



TO: Planning Committee South

BY: Head of Development

DATE: 15 August 2017

DEVELOPMENT: New secondary access road and car parking for Henfield Leisure Centre with 32 parking spaces and associated drainage, fencing and lighting

SITE: Kings Field Northcroft Henfield West Sussex

WARD: Henfield

APPLICATION: DC/16/2836

APPLICANT: **Name:** Henfield Parish Council **Address:** The Henfield Hall Coopers Way Henfield BN5 9DB

REASON FOR INCLUSION ON THE AGENDA: More than eight representations received with a contrary view to Officers

RECOMMENDATION: Approve permission subject to a s106 agreement to secure the completion of improvements to the 'Memorial Fields' playing fields prior to first use of the proposed development

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.2 The proposal seeks to provide an additional 32 parking spaces, of which there would be 3 x disabled spaces and 3 x parent and child spaces.
- 1.3 Vehicular access would be from Deer Park to the north and would link through from the rear of the existing youth centre car park, with the existing spaces being retained for the use of the youth centre / nursery. The boundary alongside the cemetery would be retained as existing, with a new swale formed, providing a 5m wide depression serving land drainage purposes. A double-lane roadway, some 4m wide, would run from the north of the site, alongside the cemetery boundary and the new swale, and would then extend into a new area of parking, alongside the eastern (rear) wall of the leisure centre.
- 1.4 The new parking area would be surfaced with permeable blocks. A line of timber bollards would provide separation between the roadway and the swale, whilst the western boundary between the roadway and the wider playing fields would be protected by a 1.5m high weld mesh style fence and a row of shrub planting. A raised road table would be located at the entrance point to the new roadway, along with a red height restriction 'gate', and speed humps / pillows would restrict speed along the roadway.
- 1.5 New 6m high lighting columns would provide illumination to the car park and roadway.

- 1.7 Various amendments and additional details have been received in support of the proposal and to clarify the permeable and no-dig paving construction in relation to the tree roots.
- 1.8 The works to form a new 'link road' / access facility from the north to the existing leisure centre have been desired for a considerable period of time, with funding set into the s106 agreement on the northern redevelopment of Parsonage Farm (DC/09/1222). As part of playing pitch improvements in the Henfield area improvement works to the Memorial Field facilities commenced in May 2017. These works would offset the loss of playing pitches at the application site arising from the proposed access road. A successful grant application was made to Sport England for the improvement works at the Memorial Field.

DESCRIPTION OF THE SITE

- 1.9 The application site concerns part of a public playing field which lies alongside the western boundary of the Henfield Cemetery, and between the Henfield Leisure Centre to the south and the Henfield Youth Centre to the north, comprising an area of some 125m x 21m.
- 1.10 The existing cemetery boundary is defined by a dense hedge and a number of trees at reasonably regular intervals, with more mature trees located closer to the leisure centre alongside the southern part of the boundary. These trees currently have a low-level canopy spread, some 2m above ground level. The northern part of the site, where it adjoins the existing car park to the Youth Centre, along Deer Park, includes a number of mature Oak trees.
- 1.11 The northern part of the site adjoins the existing car park to the youth centre, which also operates a day nursery. There are 5 spaces and 1 disabled space serving this building, accessed off Deer Park. Additionally, this car park provides pedestrian access into cemetery. This paved surface also provides a convenient link between the recent residential estate at Deer Park to the north and the Leisure Centre, schools and other facilities within the centre of Henfield to the south.
- 1.12 The Leisure Centre provides various facilities, including a number of all-weather tennis courts, a gym, sportshall, children's soft play centre, cafe and squash courts. The existing car park provides some 80 spaces, of which two are disabled spaces.
- 1.13 The wider playing fields are marked out to provide a full-sized football pitch and can also provide two junior pitches. In addition, there is a BMX/skate-park some 30m to the west of the Youth Centre building (DC/06/2125).

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

- 2.2 **National Planning Policy Framework:**
 - NPPF1 - Building a strong, competitive economy
 - NPPF4 - Promoting sustainable transport
 - NPPF7 - Requiring good design
 - NPPF8 - Promoting healthy communities
 - NPPF10 - Meeting the challenge of climate change, flooding and coastal change
 - NPPF11 - Conserving and enhancing the natural environment

2.3 **Horsham District Planning Framework (HDPF 2015)**

HDPF1 - Strategic Policy: Sustainable Development
HDPF2 - Strategic Policy: Strategic Development
HDPF24 - Strategic Policy: Environmental Protection
HDPF25 - Strategic Policy: The Natural Environment and Landscape Character
HDPF31 - Green Infrastructure and Biodiversity
HDPF32 - Strategic Policy: The Quality of New Development
HDPF33 - Development Principles
HDPF38 - Strategic Policy: Flooding
HDPF40 - Sustainable Transport
HDPF41 - Parking
HDPF42 - Strategic Policy: Inclusive Communities
HDPF43 - Community Facilities, Leisure and Recreation

