



**Horsham  
District  
Council**

# **DEVELOPMENT MANAGEMENT REPORT**

**TO:** Development Management Committee (North)

**BY:** Development Manager

**DATE:** 10 May 2016

**DEVELOPMENT:** The redevelopment of a waste recycling depot. The existing dated facilities are to be replaced with a new workshop building and adjoining single storey office facilities. The existing buildings are to be demolished once the new building is nearing completion so the depot can continue to function throughout the building works

**SITE:** Hop Oast Depot Worthing Road Horsham West Sussex

**WARD:** Southwater

**APPLICATION:** DC/15/2814

**APPLICANT:** Horsham District Council

**REASON FOR INCLUSION ON THE AGENDA:** Applicant Horsham District Council

**RECOMMENDATION:** Grant Planning Permission

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

To consider the planning application.

### DESCRIPTION OF THE APPLICATION

- 1.1 The application seeks planning permission for the redevelopment of the existing refuse and recycling depot site and the erection of a new refuse and recycling vehicle depot building of dual height, comprising a single storey office with a larger attached commercial workshop of contemporary design. The proposals include the demolition of the two existing buildings (workshop and offices facilities), which are no longer considered to be suitable to meet the growing needs and demands of the service.
- 1.2 The two main elements of the proposed replacement building comprise a mechanics workshop under a pitched roof (411.33sqm), incorporating three internal bays with associated facilities for both servicing and future maintenance of the refuse vehicles; and the single story offices under a flat roof (128.67sqm), with remaining ancillary floor space associated with the administrative services, staff breakout areas, and shower / WC facilities etc. for the depot staff.
- 1.3 The application also includes the removal of the existing Oil Tank (currently located at the north west boundary of the site) and its replacement with a new 50,000 litre fuel tank to be buried underground, with a new fuel dispensing pump (2 hoses) within the new 'Refuel Zone' located at the north eastern corner of the site, and a new secure bin store located within the south west corner of the site.

- 1.4 The proposals include re-configured parking areas on site comprising 40 x 11 metre bays for the refuse vehicles. The bays are shown as comprising 30 spaces along the southern boundary and 10 spaces northern boundary. There are 6 standard car parking spaces and 1 disabled car parking space, as well as 1 electric car charge point and a 'Dudley' cycle storage shelter (for 10 cycles) shown located adjacent to the east side of the proposed new building. Photo voltaic panels (5 rows each comprising 4 panels) are proposed within the roof profile.
- 1.5 A one way access road is proposed allowing ingress from the east side of the site with egress to the north (opposite the park and ride facility), allowing vehicles to safely enter and leave the site with improved visibility. The new access incorporates the existing non adopted two way access retaining the 'in' and effectively extending the access road northwards to allow a continuous one way system exiting to the west of the existing roundabout which serves the waste recycling facility and the park and ride site.
- 1.6 Three 18m diameter turning areas are provided within the site boundaries, two at the west end of the site, along with a truck wash down area, and one at the east end of the site. Vehicles are capable therefore of entering the site and turning the vehicles to face forwards before parking / leaving.
- 1.7 An additional vehicle parking area is proposed adjacent to the offices along the proposed southern elevation of the building, adjacent to the vehicle entry area to the garage / workshop area and the three bay 'steam cleaning zones'.
- 1.8 An improved pedestrian pathway is also proposed to link the application site to the adjacent park and ride facilities to the north of the site which is available for vehicle parking by staff.
- 1.9 Trees within the north eastern quadrant of the site have been removed to facilitate the new location of the proposed replacement workshop and office building. Advice was sought from the Council's Tree Officer prior to their removal.
- 1.10 The proposed site would be operational between the hours of 5:00am – 6:00pm Monday to Friday and 5am – 3pm on Saturdays.
- 1.11 The application has been accompanied by the following supporting documents;
  - Planning Statement
  - Tree Survey
  - Arboricultural Survey Report
  - Transport Assessment
  - Asbestos Survey Report
  - CCTV Drainage Survey
  - Ecology and Bat Survey
  - Acoustic Statement
  - Topographical Survey
  - Site investigation and Risk Assessment Report

- 1.12 The Hop Oast development is located within 1km of Flood Zone 1 and the site is less than 1 hectare, as such a Flood Risk Assessment was not required with this application.

#### DESCRIPTION OF THE SITE

- 1.13 The application site is located at the interception of the A24 Worthing Road and B2227 Hop Oast Rondabout between the current 'Park and Ride' facility to the north, the Household Waste recycling facility to the west and the Shell Petrol Station to the south.

- 1.14 The area surrounding the application site is largely industrial / commercial in nature comprising with nearest buildings being either warehouse or farm buildings. There are no residential properties within the immediate vicinity of the application site. The nearest residential properties are located approximately half a mile to the south of the site.
- 1.15 The site levels vary across the site and slopes towards the south west corner with a change in level of approximately 3.4m. The site levels slope across the south east axis and there is a change in levels with the creation of a sharp incline to the culminating on a soil bank. The site is enclosed along its external boundaries by trees and vegetation of varying heights and views through the site are therefore fairly limited. There is an 8m chain link fence around the perimeter of the site. A topographical survey of the site shows the highest land levels to be 10.000 and the lowest level to be 6.527mm.
- 1.16 Although located within the countryside outside of any defined built up area boundaries it forms part of an existing commercial site and is well located with regard to the strategic road network and the District of Horsham.

## **2. INTRODUCTION**

### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

### RELEVANT GOVERNMENT POLICY

- 2.2 National Planning Policy Framework (2012) (NPPF) Section 1 – Building a strong competitive economy, Section 3 – Supporting a prosperous rural economy, Section 7 – Requiring good design and Section 11 Conserving and enhancing the natural environment.
- 2.3 National Planning Policy Guidance (March 2014)

### RELEVANT COUNCIL POLICY

- 2.4 The following policies of the Horsham District Planning Framework (2015) are considered relevant to the consideration of the is application;

HDPF Policy 1 – Sustainable Development  
HDPF Policy 2 – Strategic Development  
HDPF Policy 7 – Economic Growth  
HDPF Policy 9 – Employment Development  
HDPF Policy 10 – Rural Economic Development  
HDPF Policy 24 – Environmental Protection  
HDPF Policy 25 – District Character and Natural Environment  
HDPF Policy 26 – Countryside Protection  
HDPF Policy 31 – Green Infrastructure and Biodiversity  
HDPF Policy 32 – The Quality of New Development  
HDPF Policy 33 – Development Principles  
HDPF Policy 40 – Sustainable Transport  
HDPF Policy 41 - Parking

- 2.5 The Southwater Parish Neighbourhood Plan is at a very early stage and no draft planning policies have yet been formed.

## PLANNING HISTORY

SQ/128/00	Construction of a park and ride car park 535 spaces (county consultation) Site: Hop Oast Depot (Land Adj) Worthing Road Southwater	PER
SQ/10/02	Variation of condition 22 of sq/128/00 to enable the proposed park & ride development be constructed in one phase (county consultation) Site: Hop Oast Depot Worthing Road Southwater	PER
SQ/124/02	Use of service road approved under sq/128/00 to provide off highway queuing for adjacent civic amenity site (county consultation) Site: Hop Oast Amenity Tip Worthing Road Southwater	PER
SQ/9/02	Variation of condition 21 of sq/128/00 for extension to opening hours from 20.00-22.00 proposed park & ride facility (county consultation) Site: Hop Oast Depot Worthing Road Southwater	PER
HR/200/63	Proposed entrance road Comment: No obj. - will be determined by wsc or minister (From old Planning History)	PER
HR/200/73	Construct by-pass and associated works and improvements Comment: No obj. - will be determined by wsc or minister (From old Planning History)	PER
HR/96/82	Erection of filling station and repair workshop (From old Planning History)	PER
SQ/146/88	Depot premises (regulation 4) Comment: Outline (From old Planning History)	PER
SQ/22/89	Depot premises (regulation 4) (From old Planning History)	PER
SQ/51/89	Secondary vehicle maintenance workshop (From old Planning History)	PER
SQ/22/93	Continued use of land as a recycling centre/amenity tip (county consultation) Site: Hop Oast Recycling Centre Worthing Rd Horsham	PER
SQ/56/96	Erection of a radio mast for district council radio Site: Hop Oast Depot Worthing Road Southwater	PER

### 3. OUTCOME OF CONSULTATIONS

#### INTERNAL CONSULTATIONS

- 3.1 **Environmental Health**: No objection, subject to conditions relating to land contamination, construction method and external lighting.
- 3.2 **Tree Officer**: No objections to removal of trees as indicated and subject to no encroachment to the retained woodland to the west. A key concern of the development is the visual impact; no buffer has been left for vegetation therefore the development would be reliant on screening from outside of the site, the ownership of which is unknown. Visual appraisals are needed, as well as elevations, to assess how the scheme would sit within its wider context.
- 3.3 **Property Services Drainage**: No objection to the surface water drainage strategy proposed, therefore until detailed design information has been submitted at the appropriate planning stage, suitable drainage conditions should be applied that also include securing the implementation and maintenance of the SuDS features to ensure they remain effective for the lifetime of the development.

It should be noted that that there was a substantial pollution incident in 2012 with regards the existing septic tank and biofilter unit to which the new development is intending to utilise. The developer should satisfy themselves that the existing arrangement (septic tank and bio filter unit) for disposal of foul drainage is fit for purpose.

- 3.4 **Environmental Management Waste and Cleansing**: No objection

#### OUTSIDE AGENCIES

- 3.5 **Southwater Parish Council**: No objection in principle, suggest that given the increase in vehicle traffic, an additional access road be considered. Query whether design of building is compliant with HDC green policies.
- 3.6 **West Sussex County Council Highways**: No objection. The application is supported by way of a short Transport/Planning Statement. This reviews the pertinent highway matters arising from the development.

In terms of trip generation, the site already accommodates an existing similar facility. This proposal will result in any increase in daily trips. These trips are however expected to be dispersed across the day, or take place away from the peak hour. The site will in any case generate peak hour trips at present. Materially, this proposal is not anticipated to result in any significant intensification of use of the site beyond that which could already result.

Changes are proposed to the vehicular access arrangements. These changes are proposed onto roads that are not maintained by the Local Highway Authority. As such the LHA's comments in respects of these changes are for advice only.

The proposal will create a new access a short distance to the east of the existing roundabout serving the waste recycling facility and the park and ride site. The creation of this access will allow for a one way system through the site; the existing two way access would be retained as the 'in' and the proposed access operate as an 'out'. Whilst the 'out' access is quite close to the existing roundabout, good visibility is afforded to both the east and west. The access will also be lightly trafficked.

In summary, the impact upon the local highway network would be minimal; no highway objection would be raised in these respects.

- 3.7 **West Sussex County Council: Fire Services:** Hydrant or stored water required by imposition of condition.
- 3.8 **Ecology:** No objection, subject to conditions relating to breeding birds, vegetation clearance, bats and external lighting. The information relating to DC/15/2814, in particular, the Preliminary Ecological Appraisal and Bat Survey reports carried out by The Ecology Consultancy in 2015, has been reviewed.
- 3.9 **Health and Safety Executive:** No objection. It would seem sensible to have the out road separate from the in road especially that the current situation is that the entrance/exit is located on a blind bend. Using it for Inward traffic would be sensible as it is better able to see round the bend before driving in. Outward traffic cannot see around the bend and so may pull out in front of a vehicle, so moving it away from here may prevent an incident in the future.
- As to the rest of the site the layout seemed sensible, the overriding concern for HSE is that where practicable reversing manoeuvres are removed and people and vehicles have suitable separation either by distance or more usually by bollards etc. One way is to have, where possible and practicable, a one way system is employed on site.
- 3.10 **Environment Agency:** Any comments received to be advised verbally at committee
- 3.11 **Horsham District Cycling Forum:** Welcome the inclusion of cycling parking facilities at this site, noting the commitment to a Dudley cycle shelter with 10 spaces. However the cycle facilities at the junction with Worthing Road and conditions along the Worthing Road are very poor. Cycling facilities and safety needs to be improved along the whole length of Worthing Road in order to benefit access to the Depot, access to the Park and Ride, access to the golf club and on towards Southwater.

#### PUBLIC CONSULTATIONS

- 3.12 None received

#### **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 main considerations in the determination of this application are considered to be the principle of the land use in this location and the environmental impact of the development, the effect on neighbouring residents and traffic/highway implications and whether the economic justification for the expansion of the existing business would outweigh the proposed encroachment into the countryside and the requirements of the economic and environmental policies within the Horsham District Planning Framework.

- 6.2 The application seeks planning permission for the redevelopment of the existing refuse and recycling depot site and the erection of a new refuse and recycling vehicle depot building of dual height, comprising a single storey office with a larger attached commercial workshop of contemporary design. The proposals include the demolition of the two existing buildings (workshop and offices facilities), which are no longer considered to be suitable to meet the growing needs and demands of the service.
- 6.3 The application site is located outside of any defined built up area boundaries and is thus located within the countryside where the Council's adopted countryside policies apply. The principle of the use of the site for purposes as a refuse and recycling depot site is long established and thus its continued use for such purposes is considered acceptable, albeit that the acceptability and consideration of the extended site boundary needs to be considered against relevant policy criteria. The replacement of the existing buildings within the extended site boundaries with new upgraded buildings and facilities, to accommodate the provision of refuse and recycling activities on this site, is subject to the acceptability of the specific details and consideration of any amenity issues arising from the proposed development as considered against relevant policies set out below.

Principle of development

- 6.4 Paragraph 28 of the NPPF notes that *"planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development."*
- 6.5 HDPF Policy 10 Rural Economic Development follows the thrust of paragraph 28 by confirming that:

*"Sustainable rural economic development and enterprise within the district will be encouraged in order to generate local employment opportunities and economic, social and environmental benefits for local communities.*

*In the countryside, development which maintains the quality and character of the area, whilst sustaining its varied and productive social and economic activity will be supported in principle. Any development should be appropriate to the countryside location and must:*

1. *Contribute to the diverse and sustainable farming enterprises within the district or, in the case of other countryside-based enterprises and activities, contribute to the wider rural economy and/or promote recreation in, and the enjoyment of, the countryside; and either*
  - a. *Be contained wherever possible within suitably located buildings which are appropriate for conversion or, in the case of an established rural industrial estate, within the existing boundaries of the estate; or*
  - b. *Result in substantial environmental improvement and reduce the impact on the countryside particularly if there are exceptional cases where new or replacement buildings are involved. New buildings or development in the rural area will be acceptable provided that it supports sustainable economic growth towards balanced living and working communities and criteria a) has been considered first.*
2. *Demonstrate that car parking requirements can be accommodated satisfactorily within the immediate surrounds of the buildings, or an alternative, logical solution is proposed."*

- 6.6 The principle of the use of the site for refuse and recycling purposes in this countryside location is long established, thus it is considered that the continued use of the site for such purposes is acceptable.
- 6.7 With regards to criteria [a] of policy HDPF 10 set out above, it is noted that the existing site boundaries of the refuse and recycling plant have been extended along the north eastern boundary to include land within the applicant's ownership, to accommodate the revised position of the proposed new workshop / office building. A belt of trees previously accepted by the Council's Tree Officer as not having any special amenity value have been removed to facilitate the development in this area. Given that the extended site area sits immediately opposite the Hop Oast Park and Ride car park, which is separated by the access road into the Council's household waste site, it is considered that the 'expansion' of the site boundaries to include this small area of land is acceptable in this location as it is expanding an existing facility.
- 6.8 With regards to criteria [b] of policy HDPF 10 as set out above, it is considered that the proposed replacement workshop / office buildings and tidying of the site generally, through the removal of ancillary paraphernalia associated with the site's refuse and recycling use would result in an environmental improvement, and furthermore that the use of the site in this rural area is considered to support sustainable economic growth towards balanced living and working communities in accordance with policy criteria.
- 6.9 The NPPF and HDPF actively promote and encourage a sustainable economy which supports opportunities for growth; whilst respecting and taking into account the conservation and enhancement of the natural environment as well as the vibrancy, health and character of existing settlements and communities within them. A balanced approach must be taken when considering the merits of the proposed development against any impact to the wider setting.
- 6.10 Policy 26, Countryside Protection, states that outside of built up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to its countryside location, and should support the needs of agriculture or forestry, enable the extraction of minerals or the disposal of waste, provide for quiet informal recreational use or enable the sustainable development of rural areas. Criterion [2] of Policy 26 refers to the extraction of minerals or the disposal of waste as being proposals essential to its countryside location and the proposal is considered to support these aims.
- 6.11 Policy 33, Development Principles, requires that new development should be to a high standard of design and layout, in keeping with the character of the nearby development and the surrounding area. Consideration of the precise applications details are as set out below.

Design and amenity issues

- 6.12 Full details of the application details are set out in the description of development above, but essentially include a mechanics workshop under a pitched roof (411.33sqm), incorporating three internal bays with associated facilities for both servicing and future maintenance of the refuse vehicles; and the single story offices under a flat roof (128.67sqm), with remaining ancillary floor space associated with the administrative services, staff breakout areas, and shower / WC facilities etc. for the depot staff. Re-configured parking areas on site, comprising 40 x 11 metre bays for the refuse vehicles and 6 standard car parking spaces and 1 disabled car parking space, as well as 1 electric car charge point, and a 'Dudley' cycle storage shelter (for 10 cycles) shown located adjacent to the east side of the proposed new building.



- 6.13 The application also includes the removal of the existing Oil Tank (currently located at the north west boundary of the site) and its replacement with a new 50,000 litre fuel tank to be buried underground, with a new fuel dispensing pump (2 hoses) within the new 'Refuel Zone' located at the north eastern corner of the site, and a new secure bin store located within the south west corner of the site.
- 6.14 A one way access road is proposed allowing ingress from the east side of the site with egress to the north (opposite the park and ride facility), allowing vehicles to safely enter and leave the site with improved visibility.
- 6.15 In regard to the proposed design and visual appearance, the building has a contemporary appearance and comprises two elements, the larger main workshop section, three integral bays with folding doors under a pitched roof, and the attached single storey office element which has a flat roof behind a parapet wall, with cladded elevations.
- 6.16 The proposed replacement workshop / office building, has a utilitarian appearance similar to agricultural buildings normally found within the countryside. There would be unrestricted views of the rear of the proposed new buildings from the Hop Oast Park and Ride car park to the north of the application site, but these views are not considered to result in any significant or appreciable harm to the visual amenities of the area and no more so than the existing uses of land in the immediate vicinity of the application site, including the Shell Petrol Garage to the south of the site, and the amenity household waste site to the north west of the site.
- 6.17 It is considered that any views of the proposed workshop / office buildings from the main A24 Worthing Road would be well screened from the southbound carriageway given the existing tree screen along the western boundary of the site. Some limited views of the workshop building, and in particular the roof profile from the northbound carriage way and roundabout would be more apparent although given the presence of existing boundary screening provided by a narrow belt of trees, the impact of these views is not considered to result in any significant or appreciable harm to visual amenities. The proposed workshop / office building would essentially replace the existing outdated facilities on site and although higher than the existing buildings would not result in any significant or appreciable visual impact.
- 6.18 There are no residential properties in the immediate vicinity of the application site. Therefore, the proposed replacement buildings associated with the recycling and refuse facility would not result in any loss of private amenity.

#### Highway issues

- 6.19 West Sussex County Council Highways Department have been consulted and have raised no objections to the proposed redevelopment of the Hop Oast Refuse and Recycling facilities to provide the erection of a new depot to support Horsham District Council's Operations Services Team.
- 6.20 Information provided within the Highway Statement (Wilbur Associates Ltd, dated the 17 December 2015) states that the revised layout of the site would provide for the increase in refuse and recycling vehicles from 32 undefined spaces to 40 defined spaces. The proposals include the creation of a new access on the north side of the site thus creating an 'in' and 'out' one way arrangement and addresses the current poor visibility safety concerns.
- 6.21 The submitted Highways Statement advises that there will be a marginal increase in the predicted daily traffic movements into and out of the site. The current and proposed vehicle movements take place outside of peak period. The existing 5 day average 12 hour daily traffic flows on the B2237 is currently recorded as 11812 vehicles. This data is taken from

WSSC data collection site on the B2237 just to the north of the traffic signals. The proposed total movement from the proposed redevelopment in relation to the total movements on the B2237 is insignificant and will have no impact on the highway network.

- 6.22 It is advised that due to the unsociable hours worked staff travel to the site by car or car share. Cycling will be encouraged and cycle parking facilities, including showers, are proposed as part of the redevelopment.
- 6.23 Daily vehicle movements are as set out in the Highway Statement and the majority of vehicle movements would be between 6 and 7am, when the collection vehicles set off, and 2 and 3pm, when they return.
- 6.24 West Sussex County Council Highways advise that in terms of trip generation, the site already accommodates an existing similar facility. While the proposal would result in an increase in daily trips it is considered that these would be dispersed across the day, or take place away from the peak hour, and the site would already generate peak hour movements at present. Materially, this proposal is not anticipated to result in any significant intensification of use of the site beyond that which could already result and the impact upon the local highway network would be minimal, no highway objection would be raised in these respects.

#### Health and Safety Executive

- 6.25 The Health and Safety Executive has been consulted and no objections have been raised by them in respect of the proposed development.

#### Ecology

- 6.26 No objections have been raised by the Council's Consultant Ecologist in respect of the proposals and conditions are recommended to mitigate any concerns in relation to any potential ecological impacts of the development. Those conditions which are relevant to this development have been included as part of the recommendation.

#### Trees

- 6.27 It is noted that some trees have been removed from the site. These works were agreed with the Council's Tree Officer prior to the works taking place.

#### Sustainability and Environmental Strategy

- 6.28 The applicant's Planning Statement states that 'the environmental strategies for sustainable development for the proposals will take into account the Target Emission Rate(TER), outlined in the national Building Regulations. The environmental strategy for the new building will focus on a fabric first approach to sustainable design; considering the building envelope and natural ventilation design principles before additional technologies. This will ensure that capital and longer term running costs are reduced as much as possible. A number of design features will support this approach where appropriate, these include:

- Levels of insulation.
- Thermal mass.
- Natural ventilation.
- Air source heat pumps'.

- 6.29 The proposed development will be in accordance with the energy hierarchy set out within HDPF policy 36 - Appropriate Energy, which seeks to encourage efficient development

which are 'Lean' and use less energy, are 'Clean' and supply energy efficiently and are 'Green' and use renewable energy sources.

- 6.30 In respect of compliance with the 'LEAN' strategy, the proposed development seeks through the application of passive design and low energy measures to reduce the risk of summer overheating and reliance on mechanical cooling in both current and future scenarios. The strategies employed will include openable windows at high and low level within the continually occupied office spaces and canteen area, along with enhanced solar performance glazing. Integrating these measures minimises the risk of the occupied spaces overheating.
- 6.31 The air source heat pump heating solution reached as part of the "CLEAN" heating hierarchy appraisal is noted within West Sussex Sustainable Energy Study as being "not strictly a renewable technology...", however it does note that "the system can still offer significant carbon savings over certain conventional fossil fuel systems" and it therefore forms part of the paper's assessment of renewable technologies.
- 6.32 In summary the 'GREEN' measures will include the utilisation of an air source heat pump system to provide heating to the building and the use of photovoltaic cells to offset a portion of the site's electricity demand.

#### Conclusion

- 6.33 The proposed redevelopment of the Hop Oast Refuse and Recycling Facilities are considered acceptable and comply with the adopted policies within the HDPF, specifically Policies 10, Rural Economic Development, 26 Countryside Protection and 33, Development Principles; and with the overarching policies contained within the National Planning Policy Framework.

## **7. RECOMMENDATIONS**

- 7.1 That planning permission be granted with the following conditions:
1. 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.

2. No development shall be commenced unless and until a schedule of materials and samples of such materials and finishes and colours to be used for external walls and roofs of the proposed buildings(s) have been submitted to and approved by the Local Planning Authority in writing and all materials used shall conform to those approved.

Reason: 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)

3. Full details of means of surface and foul water drainage, including details for the implementation and maintenance of SuDs features to serve the development shall be submitted to and agreed in writing by the Local Planning Authority prior to works commencing on development. The scheme agreed shall be implemented strictly in accordance with such agreement unless subsequent amendments have been agreed with the Local Planning Authority.

Reason: To ensure that the development is properly drained in accordance with Policy 38 of the Horsham District Planning Framework (2015).

4. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings shall be passed through trapped gullies to BS 5911:1982 with an overall capacity compatible with the site being drained.

Reason: To prevent pollution of surface water in accordance with Policy 38 of the Horsham District Planning Framework (2015).

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or Orders amending or revoking and re-enacting the same, the building(s) shall not be extended or altered in any way unless planning permission has been granted by the Local Planning Authority on application in that respect.

Reason: A more intensive use of the site would be likely to cause congestion on adjacent roads through overflow vehicle parking contrary to Policy 40 of the Horsham District Planning Framework (2015)

6. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site, including the identification and removal of asbestos containing materials, shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified:
  - all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptors
  - potentially unacceptable risks arising from contamination at the site.
- b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) The site investigation results and the detailed risk assessment (c) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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

7. If contamination, including presence of asbestos containing materials, not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

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

8. Prior to the commencement of any works of demolition or refurbishment all asbestos containing materials shall be removed by an appropriately licensed and competent contractor. A written report detailing these works shall be submitted to and approved in writing by the local planning authority. The report shall include details of validation measures undertaken to ensure the all areas where works have been undertaken are free from asbestos.

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

9. No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
- a. An indicative programme for carrying out of the works
  - b. The arrangements for public consultation and liaison during the construction works
  - c. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
  - d. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
  - e. the parking of vehicles of site operatives and visitors
  - f. loading and unloading of plant and materials
  - g. storage of plant and materials used in constructing the development
  - h. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
  - i. wheel washing facilities
  - j. measures to control the emission of dust and dirt during construction
  - k. a scheme for recycling/disposing of waste resulting from demolition and construction works
  - l. No burning of any materials from site clearance or from any other source shall be undertaken at the site.

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

10. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority. The design of any new lighting shall take into account the recommendations detailed within the Bat Survey Report by The Ecology Consultancy dated September 2015. Any external lighting shall be installed and maintained in accordance with the approved details.

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

12. No work shall be carried out on site, with the exception of the construction of the site access and construction parking areas, until there is available within the site provision for an appropriate level of parking having regard to the nature of the site, together with suitable provision for the loading and unloading of vehicles and the storage of materials and equipment associated with the building works; all in accordance with precise details to be approved by the Local Planning Authority in writing before development commences. The approved facilities shall be retained and available for use throughout the period of work required to implement the development hereby permitted unless alternative details are agreed in writing by the Local Planning Authority.

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

13. All buildings and structures shown to be demolished on the hereby approved plans, dated 22/12/15, shall be demolished, the debris removed and the site cleared within 3 months of the first occupation of the hereby approved development.

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

14. No development shall take place until details of screen walls and/or fences have been submitted to and approved in writing by the Local Planning Authority and no buildings shall be occupied until such screen walls and/or fences associated with them have been erected. Thereafter the screen walls and/or fences shall be retained as approved and maintained in accordance with the approved details.

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

15. Prior to the commencement of the development details showing the proposed location(s) of one fire hydrant or a static stored water supply of at least 45 cubic metres (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be provided in accordance with the agreed details prior to the first occupation of the hereby approved development.

Reasons: In the interests of amenity and in accordance with HDPF 39 and HDPF 40 of the Horsham District Planning Framework 2015.

16. If building demolition and site clearance works not have commenced by 1<sup>st</sup> May 2017 an updated bat survey report shall be submitted to and approved in writing by the Local Planning Authority. The report shall outline any mitigation required and development shall take place in accordance with the agreed details.

Reason: To safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015).

17. The biodiversity enhancements (bird boxes and refugia piles) shall be implemented in accordance with the measures detailed in the Preliminary Ecological Appraisal Report by The Ecology Consultancy (dated April 2015) prior to the first occupation of the hereby approved development.

Reason: To safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015).

Background Papers: DC/15/2814