



TO: Planning Committee (North)

BY: Head of Development

DATE: 06 February 2018

DEVELOPMENT: Demolition of existing car park and replacement with new "Ground floor + 3 deck (G+3)" public car park incorporating new lighting, electrical services and new public conveniences. Parking spaces totalling 426no. including Accessible Bays, Parent and Child Bays and Electric Vehicle charging bays. (Regulation 3 Application)

SITE: Piries Place Car Park Piries Place Horsham West Sussex

WARD: Denne

APPLICATION: DC/17/2509

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

REASON FOR INCLUSION ON THE AGENDA: Planning application made on behalf of the Council and on land owned by the Council.

RECOMMENDATION: To delegate authority to the Head of Development to approve planning permission subject to amendments to the design, and appropriate conditions.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.1 The application seeks full planning approval for the demolition of the existing 330no. space split-level car park, and the replacement with a new car park incorporating 4 flat parking decks (including ground floor level) totalling 426no. parking bays. The proposed car park would occupy the same footprint as existing, and the vehicular entrance/exit point from the highway would be in the same location as existing, utilising a similar 'automatic number plate recognition' (ANPR) system as used at present. Motorcycle access would remain as existing.

1.2 At ground floor level, the car park would include the following parking bays:

- 58no. regular parking bays (at 2.4m wide)
- 8no. electric vehicle charging bays (at 2.4m wide)
- 11no. accessible bays (at 3.6m wide)
- 10no. parent and child bays (at 3.2m wide).

The ground floor level would also include 3no. toilet cubicles, an accessible/baby changing unit and a 13m² changing places unit (3m x 4.3m). These would be located to the front of

the car park, with access directly from the public open space area adjacent to Piries Place. A central area of the car park's ground floor would be reserved for motorcycle parking, pay stations and local information.

- 1.3 The first, second and third floors would each feature 113no. regular parking bays at 2.4m wide. A ramp located in the central part of the car park would enable vehicles to access each deck. Vehicles would circulate in a one-way, clockwise direction. The second floor will feature upgraded fire escape doors and fire escape stairs from the existing flats at Burtons Court.
- 1.4 The car park would feature 3no. stair cores on each corner of the car park. The stair core on the south-west corner (directly facing Piries Place) is the 'primary' stair core, and includes 2no. passenger lifts. The stair core on the northern corner (facing Copnall Way and North Street) features a stairwell and fire exit only, will hereby be referred to as 'the second stair core'. The stair core on the south-east corner (fronting Park Place) will also only feature a stairwell and fire exit, and will hereby referred to as 'the third stair core'. Pedestrian access into and out of the car park will be available from each of the three stair cores. The second and third stair cores would measure 11.2m in height, and the primary stair core would measure 13.2m in height due to the lift over-run. The height of the proposed car park to the anti-climb mesh at the top deck would measure approximately 10.8m.
- 1.5 The stair cores are proposed to be a light coloured buff stock brick with projecting/contrasting brick detail at the second and third stair cores. The second stair core would include lettering reading 'PIRIES PLACE' in a vertical arrangement. The primary stair core would include 'hit and miss' glass blocks to the north-west and south-west elevations. The exterior of the car park would feature laser-cut bronze coloured metal guarding at each deck, and other bronze features including ground level doors to the WC facilities and stair cores, the fascia's at the top of the stair cores and the signage above the main vehicular entrance/exit. Anti-climb mesh will feature at the perimeter of the top deck, at ground floor level on the north-west (principle) elevation and south-west (side) elevation, and at each deck in the 'gap' between the two Burtons Court buildings facing Park Street.

DESCRIPTION OF THE SITE

- 1.6 The application site is located in the centre of Horsham town, and is one of three large multi-storey car parks in the town centre. The existing car park location serves a wide area of Horsham town centre, and is within close proximity to the main shopping precincts of East Street, West Street, Carfax and Swan Walk shopping centre; as well with reasonable walking distance of Horsham Railway Station, the District Council offices and Horsham Park.
- 1.7 The existing car park was constructed in the late 1980's and consists of 4 split-level decks accommodating up to 330 No. car parking spaces including 10no. accessible bays and public convenience facilities. The existing car park is accessible 24 hours a day and includes an ANPR barrier system installed in 2014 with an overall height restriction of 1.98m. The maximum height of the existing car park is approximately 11m (at the main stair core opposite Park Place), and the height of the existing top deck is approximately 6.5m.
- 1.8 The car park is located in a well-known and prominent position in the town centre, adjacent to Piries Place shipping centre which is currently undergoing redevelopment to create a mixed-use shopping and entertainment quadrant; comprising restaurant units, retail units, a hotel and a cinema (DC/16/2506). Completion of the Piries Place redevelopment is expected in early 2019, when it is expected to fully re-open to the public.
- 1.9 The car park site is located behind (but detached from) Burtons Court which comprises a series of interlinked blocks of flats over 3-storeys operated by the London Quadrant

Housing Association. Existing emergency egress from the flats at Burtons Court is via doors leading onto the top deck of the existing car park. The car park is not within the designated Horsham Conservation Area but is in close proximity (Park Place, which is largely covered by the Conservation Area designation, is approximately 5m from the application site). The nearest listed building to the site is located approximately 35m to the south-west of the site (19-25 East Street, Grade II listed).

- 1.10 The application site is in proximity to several residential and commercial buildings including residential flats Nos. 1-33 Burtons Court which surround the site to the north and east elevations, Nos. 1-7 Parkway House approx. 6m to the south, Nos. 1-12 Park Place (first floor flats above shops/restaurants, located approx. 8m to the south of the site at its nearest point), No. 5a East Mews (Fillipo's Italian restaurant, 11m to the south of the site), Nos. 6-22 Stans Way (flats approx. 22m to the south-west of the site), the RSA building (approx. 22m to the north of the site), and retail/commercial units currently under construction at Piries Place to the immediate west of the site.

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 11 - Tourism and Cultural Facilities

Policy 12 - Strategic Policy: Vitality and Viability of Existing Retail Centres

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 37 - Sustainable Construction

Policy 38 - Strategic Policy: Flooding

Policy 39 - Strategic Policy: Infrastructure Provision

Policy 40 - Sustainable Transport

Policy 41 - Parking

Policy 42 – Inclusive Communities

2.4 Community Infrastructure Levy (CIL) Charging Schedule

April 2017 (Adopted 1st October 2017)

2.5 Horsham Town Plan SPD (2007)

RELEVANT NEIGHBOURHOOD PLAN

- 2.6 Denne Neighbourhood Council forms part of the Horsham Blueprint Business Neighbourhood Forum which is the designated body of the un-parished area of Horsham

Town. The Forum area was formally designated in June 2015 and comprises representatives from Denne Neighbourhood Council, Forest Neighbourhood Council and Trafalgar Neighbourhood Council. The Forum have not reached Regulation 14 draft plan stage yet, therefore the weight that can be afforded to the Neighbourhood Planning process in this location at present is very limited.