RELEVANT NEIGHBOURHOOD PLAN

2.4 The Henfield Neighbourhood Plan has been quashed and is currently being re-evaluated.

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/12/1279	Construction of 'Link Road' between Deer Park (Youth Club) and Leisure Centre car park	Withdrawn Application on 19.11.2012
DC/06/2125	Provision of skate park to include BMX bike and in-line skating (land adjacent to Henfield Youth Centre)	Application Permitted on 26.04.2007

3. **OUTCOME OF CONSULTATIONS**

3.1 The following section provides a summary of the responses received as a result of internal and external consultation, however, officers have considered the full comments of each consultee which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

3.2 Arboricultural Officer: Object:-

- Although the installation of an access roadway and car park in this vicinity appears feasible, provided greater consideration is given to how this can be realistically constructed using the 'No-Dig' technique to ensure against tree root damage, the construction of the large swale in such close proximity to trees of value in the local landscape is unsatisfactory. It is likely to lead to serious damage to a number of important trees, including one veteran specimen;
- The proposal to excavate a swale along the eastern boundary of the site would come within 6m of T3, the veteran oak, and to within around 1.7m of 3 x other trees along the site boundary having category 'B' status (trees T5, T8 and T10). The percentage encroachment put forward here, in regard to the four trees noted, represents, in each case, between 40% and 48% ingress, well over recommended limits (of some 30% for healthy trees). And in the case of the veteran tree, T3, this is wholly inappropriate and in conflict with best practice. It is noted this is to be managed by 'hand digging', but as the position of the swale cannot be moved on account of finding roots that are 'in the way', this will be of no benefit. At the proximity to the trees suggested, it is clear that serious root damage is likely, hand digging or not.

- There is further concern at the proposed installation of low voltage cabling along the eastern side of the car parking area to serve a number of lighting columns (drawing number 22631: 301).

3.3 Drainage Engineer: No Objection.

OUTSIDE AGENCIES

3.4 Sport England: No Objection:-

- According to Sussex FA records Henfield FC use the facilities with 3 adult teams playing and training on the site. The Youth section has 8 teams who use this site as their main ground;
- Proposal would lead to the loss of playing fields capable of forming pitches or used for informal play, and would reduce the ability to rotate pitch layouts throughout the year thus resulting in a potential loss of playing fields;
- Improvement works to the Memorial Field site in Henfield, subject to a grant by Sport England (SE), would result in an overall benefit which balances out the loss of this section of the playing field. The existing pitches at the Memorial Field have been in a poor state, and unusable for many months, as confirmed by a SE agronomy inspection as part of the grant application;
- Proposal broadly compliant with SE criteria E4 provided any grant of approval is subject to a planning condition (or other suitable mechanism) to secure provision of replacement / upgraded playing pitches at the Memorial Field. Works to the application site, affecting the potential playing areas should not be commenced until the new / upgraded facilities at the Memorial Fields are declared fit for purpose.

3.5 West Sussex Highways: No objection:-

- The proposed parking area would be accessed from Deer Park, which has direct access from the A281. Although narrow in places and subject to traffic calming measures, there appears to be little or no on-street parking along Deer Park.
- The additional 32 spaces are unlikely to generate a significant level of additional traffic, however, owing to the proximity of the priority / give way operating a few metres east of the site's access, there may be some confusion over who has right of way on emerging from the new road, which could be intensified when the car park is operating at peak capacity (for example start / end of sports matches) – removing the road narrowing island is suggested
- It is clear that the section of Deer Park which the proposed new road would join is to remain a private highway and not adopted by the Local Highways Authority. Permission to remove the road narrowing island would need to be agreed between private parties
- Following additional information having been received, it is noted that the proposed road is to be a shared surface, and therefore a minimum width of 4.1m is advised , along with a contrasting surface material finish, whilst a width of 4.1m minimum at the access point would allow for 2 cars to pass each other and for larger vehicles to enter / exist the site safely.

PUBLIC CONSULTATIONS

3.6 Letters of representation have been received from a number of neighbouring and nearby properties, along with a number of local organisations:

SUPPORT (from 13 properties):-

- Essential new road - alleviate traffic pressure on Fabians Way and Northcroft, particularly during busy school runs - as promised for a number of years;
- Originally part of proposal for Deer Park development;
- Reduction of congestion around school and through village to serve the leisure centre;
- Additional footpath would take up more of playing field;
- Provision of extra parking when leisure centre holds large event;
- Provision of contribution towards the upkeep of section of road owned by Bysshop Meadow Management Company;
- Existing adequate footpaths to remain available;
- Existing congestion to parking area off Deer Park caused during funerals - proposal would alleviate this;
- Potentially remove school drop-off / pick-up parking pressures around St Peter's primary school - unless specifically only for Leisure Centre users;
- Should reduce traffic along Church Street / Upper Station Road caused by new residential development of 200+ houses in Bishops Park - parking ban along these roads should be implemented along with new parking laybys along Fabians Way
- Minimal impact on layout of Kings Field outdoor space;
- Support in principle but flaws remaining - largely concerning the aggressive and nature of drivers on school run along Northcroft, illegally parked vehicles and vulnerable pedestrians;
- Concern that new facility would be overrun during school pick-up / drop-off times.

Support from Henfield Leisure Centre:-

- Easier way for users to access Leisure Centre if coming from north ;
- Existing car park is often full to capacity;
- Access through Northcroft is congested with cars parked on both sides of the road - promised some 26 years ago that there would be a northern access road.

Support from Football Club:-

- Alleviate pressures on the Northcroft Road leading to the front of the leisure centre;
- It has also been stated that the existing football pitches are insufficient at the Henfield Playing Field, and of a poor standard, resulting in league matches being cancelled;
- The area of playing field to be used is not used;
- Need to relieve congestion in Northcroft, leading into the leisure centre;
- There are ongoing works between Henfield Football Club, the Parish Council, District Council and Sport England to provide 2 full-sized additional pitches at the Memorial Field, estimated to be ready by September 2018.

Support Henfield Tennis Club:-

- Tennis sessions often running late owing to parking congestion in the main car park - weekend congestion is deterring members from playing and affecting club membership;
- New and existing club members would be provided with an additional route into the club.

OBJECTIONS (from 21 properties):-

- No provision for pedestrians / footpath along new roadway;

- More likely to use this route owing to proposed street-lighting and lack of lighting to cemetery footpath;
- Loss of actual spaces as currently 2-3 cars use end of access / parking area adjacent to youth club;
- No pedestrian crossing or traffic calming at 'bottom' of road;
- Potential high volume of foot traffic from Deer Park to schools, also use of road for cyclists (100+ school children walk this route daily);
- No lighting in top area of existing car park and therefore potential danger for vehicles reversing out of spaces and other road users;
- Road Safety Audit required as route will become a major pedestrian route;
- Would not accord with design standards included within WSCC guidance
- CCTV required;
- Loss of playing space used by families - partly on account of fence / barrier;
- Direct / quick route so will be used to gain access to leisure centre, schools, nursery;
- Unsightly appearance from Euroguard fencing and metal gantry over recent loss of Oak trees and green 'rural' field - no planting to be provided to screen the fence;
- Street lights along Deer Park go off at night to reduce light pollution - the same should apply to proposed lights;
- Noise to nearby residents - reflected off Henfield Leisure Centre wall;
- Are 32 additional spaces really sufficient to deal with parking issues experienced along Fabians Way?
- Other potential car parks could be utilised in busy times by the leisure centre, such as the medical centre - an attractive pedestrian route might make these car parks more appealing - charges for use of existing car park at leisure centre may also make other parking options more viable, and pay for an attractive path;
- Playing field already encroached upon by other development, such as skate park, youth centre, small changing pavilions;
- Use of dead space behind leisure centre sensible but new development would add pressure on health and vitality of trees and hedges;
- No buffer between cemetery and car fumes - change of ambiance of 'resting place';
- Potential bottleneck for users of new car park along footpath beside leisure centre;
- Waste of resources to build a long access road to such a small car park - more efficient to build a larger car park directly off Deer Park;
- Adverse impact to houses backing onto cemetery from additional street lighting along new road and noise;
- Bottlenecks along traffic calming measures in Deer Park when classes are due to start - increase in pollution;
- Potential large space for cars to park at night and for other nefarious activities;
- New lighting impact on what is currently a dark area;
- Restricted access for residents to use of playing fields and other outdoor pursuits;
- Lack of consultation;
- Inappropriate use of funds;
- Could existing leisure centre car park be extended? Other options to reduce congestion around school should be explored as Leisure Centre parking very rarely full;
- Existing parking / access to leisure centre is adequate;
- Contrary to Henfield Neighbourhood Plan - not ancillary activity to public recreation;
- Potential confusion for road users thinking new road provides a through-route from Deer Park to Kingsfield;
- Unacceptable to rectify potential 'mistake' in allowing construction of leisure centre with unsuitable access should not be rectified now by 'ruining' the field.

