Horsham District Council

PLANNING COMMITTEE REPORT

TO:	Planning Committee North
BY:	Head of Development and Building Control
DATE:	3rd December 2024
DEVELOPMENT:	Change of use of the main car park for the use of 50 spaces as private parking for local businesses on weekdays.
SITE:	Horsham Y M C A Football Club, Gorings Mead, Horsham, West Sussex, RH13 5BP
WARD:	Denne
APPLICATION:	DC/24/0048
APPLICANT:	**Name:** Mr Alan Maguire **Address:** Horsham Family Lawyers Stadium, Gorings Mead Horsham West Sussex RH13 5BP

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations within the consultation period raising material planning considerations that are inconsistent with the recommendation of the Head of Development and Building Control.

RECOMMENDATION: To approve planning permission subject to appropriate conditions

1 THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 This application is for the change of use of part of the main YMCA Football Club car park to regularise the use of 50 spaces as private parking for local businesses during weekdays, between the hours of 08.00am and 18.00pm. The application confirms that this use excludes all weekends and Bank Holidays, and that no building work is required to the area. The application states that the car park is covered by security cameras and has lighting.

1.3 The application site is a hard standing car park comprising of 85 spaces and an overflow area to the side and rear of the clubhouse for a further 35 vehicles. The 50 allocated spaces would be within the main car park area. Apart from minimal use for hall functions the car park has historically been largely unused during the daytime, with its main use occurring in the evening. The supporting information states that due to a shortage of company employee parking in the surrounding area, the club has since September 2023 been allowing the use of 50 parking spaces as private parking for local businesses during the day. This application seeks to regularise this use.

DESCRIPTION OF THE SITE

1.4 The application site (approx. 3.5 acres) is located within the Built-up Area Boundary of Horsham, approximately 0.5km from the town centre. The site is occupied by the YMCA Football Club and is accessed at the southern end of Gorings Mead, a Class D residential no through road off of the A281 Brighton Road. There is a Public Right of Way (ROW 1673) from Brighton Road that runs through Gorings Mead to the countryside beyond, with connections to other Public Rights of Way through the countryside. The site is located close to bus routes (350m), a train station (1km to the north), cycle ways and the local road network.

1.5 The YMCA Football Club was established in 1898 and used for football since 1929. It has its own on-site parking, a covered seated stand (150 people), a club house and changing facilities. The car park is located on the southern and southeastern side of the site. The football club has a ground capacity of 1,575 people and is within the Southern Combination Premier Division.

1.6 The surrounding area to the north, east and west is residential in character, with a matrix of fields and field boundaries to the south. Horsham Sports Club is located approximately 600m to the west and Chesworth House 500m to the south. The site is bounded by mature trees along the south, west and partially along the northern boundaries of the site.

2 INTRODUCTION

STATUTORY BACKGROUND

2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

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

National Planning Policy Framework 2023 (NPPF)

Horsham District Planning Framework (HDPF)
Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 24 - Strategic Policy: Environmental Protection
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 40 - Sustainable Transport
Policy 41 - Parking

Rudgwick Neighbourhood Plan 2021 (RNP)
Policy RNP1 - Spatial Strategy

Regulation 19 Horsham District Local Plan 2023-2040 (HDLP)
Strategic Policy 1 – Sustainable Development
Strategic Policy 2 – Development Hierarchy
Strategic Policy 11 – Environmental Protection
Strategic Policy 12 – Air Quality
Strategic Policy 19 – Development Quality
Strategic Policy 20 – Development Principles
Strategic Policy 24 – Sustainable Transport
Policy 25 – Parking

Other relevant documents:
Rudgwick Parish Design Statement 2009
West Sussex County Council Guidance on Parking at New Developments 2020

Planning Advice Notes:
Facilitating Appropriate Development
Biodiversity and Green Infrastructure

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/22/2257	Conversion of stadium pitch to 3G surface with new perimeter paths, fencing, floodlighting and goal storage area.	Permitted on 31.01.2024.
DC/10/1434	Variation of condition 2 of planning permission HU/257/84 to allow for the permanent use of the floodlights on the six floodlight pylons at the football ground until 10.00pm on weekdays.	Permitted on 19.10.2010.
DC/09/0487	Variation of condition 2 of HU/257/84 to allow the use of the floodlights on 6 floodlight pylons until 10.00pm on weekdays.	Permitted on 15.05.2009
HU/11/69	Demolition of existing buildings and erection of new dressing room and covered accomm. for spectators. Comment: Outline. (From old Planning History)	Application Permitted on 13.12.1969
HU/257/84	Floodlights. (From old Planning History)	Application Permitted on 01.11.1984
HU/295/77	Single storey extension. (From old Planning History)	Application Permitted on 20.01.1978
HU/30/58	Ladies and gent's toilets. ~~Comment:And~~Comment: And b. regs. (From old Planning History)	Application Permitted on 31.03.1958
HU/322/76	Renewal of use of covered stand (From old Planning History)	Application Permitted on 21.01.1977
HU/334/75	Renewal: use of premises as playgroup. (From old Planning History)	Application Permitted on 04.02.1976
HU/376/69	Erection of building for accom for spectators, dressing and club. Comment: B. regs approved 19/08/69 (From old Planning History)	Application Refused on 28.08.1969
HU/396/66	Renewal of permission for use of covered stand. (From old Planning History)	Application Permitted on 01.12.1966
HU/471/69	Erection of building for accomm. for spectators, dressing and club. Comment: And b. regs. (From old Planning History)	Application Permitted on 23.10.1969
HU/5/82	Renewal hu/322/76: covered stand. (From old Planning History)	Application Permitted on 12.02.1982

HU/50/82	8 floodlight towers – sportsground .(From old Planning History)	Application Refused on 30.06.1982
HU/539/71	Renewal- covered stand use. (From old Planning History)	Application Permitted on 09.12.1971
HU/96/69	Erection of concrete framed building for ~~spectators~~spectators' shelter, dressing rooms and clubrooms Comment: Outline. (From old Planning History)	Application Permitted on 20.03.1969

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

OUTSIDE AGENCIES

3.2 **WSCC Highways**: No Objection.
[Summary] WSCC Highways (LHA) initially requested additional information to understand the capacity impact of the intended use on the highway access with Goring's Mead and the A281 Brighton Road. Following the submission of the additional information document, YMCA Car parking management plan and YMCA car park detail, the LHA has confirmed no objection to the proposed change of use. The LHA note that while there has been an increase in vehicles using the car park since September 2023, in line with the NPPF this increase in traffic has not caused any highway safety issues, and the cumulative impacts on the network are not considered to be severe. The LHA further considers that this is not an intensification of use as this site could operate with this number of movements as a football club.

3.3 **Forest Neighbourhood Council:** Objection.
[In full] Forest Neighbourhood Council (FNC) responded with an objection and made the following comments:

'Whilst this application should be considered on its own merits, FNC would refer to the approved planning permission for the 3G Pitch DC/22/2257 and in particular the submitted Travel and Transport Plan. This Plan states that only 15 spaces were leased out for local businesses. That planning application was approved in January 2024.

The present application is a retrospective application and is seeking approval for a change of use to 50 car parking spaces. FNC understands and is disappointed that the applicant has not discussed this planning application with local residents and sought and responded to their views and concerns.

FNC is objecting to DC/24/0048 on traffic grounds. When pre-application presentations were made, the applicant referred to the fact that as the 3G pitch would be serving the wider community, YMCA could successfully apply for outside funding and sporting grants. The wider use of the facility will inevitably mean additional vehicles accessing the Pitch throughout the week.

Letting up to 50 spaces to local businesses will increase the traffic, especially at peak times, to an unacceptable level. There are 2 public footpaths that cross Gorings Mead and an entrance to Chesworth allotments that are well used but with additional speeding traffic, will become increasingly dangerous for pedestrians.

FNC refers to Traffic Plan 3.4.9 that should be taken into account. Surely having up to 50 cars during the peak travel times means that the application should be adopting operational measures? FNC is always extremely concerned about the site lines that Neighbourhood Councillors believe are dangerous when exiting on to Brighton Road.

If approval is given then FNC asks for the following conditions:

- *The approval is given for a maximum of 50 parking spaces only.*
- *Cars can only park between 08.00 and 17.00 so that cars have left before evening games commence.*
- *No cars can park at weekends and bank holidays.'*

PUBLIC CONSULTATIONS

Seventeen letters of representation have been received on this application, of which three are signatures for the same address. All the representations object to this application for the reasons outlined below:

- Increase in traffic
- Increase risk to highway user safety
- Existing issue with speeding
- Request speed restrictions or cameras
- Impact to residential amenity from light, noise, pollution and loss of privacy
- Poor access for emergency vehicles
- Narrow access and largely single lane traffic flow
- No need for the additional parking in this location
- Narrow pavement resulting in pedestrians in the road
- Poor condition of road, which will deteriorate quicker with increased use
- Need more EV charging points to meet WSCC Highways requirements but unclear how this will be addressed

4 HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS AND EQUALITY

4.1 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

4.2 The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

5 HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6 PLANNING ASSESSMENTS

Principle of Development

6.1 Policy 2 of the Horsham District Planning Framework (HDPF) sets out the main growth strategy, focusing development in and around the key settlement of Horsham. Policy 3 of the HDPF sets out and directs development within existing settlements which have defined built-up area boundaries (BUAB) and in accordance with the development hierarchy, with Horsham at the top. Policy 43 of the HDPF supports the provision of new or improved community facilities or services located in accordance with the development hierarchy and requirements of policies 2 and 3 of the HDPF, and concurrently resists the loss of premises currently used for the provision of community facilities or services. Policy 7 of the HDPF supports the redevelopment, regeneration, intensification and smart growth of existing employment sites. Policy RNP1 of the Rudgwick Neighbourhood Plan supports proposals for sustainable development. The submission Horsham District Local Plan (HDLP) policies replicate similar principle and location requirements as the HDPF.

6.2 The application site is located within the Horsham Built Up Area Boundary (BUAB), which sits at the top of the settlement hierarchy, in accordance with policies 2 and 3 of the HDPF.

6.3 The application states that owing to a shortage of company employee parking in the surrounding area, the club has been allowing the use of 50 parking spaces as private parking for local businesses since June 2023. This application seeks to regularise this use. Officers consider that this proposal helps support local businesses through the multi-functional use of the car parking on the site, in accordance with policy 7 of the HDPF. The impact of the use of part of the car park for this purpose on the wider parking capacity and associated highway and amenity impacts is discussed separately below.

<u>Cumulative impact with the planning permission for a 3G pitch (DC/22/2257)</u>

6.4 An important consideration is the cumulative impact of using the 50 parking spaces for business parking with the recent grant of planning permission to replace the grass pitch at the Football Club with an all-weather 3G pitch. The rationale behind the application for the 3G pitch was to enable more year-round use of the Football Club, bringing in additional revenue to support the Club financially.

6.5 The supporting information submitted with the application for the 3G pitch advises that it 'can be used for 35 hours a week by local people of all ages,' (email re: YMCA 3G Pitch Supporting Statement – additional dated 02.10.2023). A usage plan submitted with the application (AGP Usage Plan updated - MUK2566) identified that the grass pitch is currently being used for only 11 hours a week, with the wider site including car park being used for:

- Slimming World meetings (2x sessions on one day each week with 60 persons attending across both sessions);
- Blood Donor sessions (2x sessions per month with 120 persons per session);
- Other YMCA training, meetings, Pigeon Club and function events (average 2x functions per month with 100 persons per function)

The document does not state which days of the week these events occur. The Council's aerial photographs of the site from 2001, 2007, 2012 and 20018 confirm the minimal use of the car park during the day.

6.6 The same usage plan sets out how the new 3G pitch is intended to be used, with a weekly schedule indicating that on weekdays the use will generally occur at identified times between the hours of 12:00pm to 5:00pm (Mon – Thurs), with a two-hour gap before the earliest of the evening events commences from 7:00pm to 9:00pm (Mon-Thurs) or 7:00pm to 10:00pm (Friday). The schedule sets out that the pitch will be divided into four quarters leading potentially to up to 40-50 persons at any one time assuming five-a-side football is being played. The schedule also identifies that local secondary schools would use the pitch in this manner between 3pm and 5pm on Mondays and from 4pm-5pm on Wednesdays, with other user groups using the pitch similarly between 4pm-5pm on Thursdays. Weekend activities are identified throughout the day between 09:00am – 5:00pm (Saturdays) and 10:00am –

6:00pm (Sundays). This schedule is not fixed and will therefore evolve over time potentially increasing the number of daily uses accordingly. In this regard it is noted that the schedule refers to 18 weeks of off-peak holiday and summer use by various clubs, but with no indication of how intensively the site would be used in this period.

6.7 With this information in mind, the key issue is whether there is sufficient onsite parking to accommodate both the business parking use and the users of the wider site once the 3G pitch has been installed. Additionally, consideration must be had as to the highway and amenity impact of these different users potentially accessing and exiting the site at the same time, particularly between 5pm and 6pm.

6.8 In terms of parking capacity, the application states that the YMCA Football club car park accommodates 75 parking spaces (including 2 disability spaces) in the main marked car park on the south side of the site, with up to 35 to 40 unmarked spaces in an overflow car park rear of the main club house. These spaces are existing and have been in place for some time. The application sets aside 50 of the marked bays for business occupancy, leaving the remaining 25 bays (including the 2 disabled bays) and overspill area for use by visitors and users of the wider site.

6.9 Having regard to the anticipated use of the 3G pitch, Officers consider that the remaining 25 marked spaces and overspill area is sufficient to cater for the daytime users of the site even assuming all users arrive by car rather than car sharing, cycling or walking. The main concern though is whether the impact of the business users exiting the site alongside the users of the wider site entering and exiting will result in highway (capacity and safety) and amenity (noise, disturbance, inconvenience) harm. Officers note that the usage plan submitted with the application for the 3G pitch does not include any events between 5pm and 7pm which would mean these highway and amenity impacts would be unlikely. Whilst this usage plan is clearly indicative, condition 15 of the planning permission requires that a community use plan be submitted and agreed:

> ***Pre-Occupation Condition****: Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the 3G Artificial Grass Pitch and ancillary facilities including parking, changing and toilets etc and include details of pricing policy, hours of use, access by non-members, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.*
>
> *Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy 43 of the Horsham District Planning Framework (2015).*

Condition 15 therefore provides an opportunity to ensure that events do not clash with business users entering and existing the site at the start and end of the working week.

6.10 Given the requirements of this condition, and remaining available onsite parking, it is not considered that the change of use of the 50 parking bays to commercial car parking on weekdays between the hours of 8am and 6pm would result in significant or appreciable harm to highway safety or amenity, with the community use agreement operating to ensure no conflict between the two uses during the identified times. A condition can ensure the business parking only operates within the stated weekday daytime hours.

6.11 Officers are therefore satisfied that the proposed change of use of part of the car park will continue not to impact the parking capacity, function or service of Horsham YMCA Football Club in accordance with policy 43 of the HDPF. The amenity impacts of this arrangement are discussed in more detail in the following section.

Residential amenity

6.12 Policy 33 of the HDPF states that development should consider the scale, massing, and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties and ensuring unacceptable harm to amenity of neighbouring properties, such as overlooking or noise, is avoided. Strategic Policy 11 of the submission HDLP requires development proposals to minimise lighting impacts on neighbouring sites. Strategic Policy 20 of the submission HDLP requires development to be designed to avoid unacceptable harm to the amenity of existing and future occupiers or users of nearby property and land, for example due to overlooking, over dominance or overshadowing, light pollution, traffic generation, and general activity, noise, odour and/or vibration.

6.13 The YMCA Football Club parking area is located to the east and south of the club building and football pitch, alongside the wider site's southern boundary with Chesworth Farm. As such the car parking area being used for business parking to which this application relates is largely separated from nearby, with the exception of 59 Gorings Mead which directly abuts the site to the east, and the rearmost part of the garden to 57 Gorings Mead.

6.14 The car parking is separated from these two neighbouring properties by fencing and, in the case of 57 Gorings, tree planting. There is existing lighting and security cameras in place and as such, Officers are satisfied that the use of the site for private business parking will not result in an increased impact to residential amenity by way of light disturbance (including from vehicle lights in winter months), loss of privacy, or overlooking. Officers acknowledge the concerns raised within the representations with regards to impact to residential amenity from light, noise and loss of privacy, however, for the reasons detailed above, Officers do not consider that the use of the site for private business parking would result in an adverse impact to residential amenity in this regard, in accordance with policy 33 of the HDPF.

6.15 Officers do though note other concerns raised in the representations with regard to the impact of pollution, noise and traffic on residential amenity from the additional traffic movements along Gorings Mead at the start and end of the working day. In this regard it should be noted that the site already has planning permission for the use of the whole of the car park during the proposed hours and therefore the level of use of the car park is in effect also already permitted, albeit this level of use was clearly not previously taking place.

6.16 Furthermore, the site already experiences periods of high car park use such as on evenings and weekends and when matches are held, therefore the site surrounds are familiar with these impacts and the infrastructure is sufficient to accommodate these higher levels of site use and traffic. Therefore, Officers do not consider that the change of use of the site to accommodate business parking would result in an adverse increase in impact to residential amenity beyond that which is already permitted and already occurs at other times of the week. Further, the community use agreement required by condition 15 of the planning permission for the 3G pitch at the Football Club, as referred to above, provides the appropriate means to ensure the timing of community uses and peak traffic from the business use of the car park can be suitably separated. Accordingly, Officers are satisfied that the proposal accords with policy 33 of the HDPF.

Highway, Traffic, Parking and Access

6.17 Policy 40 of the HDPF states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district. Policy 41 of the HDPF that development that involved the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere. Adequate parking facilities must be provided within the developments to meet the needs of the anticipated users. Strategic Policy 24 of the submission HDLP supports residential development which minimises the need for travel and

priorities the ability of residents to safely and conveniently walk and cycle to meet their day-to-day neds. Strategic Policy 25 of the submission HDLP requires adequate, safe and secure, off-street vehicle and parking provisions.

6.18 As summarised earlier in this report, WSCC Highways as Local Highway Authority (LHA) raise no objection to the proposed change of use. Since September 2023 when the increased use of the site for business parking began, the LHA confirm that the increase in traffic has not caused any highway safety issues and the cumulative impacts on the network have not been severe. Furthermore, the LHA does not consider that this is an intensification of use as this site could already operate with this number of movements as a football club. Whilst the LHA acknowledge that the increased volumes of traffic on the road at the start and end of the day would be inconvenient for residents, there is no evidence any such inconvenience creates a highway safety issue.

6.19 Officers concur with the LHA in that the site has operated without adverse impacts to highway safety during periods of more intense parking since the business parking use commenced in September 2023. Officers are also satisfied that the site experiences high volumes of traffic and car parking on match days. However, Officers recognise that the proposal will result in an increase in traffic to and from the site during weekdays between 08:00 and 18:00 (mainly at the start and end of these hours) when it is otherwise largely unused. Therefore, this will result in an intensification of car parking at the site and an increase of traffic movements at the start and end of the working day. In the context of a site which accommodates periods of more intense parking and traffic without issue, Officers are nonetheless satisfied that this proposal for business use parking will not result in an adverse increase in impacts. Furthermore, as this only relates to 50 of the 117 car parking spaces and would operate at separate times to current site uses, Officers are satisfied that the proposal will not result in either individual or cumulative increases to the site's peak traffic levels. Accordingly, Officers are satisfied that regularising the business parking use will not result in adverse highway safety, traffic or parking impacts in accordance with policies 40 and 41 of the HDPF.

6.20 Officers recognise the concerns raised in representations with regard to the narrow site access. However, as set out above, the site sufficiently operates with the existing access and has already been found to be acceptable to operate with full car parking capacity. Therefore, Officers are satisfied that the existing access is sufficient in accordance with policies 40 and 41 of the HDPF.

6.21 Officers also recognise the concerns raised in representations with regard to speeding, putting speeding restrictions in place and highway maintenance. Whilst the submitted Parking Management Plan requires a 5mph speed when approaching the site, this is not enforceable and so has not been considered material in the consideration of this application. The LHA have not identified safety concerns with how the site currently operates and it is not considered that the use of the car park for business parking creates an increased safety risk from 'speeding' cars in a constrained road subject to a 30mph speed limit.

Conclusions

6.22 The proposed development is located within the Horsham BUAB and the proposal supports local businesses through the multi-functional use of the car parking on the site without resulting in the loss of the existing community facilities at the YMCA Football Club. The proposal accords with policies 3, 7 and 43 of the HDPF in this regard.

6.23 Officers have considered the impacts to residential amenity, in respect of noise, light, loss of privacy, pollution and traffic, and not found them to be unacceptable or adverse in the context of the existing permitted site car park use and the location of the car parking within the site, in accordance with policy 33 of the HDPF, with the requirement for a community use agreement to be agreed pursuant to condition 15 of the planning permission for the 3G pitch

providing the appropriate opportunity to ensure the timing of weekday community events do not detrimentally combine with peak traffic from the business use of the car park.

6.24 WSCC Highways raise no objection to the proposal and are satisfied that since the business use of the car park began in September 2023, the increase in traffic has not caused any highway safety issues and that the cumulative impacts on the network have not been severe. Officers recognise that this proposal will result in an intensification of the use of the site and will increase inconvenience at the start and end of the working day, however are nonetheless satisfied that the site access, car parking and highway can sufficiently accommodate both uses. Accordingly, WSCC Highways and Officers are satisfied that the proposal will not unacceptably impact upon highway safety or operation, and will not unduly impact the amenities of residents, in accordance with Policies 32, 33, 40 and 41 of the HDPF, and would not breach the requirements of paragraph 115 of the NPPF.

6.25 It is, therefore, recommended that planning permission be granted, subject to the conditions specified below.

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.

Use Description	Proposed	Existing	Net Gain
District Wide Zone 1	216.00	74.00	142.00
		Total Gain	**142.00**
		Total Demolition	**74.00**

Please note that the above figures will be reviewed by the CIL Team prior to issuing a CIL Liability Notice and may therefore change.

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

7.1 It is recommended that planning permission is granted subject to appropriate conditions as detailed below.

Conditions:

1. **Approved Plans**

2. **Regulatory Condition:** The 50 spaces as illustrated on drawing ref: TQRQM24019122102340 Rev A shall not be open for private parking to local businesses except between the hours of 08:00 to 18:00 Monday to Friday, with no parking for local businesses at weekends and on Bank Holidays.

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