Reason: As this matter is fundamental to ensure the successful and satisfactory retention of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 6 **Pre-Commencement Condition:** No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.



Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

- 7 **Pre-Commencement Condition:** No development shall commence until the following components of a scheme to deal with the risks associated with contamination, (including asbestos contamination), of the site be submitted to and approved, in writing, by the local planning authority:
- (a) A preliminary risk assessment which has identified:
    - all previous uses
    - potential contaminants associated with those uses
    - a conceptual model of the site indicating sources, pathways and receptors
    - Potentially unacceptable risks arising from contamination at the site.

The following aspects (b) - (d) shall be dependent on the outcome of the above preliminary risk assessment (a) and may not necessarily be required.

- (b) An intrusive site investigation scheme, based on (a) to provide information for a detailed risk assessment to the degree and nature of the risk posed by any contamination to all receptors that may be affected, including those off site.
- (c) The intrusive site investigation results following (b) and, based on these, a detailed method statement, giving full details of the remediation measures required and how they are to be undertaken.
- (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action where required.

The development shall thereafter be carried out in accordance with the approved details. Any changes to these components require the consent of the local planning authority.

Reason: As this matter is fundamental to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

- 8 **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the approved building has been submitted to and approved by the Local Planning Authority in writing and all materials used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental 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 33 of the Horsham District Planning Framework (2015).

- 9 **Pre-Occupation Condition:** Prior to first occupation of the hereby approved development maximum visibility splays at all site access points shall be provided, by the cutting back of vegetation adjacent to the site access, in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority. The

visibility splays shall be provided in accordance with the agreed details prior to the first occupation of the development. Once provided the splays shall thereafter be maintained and kept free of all obstructions over the height of 0.6m above adjoining carriageway level or otherwise agreed.

Reason: In the interest of road safety in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 10 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, full details of the hard and soft landscaping works shall be submitted to and approved, in writing, by the Local Planning Authority. The approved landscape scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Any plants, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 11 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a landscape management plan (including long term design objectives, management responsibilities, a description of landscape components, management prescriptions, maintenance schedules and accompanying plan delineating areas of responsibility) for all communal landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape areas shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 12 **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied (or use hereby permitted commenced) unless and until provision for the storage of refuse/recycling has been made for that dwelling (or use) in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the adequate provision of recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 13 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, details of all boundary walls and/or fences shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied (or use hereby permitted commenced) until the boundary treatments associated with that dwelling (or use) have been implemented as approved. The boundary treatments shall thereafter be maintained in accordance with the approved details.

Reason: In the interests of visual and residential amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 14 **Pre-Occupation Condition:** The building hereby permitted shall not be occupied until the windows shown to be obscure glazed on drawing no's PL-005 and PL-006 have been fitted with obscured glazing.

Reason: To protect the privacy of the occupiers of the neighbouring properties in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 15 **Pre-Occupation Condition:** No part of the development shall be first occupied until such time as the existing vehicular access onto Sleets Road has been closed to vehicular traffic and redesigned and constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety in accordance with Policy 40 of the Horsham District Planning Framework (2015)

- 16 **Pre-Occupation Condition:** No part of the development shall be first occupied until such time as the Sleets Road vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety in accordance with Policy 40 of the Horsham District Planning Framework (2015)

- 17 **Pre-Occupation Condition:** No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use in accordance with Policy 41 of the Horsham District Planning Framework (2015)

- 18 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, details of secure (and covered) cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the approved cycle parking facilities associated with that dwelling or use have been fully implemented and made available for use. The provision for cycle parking shall thereafter be retained for use at all times.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

Background Papers: