



# **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee

**BY:** Head of Development and Building Control

**DATE:** 25 January 2022

**DEVELOPMENT:** Creation of a 16 space car park within land at the rear of 54A High Street, Billingshurst, with vehicular link between the Sainsbury's car park and the car park at Jengers Mead

**SITE:** 54A High Street Billingshurst West Sussex RH14 9NY

**WARD:** Billingshurst

**APPLICATION:** DC/19/2319

**APPLICANT:** **Name:** Horsham District Council **Address:** Parkside Chart Way Horsham RH12 1RL

**REASON FOR INCLUSION ON THE AGENDA:** The applicant is Horsham District Council

**RECOMMENDATION:** To approve 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 application seeks consent for the formation of a public car park within the westernmost part of the application site. The car park would be accessed from the existing parking provision to the south of the site, accessed from Billingshurst Library and Mill Lane. The proposed parking would be contained within new and retained boundary walls, which mark the historic plot of the frontage listed building. The car park would allow access between Mill Lane and Jengers Mead, which lies to the north of the application site.
- 1.3 The proposed car park would provide 16 spaces, with two spaces being removed in the existing southern car park (connected with Sainsbury's) to allow for access onto the application site. The proposed layout would allow for one disabled accessible space, with two electric charging spaces indicated to the western boundary of the site. The layout would provide a parking / servicing area to the north-eastern corner of the site for use by the commercial occupants of 55 High Street. The applicant has advised that the car park would operate on a pay and display basis.
- 1.4 The eastern section of the application site would be retained as a grassed area, immediately to the rear of the Listed Building, with a new native hedgerow planted between this part of the site and the adjoining car parking area. Further landscaping is proposed to

the north and southern boundaries, with new malus trees planted to the north-west and south-west of the site.

## DESCRIPTION OF THE SITE

- 1.5 The application relates to land which currently forms the rear curtilage of 54-55 High Street, a Grade II Listed Building which lies within the Billingshurst Village Centre and the Billingshurst Conservation Area. The site appears largely unused, primarily containing overgrown vegetation, and provides access to rear of the frontage buildings, which provide commercial premises at ground floor level with a residential dwelling above.
- 1.6 The rear of the site is considerably larger than adjoining properties and is a remnant of the historic layout of this part of Billingshurst. The application site currently prevents access between Jengers Mead, the main parking area of which adjoins to the north, and the car parking associated with Billingshurst Library / Sainsbury's, which adjoins to the south.

## 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

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

Policy 1 - Strategic Policy: Sustainable Development  
Policy 3 - Strategic Policy: Development Hierarchy  
Policy 7 - Strategic Policy: Economic Growth  
Policy 12 - Strategic Policy: Vitality and Viability of Existing Retail Centres  
Policy 13 - Town Centre Uses  
Policy 24 - Strategic Policy: Environmental Protection  
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 38 - Strategic Policy: Flooding  
Policy 39 - Strategic Policy: Infrastructure Provision  
Policy 40 - Sustainable Transport  
Policy 41 - Parking  
Policy 41 - Community Facilities, Leisure and Recreation

#### 2.4 Billingshurst Neighbourhood Plan

BILL 1: Billingshurst Built-Up Area Boundary  
BILL 8: Public Realm and Movement in Billingshurst Village Centre  
BILL 13: Public Car Parking

#### 2.5 Billingshurst Parish Design Statement

#### 2.6 Billingshurst Supplementary Planning Document

- 2.7 There is no planning history for the site relevant to this application.

### 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)
- 3.2 **Archaeological Advisor:** No objection, subject to a condition requiring a programme of work / investigation.
- 3.3 **Ecology Advisor:** No objection, subject to conditions.
- 3.4 **HDC Conservation:** The area forms part of a medieval burgrave plot, an unusual survivor in this part of the village. The proposal will result in harm principally resulting from a dilution of the perception of this. This is due to the change in character from garden space to car park and a dilution of the ability to perceive the extent and character of the historic space. The harm to the setting of the listed building and the character of the conservation area is less than substantial and towards the middle of this scale. The proposal should be determined with reference to paragraph 196 of the NPPF.
- 3.5 **HDC Drainage:** Recommend suitable drainage conditions be applied (to secure details of measures to dispose of surface water).
- 3.6 **HDC Economic Development:** The net increase in additional car park spaces with the provision of some infrastructure for EV charging is welcomed. Increased accessibility in Billingshurst town centre through the provision of additional public parking could contribute towards attracting more visitors into the town centre and in turn benefit local high street businesses. Whilst it is unlikely to have a substantial impact on footfall figures, the scheme does have the potential to contribute positively towards footfall levels to the town centre which in turn would help protect the vitality and viability of the high street.
- 3.7 A pedestrian pathway would facilitate a safer and more accessible footfall flow between the two as this may be used as a cut through by pedestrians from Sainsburys to Jengers Mead, and the businesses located there, and vice versa. This comment is not an objection of the vehicular link but a suggestion that a pedestrian link could be beneficial.
- 3.8 **HDC Landscape:** The proposed surfacing materials are disappointing, with the submitted plans showing ordinary tarmac rather than resin bonded gravel and cobbles to demarcate spaces. It is considered that materials cannot be compromised as otherwise the historic link and appreciation of this space and origins as a garden will be forever lost. The proposed soft landscaping scheme should be amended to include more herbs and food plants, with further comments made in respect of the colour scheme and plant species.
- 3.9 **WSCC Highways:** The LHA 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.
- 3.10 **Parish Council:** Object:-
- The link to Jengers Mead is welcome but has the owner of that car park been advised and consented to the proposal?
  - Members concur with the comments of the Landscape Architect and share her disappointment at the scheme;
  - There are to be 2 electric vehicle charging points although WSCC has asked for 3. More should be provided;
  - Concerned for the safety of pedestrians who will walk through the gap whether it is a pedestrian link or not;

- To discourage the existing antisocial behaviour, additional lighting would be needed as the car park is very dark at night;
- It is not clear if traffic is to flow in a one-way direction or whether the link will be two-way. How will this be policed?
- Question whether the car park be under the HDC remit for the annual parking permit so that shoppers can use their parking discs, or will it be pay and display? The proposal adds a layer of confusion for visitors who will arrive in the Library car park (parking discs and pay and display), travel into the Sainsbury's car park (free), into the proposed car park.

## **PUBLIC CONSULTATIONS**

- 3.11 One representation was received (from Jengers Mead Car Parking LLP), objecting to the proposal which will create a 'rat run' through the development to Jengers Mead.

## **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**

### **Principle**

- 6.1 The application site is within the built-up area of Billingshurst, located to the rear of the primary shopping centre in a currently private area between the Jengers Mead car park and the Billingshurst Library / Sainsburys car parks. The proposal would create an enlarged parking area which would connect with the existing provision at Jengers Mead and the Library. The resulting layout would provide a net gain of 14 parking spaces within the centre of Billingshurst.
- 6.2 Policies 12 and 13 of the HDPF seek to support and enhance the hierarchy, vitality and viability of retail centres, with Billingshurst identified as a secondary centre, through measures which include a well-designed and maintained attractive public realm and convenient car parking.
- 6.3 The Billingshurst Parish Neighbourhood Plan states that there is insufficient public owned parking at peak times, with the Jengers Mead parking area privately owned and slightly disconnected from the library and library car park, and that the two parking areas could be better connected. This is reflected by Policy BILL 8, Public Realm and Movement in Billingshurst Village Centre, which states that proposals which enhance movement by pedestrians, in particular between Jengers Mead the library car park, will be supported.
- 6.4 The above policies and allocations are supported by the Billingshurst Village Supplementary Planning Document (SPD), which seeks to ensure the future vitality and viability of Billingshurst, and (in part) supports and seeks to deliver the above allocation (and the creation of a vehicular / pedestrian link between Jengers mead and the library car

park area). The SPD states that this link could be achieved, '*as a simple pedestrian link and access for cyclists, a vehicle connection, or an extended / integrated parking area*'.

- 6.5 The provision of additional car parking which would complement existing provision within Billingshurst would be supported by the above policy framework. The proposed plan allows for a vehicular access between the extended car park and that existing and adjoining at Jengers Mead. This provision represents a clear improvement over the existing arrangement and would deliver the link and accessibility envisaged by Policy BILL 8 of the NP, Allocation 16 and the Billingshurst SPD. As a result, the proposal is considered acceptable in principle, subject to detailed considerations, including the impact on surrounding heritage assets and highway safety / amenity.