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 raised in the consideration of this application relate to the principle of development in this location and the resulting amenity and highways impacts.

Principle

- 6.2 The proposal would result in the loss of open space which currently forms part of a playing field. Policy 43 of the HDPF states that proposals which would result in the loss of sites and premises currently or last used for the provision of community facilities or services, leisure or cultural activities for the community will be resisted unless equally usable facilities can be conveniently provided nearby.
- 6.3 To overcome the loss of the existing playing fields, and ensure compliance with the above policy, the Parish Council has indicated an on-going commitment to provide upgraded sports / football pitches in the locality. As part of the application evidence of a link between improvements to the provision of pitches at the Memorial Field and the proposed development have been provided. The Memorial Field was recognised as being in a poor condition and unusable for many months of the year. Works are underway which would significantly increase their use and allow for additional playing and training time. The works to Memorial Field were subject to a grant from Sport England, with the grant application referring to the proposed works subject of this planning application.
- 6.4 It is considered that the improvements works to the Memorial Fields would offset the loss of playing fields which would result from the proposed development, and the relationship between the two sites would ensure the proposal accords with Policy 43 of the HDPF. Sport England have raised no objections to the proposal, confirming that their policy exception E4 allows a loss of playing fields when they are replaced by playing fields of an equivalent or better quality and quantity, in a suitable location and subject to equivalent management arrangements, prior to the commencement of development.
- 6.5 The provision of new and upgraded pitches at Memorial Fields does not form part of the current application. A s106 agreement is therefore required to ensure the Memorial Fields have been improved and made available for use prior to the commencement of the development proposed by this planning application. This approach, which forms part of the recommendation, would ensure the proposal does not conflict with the views of Sport England.

Impact on neighbouring amenity

- 6.8 Policy 33 of the HDPF requires new development to be designed so as to avoid unacceptable harm to the amenity of neighbouring occupants and users, for example through overlooking and noise.

- 6.9 A number of representations have been received raising concerns relating to increase noise and disturbance from the proposed parking area. There is approximately 60m separation from the application site and adjoining residential properties, and it is understood that the car park would be locked at certain times (including the night-time) and opened up during busy periods, thus potentially alleviating any concerns over undue noise and disturbance during unacceptable periods of the day, and more specifically during night-time hours. A car park management plan, which would include details of operating hours, is required through condition.
- 6.12 On the basis of the distance between the proposed development and neighbouring residential properties, the nature of the development, and controls which are to be put in place regarding its use in the management plan, it is not anticipated that the proposal would result in a detrimental loss of neighbouring residential amenities. The proposal would therefore accord with policy 33 of the HDPF.

Character and appearance

- 6.13 Policy 33 of the HDPF requires new development to ensure retention of important existing natural features, such as hedges and trees, and to ensure it relates sympathetically to the local landscape. HDPF policy 25 also seeks to ensure that the natural environment and landscape character is protected against inappropriate development, whilst HDPF 31 seeks to maintain and enhance existing green infrastructure.
- 6.14 The proposed location of the new access road and car park would be alongside the site boundary and the cemetery boundary, thus seeking to ensure the proposed development does not unduly compromise the function or visual aspect of the wider playing fields. The area to the rear of the leisure centre is not used for any sporting purposes and is quite overshadowed by the tree cover and the adjacent leisure centre building. It is considered that utilising this little used space at the rear of the centre could be achieved without undue detriment to the overall visual openness of the playing fields beyond, and visually, would complement the wider setting.
- 6.15 The height of the fencing between the new roadway and the playing fields has been reduced to a height of 1.5m and would be planted up with a line of shrubs on the playing field side. It is considered that the new fence would recede into the background of the boundary vegetation alongside the cemetery when viewed across the playing field. When viewed from the new roadway the fence would become part of the wider works and would therefore be unlikely to be seen as an isolated component.
- 6.16 The peaceful and tranquil character of the cemetery is noted, as its proximity to a playing field, leisure centre, tennis courts and residential back gardens. The proposed access road and modestly-sized car park, indented to serve the existing leisure centre, is therefore not considered to lead to a harmfully adverse impact on the character and nature of the cemetery.
- 6.17 It is noted that there are a number of trees located alongside the development site, which could be impacted upon by the excavation works required in association with the proposed swale, permeable parking surface and service runs for the new lighting columns. The trees are not located within a conservation area nor are they subject to a tree preservation order. As such, while the trees are of amenity value, there are no formal protections in place.
- 6.18 The Council's Arboricultural Officer has raised an objection to the proposal owing to the incursion into the RPA of a number of trees located along the boundary of the site, by the proposed excavation works of the swale, the unspecified details of the no-dig parking surface, and the proposed service runs for the lighting columns alongside the parking area. In response to these concerns additional details have been received, confirming that the

design would allow for any roots found on the site, so as to avoid any harm to the long-term health of the adjoining trees.

- 6.19 It is considered that as the principle of a no-dig parking surface construction is considered acceptable and given that the service runs and locations of the lighting columns can be formally agreed at a later date (once they have been finalised) appropriate details to mitigate any harm to trees can be secured through condition. On this basis it is considered that there would be no arboricultural grounds to refuse the application, and any potential harm to trees can be offset by condition.

Highway impacts

- 6.20 The existing route to the Leisure Centre/Football Pitches and Tennis Club is via the residential roads of Northcroft and Kingsfield which experience high levels of on-street parking reducing the carriageway to one-way in some locations. The proposed new road will be accessed via Deer Park, an estate road with direct access to the A281, which although narrow in places with priority give-way (traffic calming) in operation experiences little or no on street parking. The proposed road would improve access to the site and this is supported.
- 6.21 The scheme has been subject to a Road Safety Audit which raised no fundamental issues with the proposed development. The Highway Authority has advised that the proposal is unlikely to result in a severe impact on the highway network and there are no highway safety concerns arising from the proposal. On this basis the proposal is considered to accord with Policies 40 and 41 of the HDPF.

Conclusion

- 6.22 The principle of the proposal is considered acceptable and would provide additional parking to the leisure centre, accessed from the north, which would not create any highway safety or capacity concerns. The development would not result in significant harm to amenity, with conditions recommended to mitigate any potential harm to adjoining trees.

7. RECOMMENDATION

- 7.1 To approve planning permission subject to a s106 agreement to secure the provision and improvement of the Memorial (playing) Fields prior to the commencement of development, and the following conditions:-

- 1 Approved plans list
- 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 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:

- All trees on the site targeted for retention, 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 Policies 25, 31 and 33 of the Horsham District Planning Framework (2015).

- 4 **Pre-Commencement Condition:** No development shall commence in relation to the excavation of the swale and the required drainage connections or the installation of the lighting columns until full details of underground services, including locations, dimensions and depths of all service facilities and required ground excavations, have been submitted to and approved by the Local Planning Authority in writing. The submitted details shall show accordance with the approved landscaping scheme. The development shall subsequently be implemented prior to first occupation in accordance with the approved details and thereafter retained as such.

Reason: As this matter is fundamental to the acceptable delivery of this permission, to ensure the underground services do not conflict with satisfactory development in the interests of amenity in accordance with Policies 25, 31 and 33 of the Horsham District Planning Framework (2015).

- 5 **Pre-Commencement Condition:** No development shall commence until a detailed surface water drainage scheme, including a Surface Water Drainage Statement based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall be fully coordinated with the landscape scheme. The development shall subsequently be implemented prior to first occupation in accordance with the approved details and thereafter retained as such.

Reason: As this matter is fundamental to prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 and 38 of the Horsham District Planning Framework (2015).

- 6 **Pre-Commencement (Slab Level) Condition:** No development above ground level of any part of the development hereby permitted shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority:-

- confirmation of type and colour of the safety fence alongside the roadway,
- details of bollards alongside the swale,
- confirmation of the roadway surfacing and parking area surfacing, including contrasting surface material finish to shared surfaces

The development shall subsequently be implemented in accordance with the approved details and thereafter retained as such.

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).

- 7 **Pre-Occupation Condition:** Prior to the first use of the development hereby permitted, full details of soft landscaping works shall be submitted to and approved, in writing, by the Local Planning Authority, including a landscape management plan, setting out long term design objectives, management responsibility and maintenance schedules for the public landscape areas, The landscape management plan shall be carried out as approved. 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).

- 8 **Pre-Occupation Condition:** Prior to the first use of the development hereby permitted, full details of the proposed car park management plan shall be submitted to and approved, in writing, by the Local Planning Authority. The management plan shall include the control mechanisms and operating hours of any barriers to be installed at the entrance to the car park. The car park shall thereafter be operated in accordance with the approved plan.

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

- 9 **Regulatory Condition:** Prior to the first use of the development hereby permitted, the car parking spaces serving the leisure centre shall be constructed in accordance with the approved details and thereafter retained as such for their designated use.

Reason: To provide car-parking space for the use in accordance with Policy 40 of the Horsham District Planning Framework (2015).