PLANNING HISTORY AND RELEVANT APPLICATIONS

- 2.7 **DC/17/2511** – PENDING CONSIDERATION
‘Demolition of existing car park deck and replacement with new Ground floor + 4 deck (G+4) public car park incorporating new lighting, electrical services and new public conveniences. Parking spaces totalling 517no. including Accessible Bays, Parent and Child Bays and Electric Vehicle charging bays. (Regulation 3 Application)’.
- 2.8 **DC/16/2506** – PERMITTED 15/03/2017
‘Partial redevelopment, conversion and change of use of numbers 1-17 Piries Place, the former Waitrose service area for mixed uses comprising A1, A2, A3, A4, C1, D2 uses, new Piries Place public realm extending to Park Place, Carfax and widening to Copnall Way’.
- 2.9 **DC/14/0251** – PERMITTED 09/04/2014
‘Installation of automatic number plate recognition system (ANPR) to include new entry/exit barriers and associated works’.

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
- 3.2 INTERNAL CONSULTATIONS

HDC Landscape Architect: Comment

Comments Dated 08 January 2018 (summarised): *‘No concerns are raised with the principle of demolition and rebuild on landscape grounds. From a townscape point of view the G+3 proposal is considered to sit more comfortably with the surroundings. The proposed materials fit in well with the surroundings. However, brick pattern/detailing should be considered and added to add interest to the stair cores, and it is considered that a opportunity to soften the overall appearance is being missed although I’m aware that this is something the council is pursuing internally with the introduction of a living wall. When viewed from Barttelot Road the anti-climb mesh and exposed deck platforms will appear at odds with the flats and the rest of the building. Asphalt is being proposed for the main pedestrian access/ toilet areas. Given the prominent location a higher quality material should be considered. Cycle parking provision needs to be considered’.*

HDC Economic Development: Support

Comments Dated 09 November 2017 (summarised): *‘The application will update the existing facility to modern specification, taking into account potential future needs in the case of electric car charging points, and an increase in the number of parking spaces. This will increase the capacity and improve upon the overall offer of the town to visitors. The Economic Development Department therefore supports the application’.*

HDC Environmental Health (air quality): Comment

Comments Dated 20 November 2017 (summarised): *‘In accordance with the HDC Air Quality Guidance (2014) the proposed development falls within the category of ‘Major’. The methodology for the air quality assessment is largely accepted. It would be appropriate to*

include a mitigation plan for both the construction and operation phases of the development. A mitigation plan for a Major development should include Type 2 mitigation which seeks to reduce the number of vehicle trips, and reduce emissions from trips that arise after the implementation of trip reduction measures has taken place’.

HDC Environmental Health (lighting): Comment

Comments Dated 27 November 2017 (summarised): *‘We would ask for the applicant to submit a lighting plan showing the overall impact of the proposed lights in accordance with the ILP GUIDANCE NOTES FOR THE REDUCTION OF OBTRUSIVE LIGHT (2011)’.*

HDC Environmental Health (noise): Objection

Comments Dated 24 November 2017 (summarised): *‘The results of the monitoring survey are accepted, but the conclusions of the report are not accepted as there is incomplete evidence of the impacts on the receptors closest to the site (in Park Way and Stans Way). The proposed development should not be considered in isolation, and a cumulative impact assessment should be provided, considering the impacts from both the proposed car park and the Piries Place development. The noise impacts of the proposed development are from the increase in parking spaces, as well as the plant room. The current report only considers the impacts of the plant room, but mitigation should be proposed after the cumulative impacts have been evaluated’.*

Additional Comments Dated 27 November 2017 (summarised): *‘The redevelopment of the Piries Place will bring new commercial uses in the area, which are expected to stay open late. It is therefore likely that the car park’s opening hours will be extended to accommodate the demand which should be considered in the noise assessment and the mitigation scheme’.*

HDC Drainage Engineer: No Objection – Conditions Suggested

Comments Dated 24 November 2017 (summarised): *‘While I have no overall objections to the Drainage Strategy proposed, an audit of the input data used to determine the storage volumes requires verification. Although unlikely to fundamentally alter the surface water strategy it assists the LPA & LLFA in the establishing constancy. If this development is permitted suitable drainage conditions should be applied that show full details of the measures to dispose of both foul and surface water, plus evidence to show that an agreement is in place for the on-going maintenance of any SuDS systems over the lifetime of the development’.*

HDC Heritage Consultant (summarised): Comment

The extant carpark building is primarily utilitarian in its appearance and does not particularly respond to the established character of the conservation area to the south and west, associated rather with modern structures of larger footprints to the north west. As such, the principle of the car park’s redevelopment is welcomed.

The view from Carfax (Fig.11) indicates that this development will screen any views of the proposed carpark from this key meeting place within the conservation area and listed structures, such as the Bandstand (Grade II, 1191536), The War Memorial (Grade II, 1420856) and Nos 33, 34, 34A and 34C Carfax (Grade II, 1191505). As such, the proposed redevelopment of the carpark will see no further impact on the setting and significance of built heritage assets within this area.

The proposed elevations to Park Place are, however, somewhat disappointing. The outlook onto Park Place is particularly sensitive. The Conservation Area Appraisal highlights that the current car park ‘contrasts abruptly’ with the Victorian buildings which line the street. The site provides a terminating view framed by primarily two storey, plus attic, brick buildings with terracotta and gable details. The fenestration of these buildings draws the eye vertically, rather than horizontally. The extant carpark provides an exposed view of parked cars on each deck, culminating in visible railings. While these elements detract from

the character of the view, the height and massing of the building remains subservient to the terraces and their established roofline, while the broken massing continues the vertical emphasis of street elevations. Although the proposals will see the screening of exposed cars, the proposed southern elevation of four/three storeys will appear dominant, with a horizontal emphasis. This will culminate in visible anti-climb mesh to the top deck.

The proposals should seek to break up the massing in this view, perhaps through incorporating vegetation, as is proposed in other areas. As they are, both the 3 and 4 storey schemes fail to improve upon the view from Park Place. The scheme would, however, see the current contribution that the site makes to the significance of the Horsham conservation area retained. Further design mitigation should be explored.

3.3 OUTSIDE AGENCIES

WSCC Highways: No Objection – Conditions Suggested

Comments Dated 16 November 2017 (summarised): *The development of the car park in combination with the adjacent consented development at Piries Place is anticipated to generate minimal trips in the AM and PM peak periods. The TA acknowledges the sensitivities of construction vehicles and proposes a number of mitigation measures which should be secured within a construction management plan.*

WSCC Flood Risk Management: No Objection – Conditions Suggested

Comments Dated 30 November 2017 (summarised): *Development should not commence until finalised detailed surface water drainage designs and calculations for the site have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff will not exceed the run-off from the current site. Development shall not commence until full details of the maintenance and management of the SUDs system are submitted to, and approved in writing, by the Local Planning Authority.*

Forest Neighbourhood Council: Comment

Comments Dated 12 December 2017 (summarised): *Bay widths should be increased to 2.5m. A scheme should be implemented to control the spaces used for hotel guests during the day so they are freed up for short-stay users. More electric charging points should be installed. More vegetation is required to soften the structure of the car park.*

Denne Neighbourhood Council: Comments

Comments Dated 15 November 2017 (summarised): *The scheme should be future-proofed to include more electric charging points when required. The lift core should be more aesthetically pleasing (some form of artwork should be considered). Request to see a sample of the bronze metal cladding.*

Further Comments Dated 29 November 2017 (summarised): *The car park should be made as accessible & friendly as possible for people with disabilities. Clarification is required on provision for cyclists including routes & parking.*

Further Comments Dated 12 December 2017 (summarised): *Good pedestrian links and access from the new car park to Park Place need to be retained in order to protect the businesses that trade in the street. There also needs to be good signage to encourage shoppers to venture into Park Place. Consideration needs to be given with regards to noise prevention (i.e. tyre squeal which can cause a public nuisance). The design of the car park needs to be in keeping with the local conservation area.*

Horsham District Cycling Forum: Objection

Comments Dated 27 November 2017 (summarised): *Horsham District Cycling Forum are concerned over the complete absence of cycle provision in the project. There are no plans*

for this development to improve dangerous access for cyclists from Copnall Way to Park Place, and no cycle storage. The design around the entrance and exit to the car park needs to provide a safe route for cyclists and vehicles’.

The Horsham Society: Objection

Comments Dated 01 December 2017 (summarised): *‘Recognition of the need for a larger and better designed car park. Consideration should be given to vertical emphasis. Brickwork should be local stock brick, and the use of vertical brick detailing would add quality to the design. Instead of using the bronze metalwork horizontally consideration could be given to using this between vertical brick panels. Each tower and elevation could be considered a separate design, complementing its surroundings. Make the lift tower the main feature - with a glass exterior it would be open and light making users feel safe. This would provide good views across the town and become a focus of Piries Place. Potential to install an arch, or building to link no.9 Park Place and the new car park building. There is also the potential of adding small pop up retail units in this area. An alternative would be a green wall which would soften the whole design. Horsham Society commends HDC for the inclusion of a Changing Places facility’.*

3.4 PUBLIC CONSULTATIONS

In total, 4x letters of objection have been received. One letter expressed support for the proposal stating that it would be an overall improvement to the town centre, but made suggested changes to the design. 3x representations expressed an objection to the application citing the following summarised planning concerns:

- Poor design, not in keeping with surrounding character
- Missed opportunity to incorporate environmentally sustainable design principles
- A vertical living wall and other planting should be considered
- Renewable resources should be included (solar panels for lighting etc)
- Lack of parking when the car park is demolished, knock-on effect in other parking areas
- Concerns about noise and dirt during construction
- Loss of privacy
- Obstruction of light and views

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 The scheme has been designed to facilitate a greater degree of security than at present. The flat deck arrangement with fewer support columns allows for greater visibility and clearer views across each floor and the entire car park and stair wells will be fitted with CCTV and internal LED lighting. Therefore it is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

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

- The Principle of the Development
- Scale and Layout
- Impact on Amenity and Character
- Impact on the Historic Environment
- Appearance and Landscaping
- Highways and Access

The Principle of the Development

- 6.2 The National Planning Policy Framework (NPPF) sets out that there is a presumption in favour of sustainable development (paragraph 14), and states that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The Horsham District Planning Framework (HDPF) was adopted by the Council in November 2015 and forms the up-to-date development plan for the District. Denne Neighbourhood Council forms part of the Horsham Blueprint Business Neighbourhood Forum which was designated in June 2015. There is no 'made' Neighbourhood Development Plan (NDP) for this area at present.
- 6.3 Policy 2 of the HDPF sets out the Council's main strategy for the location of development across the District and aims to concentrate development in and around the District's most sustainable settlements. Policy 3 of the HDPF sets out the settlement hierarchy and classifies Horsham at the top of the hierarchy as the town's 'Main Settlement' which means it has the largest range of employment, services and leisure opportunities. The site is located in a primary location within Horsham town centre and within the defined Built Up Area Boundary (BUAB), meaning that the general principle of development in this location is acceptable.
- 6.4 Given that the proposed development is for a replacement car park facility that has been in-situ for several decades; the principle of siting a car park in this location is acceptable. Given the context of the proposed location, both within the town centre and adjacent to the on-going Piries Place redevelopment project; the Piries Place car park would be the main parking facility to serve this redevelopment as well as restaurants on East Street, and the proposal for an upgraded car park is therefore welcomed. The car park as existing is approximately 30 years old, and includes a number of unsatisfactory features including poor vehicle manoeuvrability, undesirable positioning of support columns causing obstruction, insufficient vehicle bay dimensions, and poor access and security more generally. The existing car park does not feature any dedicated Parent and Child bays, does not perform sustainably, and does not make the most efficient use of land as required by Policy 33 of the HDPF.
- 6.5 The NPPF places great emphasis on the drive to achieve sustainable economic growth by meeting identified development needs and responding to opportunities for growth. The NPPF also encourages the recognition of town centres as the heart of a community, and requires local policies to support their on-going vitality. Accordingly, the HDPF contains policies which support economic growth and town centre vitality. Policy 7 seeks to support local enterprise and tourism opportunities by providing appropriate infrastructure to encourage people and business to the area. Policy 12 recognises Horsham as the district's primary centre, and seeks positive measures to improve the town's vitality including: maintaining a diverse range of uses, creating well-designed and attractive public realms, providing a choice of adequate and convenient car parking, and respecting the historic character of the town. Policy 11 of the HDPF seeks to encourage measures that promote tourism providing they are of a scale appropriate to the location. It is considered that the proposed replacement car park would accord with the principle requirements of Policies 7, 11 and 12 by virtue of its town centre location and the resulting enhanced facility which would support the attractiveness of the adjacent Piries Place development as a place to visit, as well as the wider town centre economy as a whole.

Scale and Layout

- 6.6 The internal layout of the proposed car park is considered to be functional and legible at all decks, and a vast improvement on the existing structure. The main pedestrian access points are via the western corner (opposite Pries Place) and the southern corner (Park Place) where 'welcome zones' are proposed. The western corner would be the primary pedestrian access point and would act as a 'focal point'. This area would include a pay station, and access to the stairwell and 2x pedestrian lifts. This prominent location is considered to be appropriate as the main access point, and has been laid out suitably. The inclusion at ground floor level of accessible bays and parent and child bays is welcomed, and the quantum and width of these bays is considered to be sufficient. The width of the remaining 396 'regular' parking bays at 2.4m is considered to be appropriate. The inclusion of 8x electric vehicle charging bays at ground floor level is also welcomed, and specifically accords with the aims of Policy 41 of the HDPF which seeks charging opportunities for plug-in or low-emission vehicles, as well as contributing to the overarching aims of the sustainable development policies outlined in Chapter 10 of the HDPF.
- 6.7 The proposal also includes the provision of 3x WC cubicles, as well as an accessible/baby change facility. A 'Changing Places' unit is also included, which at 13m² exceeds the recommended minimum area of 12m². The specification of the Changing Places unit including any additional equipment to be included is subject to final agreement, but the mandatory facilities will be included as a minimum. All these facilities are welcomed, and are considered appropriately located at the front of the car park with direct access to and from the adjacent public realm and within close proximity to the revamped Piries Place. No replacement cycle storage facilities have been proposed as part of this development and this omission is considered to fail to accord with the Council's aims to encourage more sustainable transport modes and to encourage healthier living (Policy 40). To address this shortfall a condition has been suggested to require appropriate cycle storage facilities to be included as part of the development.
- 6.8 The proposed replacement car park would include 4-decks of parking (ground floor plus 3-decks), totalling 426no. parking spaces. This would result in an increase of 96 parking bays above existing provision. In justifying the quantum of parking proposed, the applicant has calculated the required amount of parking expected to be generated from the Piries Place redevelopment in conjunction with the 2003 WSCC parking standards. The projected demand from the redeveloped Piries Place would equate to 379 parking spaces which exceeds the provision within the existing car park. Given this projected demand only derives from the Piries Place shopping area, and not from East Street or other parts of the town centre, it is considered that more parking is likely to be required, and the provision of 426no. parking bays would be acceptable.
- 6.9 In order to accommodate the desired quantum of parking, as well as an improved internal layout arrangement for vehicles and pedestrians, the resulting scale of the replacement car park would be larger than the existing structure, albeit the footprint will remain as existing. The primary stair core would measure 13.2m in height and the second and third stair cores would measure 11.2m in height. As a comparison, the highest point of the existing car park is approximately 11m (at the rear stair core), and the top deck measures 6.5m, but steps down in height towards the principle elevation at Piries Place to around 3.7m, resulting in a reduced sense of scale. The proposed top deck of the replacement car park would measure up to 10.8m in height which would significantly increase the overall scale of the building, particularly when viewed from the primary elevation at the front of the site.
- 6.10 The layout of the car park and the positioning of the 3no. stair cores on the outer corners has been driven by several factors including; structural requirements, fire safety considerations, and practical constraints. This arrangement reduces the requirement for columns within the car park, which reduces obstructions and improves the internal

circulation and clearances. The resulting scale and massing of the stair cores and top deck is considered to create a considerably more prominent building than the existing structure. The impact of this on the surrounding area including nearby residents, businesses and the nearby conservation area has been considered by Officers and is discussed in the following section of this report.

Impact on Amenity and Character

- 6.11 Given its town centre location, the site is located in close proximity to several businesses and residential dwellings. The impact of the resulting car park on residents of Burtons Court is considered to be minimal as the development is sited behind the flats, thereby the outlook from this area would not change. It is appreciated however, that some temporary disruption is likely occur during demolition and construction. In order to control this and to minimise its impact, a condition has been suggested requiring a Construction Management Plan to be submitted and agreed by the Council prior to the commencement of development.
- 6.12 It is considered that the development of the second stair core would have the least impact on neighbouring occupiers due to its location facing Copnall Way and the traffic junction at Albion Way/Park Street. The scale and proximity of the stair core in this location is considered to have some limited impact on the outlook and light to the west facing windows of 25-33 Burtons Court, however this would not be of a magnitude to warrant a re-design or refusal of permission. The distance of over 20m from the site to the RSA offices, combined with the separation between the buildings by the 14m wide Copnall Way, reduces the impact of the larger structure on occupants of these offices, including the potential for overlooking and the overshadowing effects caused by the larger stair core and higher deck levels.
- 6.13 When viewed in conjunction with the approved hotel opposite and the existing RSA building, the scale and mass of the second stair core (at 11.2m) is not considered to be incongruous with the scale and design of the hotel building which will be approximately 17m in height. The second stair core would be visible in long views from Park Street to the north, and whilst it would exceed the eaves height of Burtons Court, it would not peak above the roof ridges. In this respect it is considered that the scale of the stair core on the character of the existing built development from this viewpoint would not be significantly harmed, and given the minimal harm on wider visual amenity in this area, the second stair core is considered acceptable.
- 6.14 The overall height of the third stair core located at the end of Park Place would be only slightly higher than the existing stair core in this location (by about 20cm). The proposed 3 decks in this location (at 10.8m in height) would result in a structure that would be higher than the existing car park, by virtue of the additional deck. The development in this location is not considered to harm No. 1-9 Burtons Court, but would result in some impact on the occupiers of Nos. 10 and 12 Park Place (including the first floor flat above 12 Park Place, access via Parkway House to the rear) by virtue of its increased scale. It is noted that the existing outlook from the first floor flat at 12 Park Place is onto the existing second deck of the car park, which allows potential for overlooking. Given that the proposed third stair core would be located further to the east than the existing stair core, it is considered that this would reduce the sense of overlooking and impact on privacy as the proposed stair core would have no windows facing this direction. Conversely however, the outlook from this flat would be onto a blank, 11.2m brick wall, which is considered to block natural light and offer a poor outlook and sense of amenity. As such any benefit from the removal of overlooking opportunities would be offset by the greater scale of building facing these windows.

- 6.15 The increase in height of the parking decks on the south-east elevation from 2 decks to 3 decks would also result in some harm to the outlook of the westward facing (living room/kitchen) windows of the first floor flats at 10 and 12 Park Place which would suffer from an increased sense of enclosure, some loss of light, and potential increased overlooking. The height of the proposed car park from these windows would be approximately 6m from their internal first floor level, an approximate 3m increase on the existing car park. This would be broadly equivalent to facing a two storey building instead of a one storey building. Although an appreciable increase on the existing car park, at a separation of 10m and within a town centre location such as this, such a relationship between residential windows and facing buildings is not uncommon, and as such the degree of harm is not considered significant. In terms of overlooking, the additional parking deck would be higher than the windows to these flats and as such would not provide for a significant actual increase in overlooking, albeit occupiers would likely experience a greater sense of being overlooked. Overall, having regard to the limited additional height to the car park it is not considered that the impact on the amenities of these flats would be so harmed as to warrant the refusal of permission. Likewise, it is not considered that the impact on light and outlook to the commercial properties at ground floor level, or to the other adjacent properties along Park Place, would be of significant harm given the nature of their occupancy and relationship with the site.
- 6.16 The primary stair core on the western corner facing the new Piries Place development is considered to have the greatest impact on character and amenity. This stair core is the largest in terms of height (13.2m) and width (11.3m) as it also accommodates the 2x passenger lifts and welcome area. By virtue of its increased scale and mass in this location, the car park would have an impact on existing buildings closest to it – particularly in East Mews and Stans Way. It is acknowledged that the character of this area would change as a result of the proposed car park, but in the context of the wider redevelopment occurring at Piries Place, this is generally considered to complement the adjacent improvements, and on balance, would be acceptable.
- 6.17 In terms of its impact from the street scene, the main view of the primary stair core in this location would be from Piries Place. From this viewpoint, the stair core is reasonably narrow which helps to minimise the sense of scale. Along the side elevation the stair core is much wider and the sense of scale and mass is more prominent. Whilst this is acknowledged, views of the car park from this location are less common as the public realm adjacent acts as a thoroughfare, rather than an area to stop and spend time in. The separation distance between the proposed stair core and existing buildings in East Mews (i.e. Fillipo's restaurant at No. 5a) is approximately 11m, and between the stair core and the nearest dwellings in Stans Way is over 20m. Whilst it is acknowledged that the outlook from existing residential properties and commercial premises will change as a result of the 13m stair core in this location, the separation distances to adjacent residential and commercial buildings would help to reduce the impact of the larger structure on these buildings, and on balance (and in the context of the surrounding development), the stair core in this location is considered to be acceptable.

Impact on the Historic Environment

- 6.18 Policy 34 of the HDPF requires, amongst other provisions, development to reinforce the special character of the district's historic environment through appropriate siting, scale, form and design, and retain and improve the setting of heritage assets.
- 6.19 The Horsham Conservation Area boundary is located to the south of the application site, and is approximately 5m from the car park footprint at its closest point. The majority of the buildings to the south of the application site in Park Place, East Mews and Stans Way are within the Conservation Area. It is considered that the most sensitive view of the proposed development (with regard to the historic environment) would be from Park Place. There are several listed and locally listed buildings within a 40-50m radius of the application site, but it

is not considered that the proposed car park would have a significant impact on any of these buildings or harm their settings by virtue of the distance between them.

- 6.20 The proposed third stair core at the end of Park Place is located in a slightly different position to the existing stair core (further to the east / closer to the rear of Burtons Court) which is considered to improve the view from the Conservation Area designation within Park Place as it would be partially hidden behind existing buildings. The overall increase in height of the car park in this location, whilst more prominent, would not be overly different from the existing scale, and therefore not considered to result in harm to the character of the Conservation Area in this location. The Council's Heritage consultant considers that the proposal fails to improve the view of the car park from Park Place, and would benefit from amendments to break up the massing through measures such as vegetation, but does not identify harm or raise objection to the development.
- 6.21 Given the distance between the car park site and the Carfax (which is within the Conservation Area, and also includes several listed buildings of high importance), and the intervening built environment including the projection of the permitted Piries Place redevelopment (including new hotel), it is unlikely that the proposed car park would be visible from the Carfax and the Heritage consultant has raised no objection accordingly. The applicant has supplied a perspective drawing which outlines the proposed car park structure as viewed from the Carfax, which confirms that it would be hidden behind both existing and new buildings and would not be visible from this sensitive and historic viewpoint. Aside from the view from Park Place which would be visible but not considered harmful, it is also not considered that the proposed car park would be visible from the public realm along East Street as the narrow street and surrounding buildings would not enable views towards the application site. The proposal would therefore preserve the setting of these heritage assets in accordance with Policy 34 of the HDPF.

Appearance and Landscaping

- 6.22 The intention of the applicant is to compliment the appearance of the car park to the approved redevelopment of the adjacent Piries Place shopping area. In this respect, the main materials proposed include a light coloured stock brick (Ibstock Ivanhoe cream has been suggested) for the main stair cores and brick walls at ground floor level, and a bronze coloured metal cladding (with laser cut pattern to be agreed) for the deck guarding. Complementary bronze coloured metalwork is also proposed for the fascia and external signage. The bricks approved at the adjacent Piries Place development have been agreed by the Council, and include the Ibstock Ivanhoe Cream brick for the hotel and cinema, a darker contrasting brick (Bexhill dark) and the use of reclaimed brick. Whilst initially, a bronze metal finish was indicatively proposed for the metal façade elements (including curtain walling, fascia's, cornice's etc), a darker brown, powder coated metal has since been approved for these elements (Tiger Drylas Powder Coatings, Colour Code 068/60306).
- 6.23 The proposed bronze metal cladding to be used for the deck guarding is considered in principle to compliment the metal work proposed in the adjacent Piries Place development, although final details of the cladding proposed (including colour and design) would need to be agreed by condition. It is considered however, that the cladding creates a very horizontal appearance to the car park which highlights its scale and mass. Some more verticality at the primary elevation may improve the external appearance, and soften the mass when seen from this important viewpoint.
- 6.24 Whilst the use of a complimentary brick to that approved at the Piries Place development is deemed appropriate, it is considered that the proposed stair cores which comprise mainly brick (with some lettering and projecting brick detailing in the second stair core and glass block pattern in the primary stair core) results in a stark building form that does not complement its surroundings. The expanse of brick at each of the stair cores (particularly

the primary stair core) is considered to create a bland appearance, and adds to the building's sense of scale and bulk. The glass block pattern helps to break up the expanse of brick, however this design feature is not considered a suitable means to break up the building's massing, particularly on this key feature and primary elevation.

6.25 Whilst it is considered that the scale of the stair cores is acceptable, the use of materials and design is very important in seeking to complement the building with its surroundings, and softening its appearance from important viewpoints. Officers are of the view that given the prominent location of the proposed development and the context it sits within, the quality and design of the car park should be of the highest possible standard. In this respect, if Members are minded to approve the application, it is recommended that amendments are made to the external appearance of the car park to incorporate a higher quality design, more reflective of its surroundings. It is considered that the design amendments that have been proposed in the accompanying application DC/17/2511 (the G+4 deck scheme) should be incorporated into this application in order to improve the external appearance, with final details to be secured by condition. These amendments include the following:

- Inclusion of a living 'green wall' to the primary stair core
- Inclusion of vertical glazing at the primary stair core
- Amended bronze metal cladding and inclusion of 'tree' pattern
- Inclusion of a Sussex brick bond at ground floor level
- Use of complementary contrasting dark brick for detailing
- Inclusion of 8no. cycle hoops in two separate locations
- Inclusion of ground floor planters at the south-west elevation
- Introduction of climbing/trailing ivy at each deck of the Burtons Court 'gap'.

6.26 The proposed use of anti-climb mesh at the perimeter of the top deck is acknowledged as necessary from a safety point of view. Visually, this is not considered very attractive, but it is appreciated that from a ground level perspective it would not be seen to an obvious extent particularly where the metal guarding fronts it (i.e. when viewed from within Piries Place and from Park Place). In these locations the mesh would be 2m in height from ground level, but it would only appear above the guarding by approximately 70cm. In views from the north-east and south-east elevations (i.e. the longer viewpoint towards Burtons Court from Park Street and Park Way) the mesh is required to be positioned around the outer perimeter of the top deck to discourage people jumping onto the roofs of Burtons Court. Here, the mesh is required to be 2m in height from deck level however it would in the main not be readily visible behind the roof of Burtons Court, although it would appear in the 'gap' between two of the blocks of flats. Whilst it is acknowledged that the anti-climb mesh is not visually attractive (particularly in the 'gap' between the flats), the necessity for the mesh from a safety perspective is considered to outweigh the harm that its limited visibility would cause and on balance, it is considered in principle to be acceptable. If Members are minded to approve the application it is suggested that amendments are made to the appearance of the mesh as viewed from the north-east and south-east elevations to screen its visual prominence when viewed from ground level. The inclusion of climbing/trailing ivy at each deck of the Burtons Court 'gap' as shown in proposed application DC/17/2522 is suggested as appropriate screening.

6.27 As existing, soft landscaping at the site is limited by the footprint and the surrounds. There are however, 3x small trees located to the rear of the car park (in Park Place), and planters on the guarding of the existing car park's front elevation provide greenery at the car park entrance. The proposed scheme provides little in the way of soft landscaping, and only one of the three existing trees in Park Place is proposed to remain. In the gap between the Burtons Court flats, low level shrub planting is proposed to match other planting on the adjacent verge. It is considered that an enhanced landscaping scheme incorporating the features included in the accompanying application DC/17/2511 (the G+4 deck scheme) , as

outlined above, should be incorporated to the design to improve its overall appearance, add greenery to the building and to encourage biodiversity.

- 6.28 Details of hard surfacing on the area around the site have not been agreed yet, but have been secured by condition under the approved Piries Place redevelopment (DC/16/2506). The applicant has stated that the proposed surfacing around the car park will extend from the Piries Place development to create a continuous, high quality public realm. The details of this surfacing have not been provided yet, but can be secured by condition to ensure the two developments link appropriately. The intention of the applicant is that the agreed surfacing will extend into the car park's 'welcome zones' to help provide connectivity from the car park to the public realm.

Highways and Access

- 6.29 The applicant has submitted a Transport Assessment in support of the planning application. The TA has been undertaken based on a larger replacement car park consisting of 531 parking spaces. It is therefore considered that the conclusions drawn from the TA are a 'worse-case scenario' and any impact from the proposed 426no. space car park is likely to be less severe.
- 6.30 The TA sets out that the upgraded car park is likely to increase its use, but states that the increase in use will likely occur during the retail and leisure peak times, and not during the highway network peak hours. The TA concludes that the availability of an improved car park in the town centre may redistribute some traffic, but there is unlikely to be an increase in traffic entering the town in general, thereby the overall traffic volumes are not considered likely to increase. WSCC Highways were consulted with regard to this application, and concur with the conclusions of the TA with regard to traffic impact.
- 6.31 Access into and from the proposed car park is to remain as existing, with a single lane entrance and two lane exit (merging into one) on to the approach to the Copnell Way mini roundabout. The entry and exit is controlled by ANPR which is proposed to be re-installed. Motorcycle access is proposed to be free, as existing. WSCC have no objection to this arrangement, and it is therefore deemed acceptable. There would be pedestrian access points at all stairwells of the car park allowing access to/from Copnell Way, Park Place and Piries Place. In terms of offsetting the existing parking provision during construction works, officers have been advised that studies prepared for the Parking Services team have identified there to be sufficient immediate capacity within existing car parks, and that a mitigation plan is being prepared. The studies have though identified a need for additional car park capacity moving forward, hence the proposal to increase capacity at this existing facility.

Other Matters

- 6.32 Security. The scheme has been designed to facilitate a greater degree of security than at present. The flat deck arrangement allows for greater visibility and clearer views across each floor and the entire car park and stair wells will be fitted with CCTV. Details of this will be secured by condition. The internal area of the car park would have a white finish to the internal frame, soffits and surfacing which increases to reflection of natural daylight, and the output from LED light fittings at night. Each level would be clearly identifiable at each stair core by the use of coloured signage and wayfinding, and marked pedestrian routes will guide people from stair cores to parking bays.
- 6.33 Drainage. In support of the application, a Drainage Design Statement has been submitted. Given the nature of the site which comprises a concrete/tarmac car park, the site is largely impermeable with little scope for infiltration. As a result, utilising the current public sewer is the only practical option for discharging surface water. The Council's Drainage Engineer has reviewed this document and has no overall objection to the strategy proposed. He has

however commented on the need for the verification of the input data used to determine the storage volumes. If approved, the Drainage Engineer has suggested that suitable drainage conditions should be applied that show full details of the measures to dispose of both foul and surface water, and evidence to show that an agreement is in place for the on-going maintenance of any SuDS features.

- 6.34 Noise. The Acoustic Report submitted in support of the application has been undertaken based on a larger replacement car park consisting of 559 parking spaces. The Report considers the impact of noise from the car park on all adjacent receptors, including all residential and commercial properties that bound the site. It is therefore considered that the conclusions drawn from the Acoustic Report are a 'worse-case scenario' and any impact from the proposed 426no. space car park is likely to be less severe. The Council's Environmental Health team have reviewed the Acoustic Report and state that whilst the results of the monitoring survey are accepted, the conclusions of the report are not accepted. The EHO states that the proposed development should not be considered in isolation, as it forms part of the Piries Place redevelopment scheme which will result in a more intensive use in the evenings and at night. Therefore, a cumulative impact assessment should be provided, which will consider the impacts from both the proposed car park and the Piries Place development.
- 6.35 The EHO notes that the noise impacts of the proposed development would be from both the increase in parking spaces (and subsequent vehicular movements), as well as from the plant room located on the ground floor, but does not consider that such impacts are insurmountable. The current noise report only considers the impacts of the plant room; therefore an update assessment to include noise from vehicular movements should be submitted. Any mitigation required for the development should be proposed after the revised report has been completed and the cumulative impacts have been evaluated. Notwithstanding the submission of the Acoustic Report, if Members are minded to approve the application, a revised acoustic report incorporating the points above has been suggested to be secured by condition, with any required mitigation recommended in the revised report, to be implemented.
- 6.36 Air Quality. The Air Quality Report submitted in support of the application has been undertaken based on a larger replacement car park consisting of 532 parking spaces. It is therefore considered that the conclusions drawn from the assessment are a 'worse-case scenario' and any impact from the proposed 426no. space car park is likely to be less severe. The Council's Environmental Health team have reviewed the Air Quality Assessment have advised that the methodology for the air quality assessment is largely accepted. The EHO advises that it would be appropriate to include a mitigation plan for both the construction and operation phases of the development. The mitigation plan for the construction phase of the development is expected include proposals to reduce the number of vehicular trips to the site, and the promotion of lower emission vehicles and low emission fuels. It is expected that the mitigation for the operational phase of the development would include active (installed from the outset) and passive (caballing provided for future installation) charging points for electric vehicles.
- 6.37 Given that 8no. electric vehicle charging points are proposed as part of the development, it is considered that active air quality mitigation has already been addressed satisfactorily and in accordance with Policy 41 of the HDPF. As the Council do not have a specific planning policy requirement for future-proofing development for additional charging points, it would be difficult to require this as part of the proposed development. It is a general aspiration of the Council to encourage the use of low-emission and plug-in vehicles, therefore if the applicant wishes to install additional car park charging points in the future (as demand increases), the Council would welcome and support this. With regard to air quality mitigation during the construction phase of development, a condition has been suggested for a Construction Management Plan to be submitted prior to the commencement of development which includes a requirement to promote the use of lower

emission vehicles and low emission fuels, as well as reducing vehicular movements to and from the site.

- 6.38 Lighting. The Councils EHO has reviewed the submitted lighting details and has requested for the submission of a lighting plan showing the overall impact of the proposed lights in accordance with the ILP Guidance Notes for the Reduction of Obtrusive Light (2011). This will be secured by condition.
- 6.39 Other matters. The existing car park acts as a fire escape route for Burton Court. It is understood that alternative means of fire escape within Burton Court will be provided whilst demolition and construction works are carried out. For the avoidance of doubt a condition is attached requiring such alternative means of escape to have been provided for prior to demolition works commencing.

Conclusions and Planning Balance

- 6.40 In principle, the upgrading of the Piries Place car park is welcomed, as it is recognised that the existing facility is not fit for purpose in terms of its layout and capacity. In the context of the central site location, and the adjacent Piries Place redevelopment which is under construction, an improved 426 space car park on this site is considered to be much needed in order to encourage visitors to the town centre to maintain its vitality and viability in accordance with Policies 11 and 12 of the HDPF. Subject to amendments to secure improvements to the design as per the accompanying application for the G+4 deck scheme (DC/17/2511), and conditions to secure the final design details and landscaping, the overall layout, scale and design of the proposed building is considered to have an acceptable impact on the amenities of surrounding properties and the appearance of the area without resulting in harm to the setting of the Horsham Conservation Area or nearby listed buildings.
- 6.41 It is acknowledged that the anti-climb mesh and posts would not be visually attractive, but given the majority of the mesh would only be visible above the parapet of the top-deck metal guarding by around 70cm, the view of it from the principle elevation (Piries Place) and side elevations (towards Park Place) would be minimal. The view of the mesh from Park Street above and in-between Burtons Court would be limited by the existing buildings, but nevertheless the necessity for the mesh from a safety perspective is considered to outweigh the effect of the less than desirable appearance. If Members are minded to approve the application, amendments to the design to improve the appearance of the mesh (as per the design proposals in application DC/17/2511) would be expected.
- 6.42 In conclusion, whilst the principle and scale of development is considered acceptable, officers acknowledge that the design is not appropriate at present. Accordingly it is recommended that the application is delegated for approval to the Head of Development subject to amendments to the design to improve the external appearance to better align with the design as proposed in application DC/17/2511, and appropriate conditions.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017.

It is considered that this development constitutes CIL liable development. At the time of drafting this report the proposal involves the following:

Use Description	Proposed	Existing	Net Gain
District Wide Zone 1	9385.5	8897.4	488.1
		Total Gain	
		Total Demolition	

Please note that exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.

In the event that planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

7. RECOMMENDATIONS

To delegate authority to the Head of Development to approve the planning permission subject to amendments to the design to and appropriate conditions.

Conditions

- 1 **Plans Condition:** The development hereby permitted shall be carried out in accordance with the approved plans listed.

Reason: For the avoidance of doubt and in the interest of proper planning.

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

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

- 3 **Pre-Commencement Condition:** No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall demonstrate co-ordination with the construction works for Piries Place and provide for, but not be limited to:

- i. An indicative construction and demolition programme;
- ii. Construction working hours;
- iii. Details of public engagement both prior to and during construction works;
- iv. The anticipated number, frequency and types of vehicles used during construction;
- v. The method of access and routing of vehicles during construction;
- vi. The parking of vehicles by site operatives and visitors;
- vii. Loading and unloading of plant and materials and waste;
- viii. Storage of plant and materials used in constructing the development;
- ix. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;
- x. 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)
- xi. The location and details of the erection and maintenance of security hoarding, including details on how access to existing businesses will be maintained throughout works;
- xii. The provision and location of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);

- xiii. Measures to control the emission of dust and dirt during construction;
- xiv. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- xv. Details of how the construction phase will promote the use of lower emission vehicles and low emission fuels, as well as reducing vehicular movements to and from the site.
- xvi. A site plan indicating the location of relevant features listed above.

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

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

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

- 5 **Pre-Commencement Condition:** No development, other than works of demolition, shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal and an implementation timetable, has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.

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).

- 6 **Pre-commencement Condition:** Within 6 months of the date of commencement, finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles for the development shall have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should clearly demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event. The information to be submitted and approved shall include full details of the maintenance and management of the SuDS system, set out in a site specific maintenance manual. The scheme shall subsequently be implemented and thereafter maintained in accordance with the approved designs.

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

- 7 **Pre-Commencement Condition:** No development shall commence, other than works of demolition, until a schedule of all external materials and finishes and colours have been submitted to and approved in writing by the Local Planning Authority (in consultation with Local Members). Materials to be approved shall include (but not limited to) proposed bricks, glass brick blocks, bonding pattern, details of any lettering, metal cladding, bronze doors and signage, anti-climb mesh. 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).

- 8 **Pre-Commencement Condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until a Arboricultural Method Statement detailing measures to protect and retain trees to be retained on site and adjacent the site has been submitted to and approved in writing by the Local Planning Authority. This shall provide for the long-term retention of the trees. The development shall be implemented strictly in accordance with agreed details.

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

- 9 **Pre-Commencement Condition:** Prior to the commencement of development hereby approved (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, including asbestos contamination, of the site 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 (b) 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.

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

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

- 10 **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until an assessment on the potential for noise from the development (in conjunction with the adjacent Piries Place development) affecting residential or commercial properties in the area has been submitted to and approved in writing by the Local Planning Authority. If the assessment indicates that noise from the development is likely to affect neighbouring residential or commercial properties then a detailed scheme of noise mitigation measures shall also be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: As this matter is fundamental in the interests of neighbouring amenities by ensuring an acceptable noise level for the occupants of all nearby residential and commercial premises and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 11 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a contamination verification plan shall be submitted to and approved, in writing, by the Local Planning Authority. The verification plan shall provide details of the data collected in order to demonstrate that the works set out in Condition 9 are complete, and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action where required.

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

- 12 **Pre-Occupation Condition:** Prior to the first use of any part of the development hereby permitted, full details of the hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The approved soft landscape scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Any plants, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. Details of hard landscaping should include (but not limited to) all hard surfacing materials and layout, details of proposed street furniture and details of CCTV provision.

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).

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

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

- 14 **Pre-Occupation Condition:** Prior to the first use of any part of the development hereby permitted, a plan showing the layout of the proposed 'motorcycle parking, local information, and pay station' area located at ground floor level of the car park hereby permitted, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a safe and legible shared space is provided in accordance with Policy 33 of the Horsham District Planning Framework (2015)

- 15 **Pre-Occupation Condition:** Prior to the first use of any part of the development hereby permitted, full details of the Changing Places facility including internal layout and all equipment / facilities to be installed, shall have been submitted to and approved in writing by the Local Planning Authority. The Changing Places facility shall be installed in full accordance with the approved details and made available for use prior to first use of the car park, and shall be retained and maintained as such thereafter.

Reason: To ensure that the needs of people with disabilities are satisfactorily provided for in accordance with Policy 42 of the Horsham District Planning Framework (2015)

- 16 **Pre-Occupation Condition:** Prior to the first use of any part of the development hereby permitted, details of at least 8no. secure cycle parking facilities shall have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until the approved cycle parking facilities associated with that use have been fully implemented and made available for use. The provision for cycle parking shall thereafter be retained for use at all times.

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

- 17 **Pre-Occupation Condition:** Prior to the first use of any part of the development hereby permitted, the electric vehicle charging bays shown on approved plan [020271-HNW-03-ZZ-DR-A-P121] shall have been constructed and made available for use. The electric vehicle charging bays shall thereafter be retained and maintained as such for their designated use.

Reason: To ensure that there is adequate provision for the parking of electric vehicles in accordance with Policy 41 of the Horsham District Planning Framework (2015).

- 18 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a lighting plan showing the overall impact of the proposed lighting in accordance with the 'ILP Guidance Notes for the Reduction of Obtrusive Light (2011)' shall have been submitted to and approved in writing by the Local Planning Authority. The lighting plan shall be installed in full accordance with the approved details and be retained and maintained as such thereafter

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

- 19 **Regulatory Condition:** Prior to any works of demolition, alternative means of fire escape for residents of Burtons Court shall be implemented and retained throughout the construction of the development hereby permitted.

Reason: In the interest of fire safety and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

INFORMATIVES:

Conditions to be Discharged

Please be advised that there are conditions on this notice that will require the submission of details to be submitted for approval to the Local Planning Authority. To approve these details, you will need to submit an "Application for approval of details reserved by condition" with an application form and pay the appropriate fee. Guidance and the forms can be found at www.planningportal.gov.uk/planning/applications/paperforms .

Southern Water

Please note that Southern Water require a formal application for connection to the water supply in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire (tel: 0330 303 0119) or www.southernwater.co.uk.

Surface Water Drainage Statements

A Surface Water Drainage Statement is a site-specific drainage strategy that demonstrates that the drainage scheme proposed is in compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems. An Advice Note and a proforma for the statement can be found using the following link <https://www.horsham.gov.uk/planning/development-management>.

Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy has been submitted to and approved by the local planning authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Landscape Details

The applicant is advised that full details of the hard and soft landscape works include the provision of, but shall not be necessarily limited to:

- Planting and seeding plans and schedules specifying species, planting size, densities and plant numbers
- Tree pit and staking/underground guying details
- A written hard and soft landscape specification (National Building Specification compliant), including ground preparation, cultivation and other operations associated with plant and grass establishment
- Hard surfacing materials - layout, colour, size, texture, coursing, levels
- Walls, steps, fencing, gates, railings or other supporting structures - location, type, heights and materials
- Minor artefacts and structures - location and type of street furniture, play equipment, refuse and other storage units, lighting columns and lanterns

Background Papers:

DC/17/2509