



PLANNING COMMITTEE REPORT

TO: Planning Committee South

BY: Head of Development

DATE: 24 November 2020

DEVELOPMENT: Erection of livery stables with associated facilities and two units of grooms accommodation above, machinery store, horse walker, creation of an access track and parking area

SITE: Land On The South Side of Hill Farm Lane Codmore Hill Pulborough West Sussex RH20 1BW

WARD: Pulborough, Coldwaltham and Amberley

APPLICATION: DC/20/0326

APPLICANT: **Name:** Mr Benjamin Parker **Address:** Hill Farm Barn Hill Farm Lane RH20 1BW

REASON FOR INCLUSION ON THE AGENDA: Deferred from 22 September 2020 Committee meeting

RECOMMENDATION: To grant Planning Permission subject to appropriate conditions.

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The proposal seeks planning permission for the erection of livery stables with associated facilities and two units of grooms accommodation above, machinery store, horse walker, (total 1160sqm) along with the creation of an access track and parking area construction of new livery stables and facilities, including a new driveway and parking area for horse-boxes with a total capacity for 39 vehicles.

1.3 This application was previously considered by the Development Management Committee (South) on the 22 September 2020 (the previous report is attached for Members information, and forms part of the planning assessment). It was resolved at this meeting to defer the application in order to address the following:

- Impact on public right of way.
- Assess SDNP International Dark Skies Reserve impact.
- Assess parking / traffic generation.

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:

National Planning Policy Framework

Horsham District Planning Framework (HDPF 2015)

- Policy 2 - Strategic Policy: Strategic Development
- Policy 3 - Strategic Policy: Development Hierarchy
- Policy 4 - Strategic Policy: Settlement Expansion
- Policy 7 - Strategic Policy: Economic Growth
- Policy 9 - Employment Development
- Policy 10 - Rural Economic Development
- Policy 11 - Tourism and Cultural Facilities
- Policy 24 - Strategic Policy: Environmental Protection
- Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
- Policy 26 - Strategic Policy: Countryside Protection
- Policy 29 - Equestrian Development
- Policy 30 - Protected Landscapes
- Policy 31 - Green Infrastructure and Biodiversity
- Policy 32 - Strategic Policy: The Quality of New Development
- Policy 33 - Development Principles
- Policy 34 - Cultural and Heritage Assets
- Policy 35 - Strategic Policy: Climate Change
- Policy 36 - Strategic Policy: Appropriate Energy Use
- Policy 37 - Sustainable Construction
- Policy 38 - Strategic Policy: Flooding
- Policy 39 - Strategic Policy: Infrastructure Provision
- Policy 40 - Sustainable Transport
- Policy 41 - Parking
- Policy 43 - Community Facilities, Leisure and Recreation

Supplementary Planning Guidance:

Pulborough Parish Design Statement 2013

RELEVANT NEIGHBOURHOOD PLAN

Pulborough Parish Neighbourhood Development Plan

- Designated (Regulation 7)

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/10/2382	Creation of 50 x 80 metre sand school with timber post and rail fence on the site of an existing equestrian/schooling paddock	Application Permitted on 10.01.2011
DC/10/1205	Creation of 50 x 80 metre sand school with timber post and rail fence on site of an existing equestrian/schooling paddock	Withdrawn Application on 10.08.2010

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

CONSULTATIONS

WSCC Highways: No Objection subject to conditions

WSCC Public Rights of Way (PROW): No Objection

- It appears the proposed development will not affect the PROW that runs adjacent to it; however safe and convenient public access is to be available at all times across the full width of the PROW and it should be noted that a public access right has precedence over a private access right. Where a PROW runs along a route also used for private access purposes, usually for private vehicle access, this shared use has the potential for accident or injury – the applicant must consider how access is managed so the public is not endangered or inconvenienced. Given the shared access in this instance from Hill Farm Lane and the presence of several footpaths converging onto the site it is advised that this be detailed as part of a Construction Management Plan to ensure the private access rights are not interfered with and to minimise conflict between users of the PROW and site traffic.

SDNP: Comment

- The SDNPA makes no comment on the principle of development, however would recommend that consideration be given to the International Dark Night Skies Reserve and dark night skies, which are a special quality of the National Park, and opportunities to provide recreational links for future occupants of the site into the National Park.

PUBLIC CONSULTATIONS

There have been no further neighbour letters received since the application was last considered by the Planning Committee.

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

Background

- 6.1 Since the application was last considered by the Development Management Committee (South), the applicants have submitted revised plans to address some of the concerns that were raised by members of the committee in regards to the following and these issues are addressed in turn below:

- Impact on public right of way
- Impact on the SDNP International Dark Skies Reserve
- Parking / traffic generation

6.2 A revised scheme showing a reduction from 12 to 10 stable boxes within the west wing of the proposed block (reducing the overall number of stables proposed to 25 in total) has been submitted. The horse walker has also been moved further away to create a separation distance of approximately 6m from the southern boundary of the application site, which is adjacent to the Public Right of Way (ROW 1996). This locates it closer to the northern boundary of the application site in order to create a greater degree of separation between the horse walker and the PROW.

Impact on public right of way

6.3 WSCC Right of Way team have been consulted and their views have been sought in regards to the impact of the proposals upon the public rights or way that are located close to the application site (ROW 1995 immediately to the west of the site, and ROW 1996 immediately to the south of the site). The WSCC Rights of Way Officer has advised that they do not consider that the proposed development affects the public rights of way that runs adjacent to it, however safe and convenient public access should be available at all times across the full width of the public rights of way and it should be noted that public access right has precedence over a private access right. It is advised that where a PROW runs along a route also used for private access purposes, usually for private vehicle access, this shared use has the potential for accident or injury – the applicant must consider how access is managed so the public is not endangered or inconvenienced. Given the shared access in this instance from Hill Farm Lane and the presence of several footpaths converging onto the site it is advised that this be detailed as part of a Construction Management Plan to ensure the private access rights are not interfered with and to minimise conflict between users of the PROW and site traffic. It is considered that a suitable construction management condition can be imposed should the application be approved which addresses the above requirement. It is concluded from the consultation comments received that the PROW does not need to be diverted as a result of the application under consideration.

6.4 For clarity the footpath shown on the revised site plan is an existing footpath stretching from east to west along the southern boundary of the site and is not part of this application.

Impact on the SDNP International Dark Skies Reserve

6.5 The SDNP has been consulted given the proximity of the application site from the South Downs National Park and concerns regarding potential light spillage from the use including the proposed roof lights to the stable block. The SDNP advise that the development site is located outside the National Park approximately 1km east of the National Park boundary, and the development would likely be visible from the Wey Path which follows the National Park boundary, given that the intervening land has limited vegetation cover or tree stands, and the land form is relatively flat and open. However it is also advised that as the development would be sited alongside pre-existing agricultural and equestrian development, that any impacts on the setting of the National Park would be minor. Whilst the SDNPA makes no comment on the principle of development, it is recommended that consideration be given to the International Dark Night Skies Reserve and dark night skies, which are a special quality of the National Park.

6.6 It is advised that the South Downs National Park is a designated International Dark Sky Reserve and dark skies and tranquillity are a special quality of the National Park which need to be protected. Paragraph 180(c) of the NPPF 2018 outlines that development should limit the impact of light pollution on intrinsically dark landscapes and nature conservation. Although the site is located some distance from the National Park boundary, the SDNPA

would encourage a sensitive approach to lighting which conforms the Institute of Lighting Professionals for lighting in environmental zones, and tries to achieve zero upwards light spill in all respects. Any lighting should also take into account the biodiversity sensitivities of the site and not disturb or harm wildlife. The SDNP Authority advise that the Council's biodiversity officer should advise further on this and that additionally further information/advice on sensitive lighting can be found in the SDNPA's Dark Skies Technical Advice Note. Planning officers have previously consulted the Council's Ecologist in this regard and it has been advised that should the application be granted a condition be imposed in respect of a biodiversity bat sensitive lighting scheme. A regulatory condition has also been imposed in regards to lighting and floodlighting for which permission would be required in its own right by way of a formal application.

- 6.7 The proposed development for the stable block includes the installation of roof lights above the stalls. The applicant has confirmed that the roof lights are required to provide natural light for the horses and are a common feature in American Barn Style stables. The applicant has also confirmed that there would be some minimal amount of artificial light used outside of daylight hours and that the applicant is willing to install blinds that are operated on a timer to prevent any light spillage. A suitable condition is recommended to ensure that satisfactory details of the blinds and the proposed method and times of operation are submitted in order to maintain the dark skies within the wider landscape given the proximity of the site to the South Downs National Park.
- 6.8 In view of the above, the Local Planning Authority are satisfied that the proposal would not amount to adverse harm to the setting of the SDNP or the Dark Sky Reserve.

Parking / traffic generation

- 6.9 Following the concerns raised at committee, WSCC Highways Authority have been re-consulted specifically in regards to the parking and traffic generation associated with the use of the application site, specifically as to whether the parking is considered adequate for the use, including capacity for various events and also whether the tracking arrangements for horse boxes manoeuvring within the site is considered to be acceptable and adequate. Although WSCC have previously confirmed the tracking arrangements to be acceptable, given the concerns raised by members at the last committee, the applicants have increased the number and size of the 6 larger parking bays that were previously 3.5m x 8m to 9 no. 3.5m x 10m bays as well as 20 no. parking bays measuring 3.5m x 6.5m, and 10 no. parking bays measuring 3.5m x 8m. The separation distance between parking rows has also been increased from 7.5m as proposed previously to 8m to ensure that there is a greater and more flexible degree of swept path and manoeuvre-ability for horse boxes. In total there are now 39 spaces as opposed to the previously proposed 36 bays. It is advised that the parking needs for the daily running of the stables are minimal (2-3 vehicles per day) and the proposed parking will more the sufficiently cover it.
- 6.10 The applicant advises that events will require around 30 bays even in the event that more horses compete on one particular day. This is validated by the applicants who state that competitors have allocated time slots and are on site for around 2 hours at a time, however, the competitions take place all day although the competitors come and go. It is advised that events with more participants, will result in longer events, but on average the same number of vehicles at any particular time. The applicants have submitted details of competition logs to demonstrate the level of activity on site in regards to the events held and the related traffic movements to support this.
- 6.11 This information log provides clarification that the competition events are spread across the day, and that two to three horses will often travel in one box. Each competition comprises different classes of events, each of the class events are held at a different time of day; therefore as one class leaves the next one will then arrive. The applicants confirm that each competitor / horse has an allocated time slot and will arrive before their turn and leave shortly

after, and therefore competitors will not be on site all day. It is advised by the applicant that the number of horse boxes never normally exceed the number of bays as proposed, and that in the rare event of more spaces being needed on one particular day than the 36 proposed, the grass area next to the proposed grass crete car park can be used. Currently there is no formal car park and the grass areas are being used as an informal overflow. However, in the event that overflow parking was necessary should permission be granted for the stables as proposed, an area of land to the west of the proposed car park can be used for overflow parking if necessary. Notwithstanding this, the applicants strongly stress that the level of formal parking bays as proposed would accommodate the anticipated demand as demonstrated by the supporting information submitted.

- 6.12 It is important that there is a clear understanding that the application is for the proposed stables and not the existing equestrian use of the site which is currently unrestricted and unfettered by any planning conditions. Given this position, the equestrian use of the site could be used more intensively regardless of whether or not planning permission is granted for the proposed stables. However, in response to concerns raised at the previous committee that the proposed stables might increase the event business and therefore render the car park insufficient, the applicants advise that *if* the business did grow it might mean more events and maybe more participants to each event, but that in their opinion this would result in longer events as the bottleneck is in the arena used to compete, not the car park. The applicants also advise that horses will still stay on site for about two-hours and leave, as mentioned before, and it is likely that no more than 30 vehicles will be on site at any particular point. Thus in the worst case scenario, if a more intense use of the site did occur, the applicants have demonstrated that there is a sufficient overspill parking area to accommodate this as indicated on the amended block plan. Notwithstanding this it is understood that currently overspill parking of horse boxes etc. takes place in the area covered by the new stables and tractor shed and beyond during the bigger events, taking up a lot of land. However, it is considered that the new overspill parking area plus land elsewhere under the applicant's control and within the site boundaries remains sufficient to cater for the needs of the site.
- 6.13 WSCC have considered the additional information provided and have advised that the parking bays (which have been increased from 36 spaces to 39 spaces since the scheme was originally considered in September) are of suitable size and specification in association with the use of the existing site. WSCC Highways have also advised that the swept path tracking analysis provided has demonstrated that vehicles can safely manoeuvre in and out of the bays, and exit the site in a forward gear. WSCC Highways has inspected documents provided by the applicant, outlining the number of vehicles/movements by visitors to the site on a typical show day. The log shows that the car park did not exceed the proposed parking capacity throughout the day. Therefore, the highway authority is satisfied that that proposed parking provision is sufficient for the use of the site. In regards to the number of movements recorded in the log, the LHA is satisfied that the proposal is unlikely to result in a significant material intensification of movements to or from the site.
- 6.14 The highway authority does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Conclusion

- 6.15 In view of the additional information reported above and with consideration to the original assessment of the proposals relating to the amended scheme for the erection of livery stables with associated facilities and two units of grooms accommodation above, machinery store, horse walker, creation of an access track and parking area, the proposals are not considered to result in any negative harm to the Public Right of Way or to walkers / dog walkers using the footpath; no objection has been raised in regards to the impact on the

SDNP, which is considered to be minor, however it is advised that consideration must be given to SDNPs designation as an International Dark Sky Reserve which must be protected. Sensitive lighting is recommended in accordance with the SDNP Dark Skies Technical Advice Note. With regards to the parking layout and parking capacity, WSCC Highways have advised that this is considered to be appropriate for the level of visitors and horse boxes expected and associated with the use of the site for eventing competitions, additionally the applicant has demonstrated that there is provision for an overflow car park in the event that there was a need.

- 6.16 The proposed development is considered acceptable in principle, and is considered to be of a scale, form and layout that would respect the landform and landscape character of the rural setting. Whilst the proposal would result in less than substantial harm to the wider setting of the nearby Grade II Listed Buildings, this is at the lower end of the scale given the existing larger agricultural buildings set in between. The public benefits of the development, although limited, are sufficient to outweigh this harm. No significant harm would result to the amenities and sensitivities of neighbouring properties or users of land. The proposal is therefore considered to accord with all relevant local and national planning policies.

7. RECOMMENDATIONS

- 7.1 That planning permission is granted subject to the following conditions

Conditions:

1. **Approved Plans List**

- 2 **Regulatory (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:** A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.
- a) Risk assessment of potentially damaging construction activities.
 - b) Identification of "biodiversity protection zones".
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timing of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority"

Reason: To conserve Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

- 4 **Pre-Commencement Condition:** No development shall take place, including any works of demolition, until the following construction site set-up details have been submitted to, and approved in writing by, the Local Planning Authority.
- i. the location for the loading and unloading of plant and materials, site offices, and storage of plant and materials (including any stripped topsoil)
 - ii. the provision of wheel washing facilities (if necessary) and dust suppression facilities
 - iii. full details of the shared access from Hill Farm Lane and the various footpaths converging onto the site to minimise conflict between users of the PRow and site traffic.

The approved details shall be adhered to throughout the construction period.

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

- 5 **Pre-Commencement (Slab Level) Condition:** A Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans;
 - d) persons responsible for implementing the enhancement measures;
 - e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

- 6 **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(s) 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).

- 7 **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until confirmation has been submitted, in writing, to the Local Planning Authority that the relevant Building Control body will be requiring the optional standard for water usage across the development. The dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 8 **Pre-Occupation Condition:** Prior to the use of any of the development hereby approved, precise details for the disposal of manure and stable waste arising from the use of the buildings shall be submitted and approved in writing by the Local Planning Authority. These details shall include methods and frequency of stable cleaning, storage, collection, and disposal methods; and details of the location of storage of stable waste. The 'waste' shall thereafter be disposed of in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

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

- 9 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted the vehicle parking spaces necessary to serve it have been constructed and made available for use in accordance with approved drawing no 101. The vehicle parking spaces permitted shall thereafter be retained as such for their designated use.

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

- 10 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:
- Details of all existing trees and planting to be retained
 - Details of all proposed trees and planting, including schedules specifying species, planting size, densities and plant numbers and tree pit details
 - Details of all hard surfacing materials and finishes
 - Details of all boundary treatments
 - Details of all external lighting
 - Details of all external lighting (including biodiversity bat sensitive lighting scheme with provision of appropriate lighting contour plans, Isolux drawings and technical specifications)

The approved landscaping 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. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes 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 and to allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended, s40 of the NERC Act 2006 (Priority habitats & species) in accordance with Policies 31 and 33 of the Horsham District Planning Framework (2015).

- 11 **Pre-Occupation Condition:** The proposed development hereby permitted shall not be occupied until a scheme for the provision of electrical vehicle charging points has

been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed prior to first occupation of the development and shall thereafter remain as such.

Reason: To provide electric vehicle car charging space for the use in accordance with Policies 35 and 41 of the Horsham District Planning Framework (2015) and the WSCC Parking Standards (2019).

- 12 **Pre-Occupation Condition:** No dwelling hereby permitted shall be first 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 that have been 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 of any part of the development hereby permitted, full details of the mechanical blinds to the roof lights along with details of the method and times of operation shall have been submitted to and approved, in writing, by the Local Planning Authority. The approved scheme shall be installed prior to first occupation of the development and shall thereafter remain as such.

Reason: In the interests of the amenities of the locality, the Dark Sky Reserve of the SDNP and in accordance with Policies 30 & 33 of the Horsham District Planning Framework (2015).

- 14 **Regulatory Condition:** The development as proposed shall be used only as commercial stabling.

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

- 15 **Regulatory Condition:** The occupation of the grooms accommodation above the stable shall be limited to persons employed in connection with the use of the equestrian facilities hereby permitted and for no other purposes.

Reason: The site lies in an area where, in accordance with Policy 26 of the Horsham District Planning Framework (2015) development which cannot be justified as essential to the needs of agriculture or forestry would not normally be permitted.

- 16 **Regulatory Condition:** All ecological mitigation & enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal Report (ArbTech, February 2020) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details."

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended, s40 of the NERC Act 2006 (Priority habitats & species), s17 Crime & Disorder Act 1998 and Policy 31 of the Horsham Development Framework.

- 17 **Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays.

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 18 **Regulatory Condition:** No external lighting or floodlighting shall be installed other than with the permission of the Local Planning Authority by way of formal application.

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

Background Papers: DC/20/0326