### **Character and appearance**

- 6.6 Policies 32 and 33 of the HDPF seek to ensure that development promotes a high standard and quality of design in order to enhance and protect locally distinctive characters. The policies also seek to ensure that the scale, massing and appearance of development relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views. Policy 34 relates to cultural and heritage assets, and requires, inter alia, that development reinforce the special character of the historic environment, through appropriate siting, scale, form and design.
- 6.7 54-56 High Street is a Grade II Listed seventeenth century vernacular dwelling and probable historic commercial property which is illustrative of the continuity of the village's settlement pattern and the evolution of its historic core. The rear of the building forms part of a medieval burgrave plot which is of the same dimensions as shown on historic maps from the mid-nineteenth century. While the garden is currently underused and poorly maintained, the openness it provides reinforces the special interest of nos. 54-56, particularly as the plot represents a unique feature in this part of the historic village.
- 6.8 The application site is currently surrounded by large areas of car parking and commercial buildings. This context, although perhaps expected in a central location does dilute the historic context of the buildings fronting the High Street.
- 6.9 This proposal comprises a series of alterations to the westernmost part of the site to create additional public car parking. The nature and extent of these alterations would have no direct impact on the historic building but would have a clear impact on the building's setting and the character of the wider conservation area. This harm would principally arise from a dilution of the perception of this area as forming part of a medieval burgrave plot, with this harm inevitable due to the change in character from garden space to a car park. There is no objection to loss of the existing soft landscaping, which is of no particular amenity value in its own right.
- 6.10 Paragraph 199 of the NPPF (2021) states that 'when considering the impact of proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)'. Paragraph 200 continues to state that 'any harm to, or loss of, the significance of a designated heritage asset (from its alterations or destruction, or from development within its setting), should require clear and convincing justification'.
- 6.11 The NPPF also confirms (paragraph 201) that 'where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent', and that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal' (paragraph 202).

- 6.12 The National Planning Practice Guidance states that, *'whether a proposal causes substantial harm will be a judgment for the decision-maker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting'*.
- 6.13 The application incorporates a series of measures to mitigate the level of harm which would arise from the proposed works. These comprise a series of hard and soft landscaping features which would differentiate the proposed parking area from that adjoining, thus allowing the rear of 54-55 to remain 'readable' as a burgage plot. It has been confirmed as part of the application process that coloured tarmac would be used for the proposed parking area, with the proposal allowing for the retention of the majority of the existing boundary walls with landscaping proposed to all boundaries of the site and an area of garden space retained immediately to the rear 54-55. In addition timber bollards are proposed where required with a heritage information board indicated to the southern elevation of the boundary wall.
- 6.14 It is considered that the proposed measures, subject to appropriate detailing and delivery, would create a softer appearance than would generally result from a public car park while ensuring the rear of the listed building remains distinct from the main car parking areas. As a result, the proposal would result in less than substantial harm to the setting of neighbouring heritage assets, which comprise the Billingshurst Conservation Area and Listed Buildings. Whether this level of harm would be outweighed by the public benefits of the proposal is considered in a subsequent section of this report.

## **Highways**

- 6.15 Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users; that improves parking in centres and ensures a balance between design, highway safety and promoting town centre attractiveness and vitality.
- 6.16 The proposed car park would be for general public use and would result in the creation of 16 parking spaces (the proposed layout would result in the loss of two existing spaces in the Sainsbury's car park, and as such there would be a net increase of 14 parking spaces). The application does not propose any alterations to the access and egress arrangements to the Library Car Park or Jengers Mead. There is no evidence to suggest that either access is operating unsafely or that this proposal would exacerbate an existing safety concern.
- 6.17 The proposed link between the application site and Jengers Mead would be 2.4m, this link would not allow for two vehicles to pass and would provide for both vehicular and pedestrian access. It is considered that subject to appropriate traffic flow measures within the car park, such as give-way / priority signs, the potential for conflict would be limited, particularly given the low vehicle speeds which would be necessary within both the proposed car park and that adjoining in Jengers Mead.
- 6.18 The proposed layout does not allow for separate vehicular and pedestrian access through the site. The applicant has advised that in order to deliver the scheme there needs to be a vehicular right or no right at all, and that it is not possible to create a separate pedestrian access. As such, while it may have been beneficial to provide separate vehicular and pedestrian routes it is questionable whether such a scheme would have been deliverable. The proposed arrangement is considered to represent an achievable means of improving links between the Library and Jengers Mead, and given the measures outlined above, such

as low vehicular speeds and priority signage, the proposal would not, as a matter of course, create a safety hazard. This view is supported by the Local Highway Authority, which has raised no objection to the proposed access arrangements.

- 6.19 The submitted plans indicate at least two electric vehicle charging points would be provided, with the layout allowing for further charging points to be provided in the future. A condition is recommended to require further details of charging points, which should be a minimum of 20% of all parking spaces (with the remaining being 'passive' provision to allow for upgrading in the future), within the development.

#### **Impact on neighbouring amenity**

- 6.20 Policy 33 of the HDPF states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers / users of nearby properties and land.
- 6.21 The application site is in a mixed-use location with adjoining land dominated by surface parking servicing the village. In this context the provision of 14 (net) additional parking spaces would not be expected to result in a level activity which would lead to unacceptable harm to neighbouring amenity.
- 6.22 It is recognised that the proposed car park may require lighting and that this has potential to impact on neighbouring residential properties. There is however no objection in principle to the presence of lighting in this village centre location, with further details sought by condition prior to its installation. This approach would be sufficient to prevent any unacceptable harm to neighbouring amenity by way of light nuisance.
- 6.23 The amenity impacts of the proposal are therefore considered acceptable and in accordance with the above policy.

#### **Other considerations**

- 6.24 Archaeology: Billingshurst has its roots in the Anglo-Saxon period and it is likely that the application site contains multi-period archaeological remains. A condition is recommended to ensure a site investigation takes place prior to the commencement of development.
- 6.25 Drainage: The site is located within an area of flood risk from surface water and the underlying clay geology would most likely impede surface water infiltration through permeable surfaces / soakaways. It would therefore be necessary for alternative surface water drainage measures to be explored, such as 'flood storage'. It is considered that suitable details of surface water drainage measures can be secured through condition, and this forms part of the recommendation.
- 6.26 Ecology: The application is accompanied by a Bat Scoping Report and a Design & Access Statement. These documents provide sufficient information to demonstrate that the proposal would not result in any adverse impacts on protected species and that suitable mitigation, through landscaping and external lighting design, can be provided. These measures, and where necessary further details, would be secured through condition.
- 6.27 Representations: The application site is within an area of mixed land ownership and would result in adjoining car parks with differing restrictions and pay and display systems. The proposed material palette would though differentiate the application site from adjoining parking areas and the applicant has advised that appropriate signage would be erected advising of the differing parking areas. The presence of adjoining public and private car parking areas would not constitute a reason to refuse planning permission.

## Conclusion

- 6.29 The proposal would create additional car parking facilities which would complement and enhance the existing provision in this part of Billingshurst Village Centre, with the formation of a link between Billingshurst Library and Jengers Mead a demonstrable improvement over the existing arrangement, which currently allows for no public access across the application site. It is acknowledged that the proposal would not provide separate vehicular and pedestrian links between the application site and Jengers Mead. It is though considered that in the absence of any identified harm this arrangement would not justify a refusal of planning permission.
- 6.30 The proposal would harm the setting of 54-55 High Street, a grade II listed building, and the character of the Billingshurst Conservation Area. This harm would not impact on the historic building and this part of the Conservation Area primarily characterised by surface parking and hard surfacing. It is considered that the nature of the resulting adverse impact would not affect a key element of the architectural or historic interest, with the related design approach such that the extent of this harm would be less than substantial. The proposed link would meet the aims of enhancing movement and connectivity set out in the Billingshurst Supplementary Planning Document and Billingshurst Neighbourhood Plan. This is given significant weight in the planning balance, and it is considered that the level of harm would be outweighed by the public benefit which would be derived from the proposal.
- 6.31 The proposal would have an acceptable impact on neighbouring amenity and the proposal can be controlled in a manner to ensure no adverse impact on protected species.
- 6.32 It is therefore considered that the proposal accords with relevant local and national planning policies, with the application recommended for approval, subject to conditions.

## 7. RECOMMENDATIONS

- 7.1 That planning permission be granted subject to the following conditions:-

1. A list of the approved plans
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:**

- i) No development shall take place until a programme of archaeological work has been secured in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.
- ii) The development hereby permitted shall not be commenced until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition [i] and that provision for analysis, publication and dissemination of results and archive deposition has been secured and approved by the Local Planning Authority in writing.

Reason: As this matter is fundamental as the site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development in accordance with Policy 34 of the Horsham District Planning Framework (2015).



4. **Pre-Commencement Condition:** Notwithstanding the submitted details, no development, other than site clearance, shall commence until a drainage strategy detailing the proposed means of 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).

5. **Pre-Commencement Condition:** Notwithstanding the submitted details, no development, other than site clearance, shall take place until samples or specifications of external materials and surface finishes have been submitted to and approved in writing by the Local Planning Authority. The details shall allow for the use of alternative materials to delineate the parking spaces hereby permitted. The development shall thereafter take place in strict accordance with the agreed details.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail and to ensure that the significance of designated heritage assets are preserved, in compliance with Policies 32, 33 and 34 of the Horsham District Planning Framework (2015).

6. **Pre-Commencement Condition:** Notwithstanding the submitted details, no development, other than site clearance, shall take place until details of all boundary treatments, including elevational drawings, if appropriate, and material and colour have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter take place in strict accordance with the agreed details.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail and to ensure that the significance of designated heritage assets are preserved, in compliance with Policies 32, 33 and 34 of the Horsham District Planning Framework (2015).

7. **Pre-Commencement Condition:** Notwithstanding the submitted details, no development, other than site clearance, shall take place until full details of soft landscaping works 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 proposed trees and planting, including schedules specifying species, planting size, densities and plant numbers and tree pit details
- Finalised details and locations of ecological enhancement measures, as set out in the Bat Scoping Repot (Ecology Co-Op, 2019), which shall include hedgehog holes in fencing / walls

The approved soft landscaping scheme and enhancement measures 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 or retained 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 with Policy 33 of the Horsham District Planning Framework (2015).

8. **Pre-Use Condition:** The parking spaces hereby permitted shall not be brought into use until a detailed lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall have regard to the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light, and the recommendations set out in Appendix 2 of the Bat Scoping Report (Ecology Co-Op, 2019) to demonstrate that areas to be lit will not disturb or prevent nocturnal species using their territory. The scheme shall be implemented in accordance with the approved details and shall thereafter be retained as such.

Reason: To safeguard the amenities of the site and surrounds in accordance with Policies 32 and 33 of the Horsham District Planning Framework (2015).

9. **Pre-Use Condition:** The parking spaces hereby permitted shall not be brought into use until details of the heritage information display board, as indicated on the approved drawings, have been submitted to and approved in writing by the Local Planning Authority. The details shall include a timetable for the installation of the display board, which shall thereafter be installed in accordance with the agreed details and be maintained as such thereafter.

Reason: To ensure that the significance of the designated heritage assets are preserved and to comply with Policy 34 of the Horsham District Planning Framework (2015).

10. **Pre-Use Condition:** The parking spaces hereby permitted shall not be brought into use until the access between the application site and the Jengers Mead Car Pak has been provided in accordance with the approved plans. The access shall thereafter be retained in accordance with the approved plans.

Reason: To ensure the provision of a suitable access and to comply with Policies 12 and 13 of the Horsham District Planning Framework (2015), Policy BILL 8 of the Billingshurst Neighbourhood Plan and the Billingshurst Supplementary Planning Document.

11. **Pre-Use Condition:** The parking spaces hereby permitted shall not be brought into use until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include details of vehicular rights of way through the site, signage within the car park (including any painted to the ground surface), and measures to prevent conflict between pedestrians and vehicles. The car park shall thereafter be managed in accordance with the approved plan.

Reason: In order to ensure that the safe operation of the development and to protection of the amenities of nearby residents, in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

12. **Pre-Use Condition:** The parking spaces hereby permitted shall not be brought into use until details of electric vehicle charging spaces within the development hereby permitted have been submitted to and approved by the Local Planning Authority. The details shall include a timetable for the installation of the charging points, which shall thereafter be installed in accordance with the agreed details and be maintained as such thereafter.

Reason: To provide sustainable travel options in accordance with policies 36 and 40 of the Horsham District Planning Framework (2015) and the National Planning Policy Framework.

13. **Regulatory Condition:** All mitigation and enhancement measures / works shall be carried out in accordance with the details contained in the Bat Scoping Report (Ecology Co-Op, 2019). 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) and Policy 31 of the Horsham District Planning Framework (2015).

Background Papers: DC/19/2319