



TO: Planning Committee North

BY: Development Manager

DATE: 1 August 2017

DEVELOPMENT: Reconfiguration of existing car park layout, with the addition of 37 new parking spaces. Installation of entry and exit barriers as part of a new ticketless automatic number plate recognition and improved car park lighting

SITE: Car Park Hurst Road Horsham West Sussex RH12 1RN

WARD: Horsham Park

APPLICATION: DC/17/0586

APPLICANT: **Name:** Horsham District Council **Address:** Parkside, Chartway, Horsham, RH12 1RL

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

RECOMMENDATION: Grant Planning Permission

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application seeks permission for reconfiguration of the existing car park to create an additional 37 spaces plus 2 additional disabled accessible spaces. The additional spaces would be created in the south-eastern corner of the car park in place of an existing grassed and planted area, and in place of the central landscaped area. The proposed layout would also provide a free 15-minute drive through period to allow drop-offs and collections. The reconfiguration would take place in conjunction with the introduction of a ticketless system which would bring the site in line with other town centre car parks.

DESCRIPTION OF THE SITE

1.3 The application relates to a Horsham District Council owned car park on the southern side of Hurst Road. The car park is closely associated with The Pavilions leisure centre and Horsham Park, providing a car parking facility for both. The existing car park provides 208 spaces, 5 of which are disabled accessible, with the layout including a central area of landscaping which provides pedestrian access to a crossing point leading to the Pavilions.

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:

NPPF4 - Promoting sustainable transport
NPPF7 - Requiring good design
NPPF14 - Presumption in favour of sustainable development

Horsham District Planning Framework (HDPF)

HDPF1 - Strategic Policy: Sustainable Development
HDPF3 - Strategic Policy: Development Hierarchy
HDPF5 - Strategic Policy: Horsham Town
HDPF32 - Strategic Policy: The Quality of New Development
HDPF33 - Development Principles
HDPF40 - Sustainable Transport
HDPF41 - Parking

RELEVANT NEIGHBOURHOOD PLAN

- 2.3 Denne NC is part of the Horsham Blueprint which has been designated as a Neighbourhood Plan area.

PLANNING HISTORY AND RELEVANT APPLICATIONS

HU/349/99	Erection of a new swimming pool with gymnasium facility and fitness suite alterations to access and car parking	Application Permitted on 14.04.2000
HU/50/97	25 metre 8 lane swimming pool with leisure waters, gymnastics training building, remodelling of car park & playground (outline)	Application Permitted on 10.04.1997
HU/187/80	Covered swimming pool	Application Permitted on 03.09.1980

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

INTERNAL CONSULTATIONS

- 3.2 None

OUTSIDE AGENCIES

- 3.3 Denne NC: Supports the application. The Pavilions Leisure Centre and Horsham Park are important, much valued and well used community facilities. The existing car park is often full and the community will benefit from additional parking spaces. The need and design of

the proposal outweighs the loss of the currently unremarkable landscaping. The needs of users, including pedestrians and cyclists, have been reasonably and safely facilitated in the revised plans.

- 3.4 West Sussex County Council – Highways: No objection to the principle of the development.

PUBLIC CONSULTATIONS

- 3.5 4 representations have been received objecting to the application for the following reasons:-

- Loss of landscaping;
- The Council should be encouraging walking and cycling rather than cars;
- Increased queues at the entry barrier;
- Inadequate access arrangements for pedestrians and cyclists;
- The access routes through the site would be confusing;
- There should be more cycle and motorcycle spaces;
- Question what will happen to existing fittings / street furniture.

- 3.6 Horsham Society: Object. The current car park presents an attractive entrance and a generous and family friendly layout. The proposal would lose significant areas of attractive landscaping for a marginal gain in parking spaces. The proposal provides inadequate access arrangements and question whether the proposal is cost effective.

- 3.7 Horsham District Cycling Forum: Object due to inadequate safety, access and provision for cyclists and pedestrians.

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

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

6. PLANNING ASSESSMENTS

- 6.1 The key issues of consideration in the determination of this application relate to the impact of the proposal on highway safety, and visual and neighbouring amenity.

Highways

- 6.2 The proposal would provide increased capacity for parking at the site which would support the continued vitality of the adjoining leisure facility and park. A Road Safety Audit of the proposal has been carried out and this identified a number of minor issues relating to the car park access and exit arrangements, the siting of bays in relation to pedestrian crossing points, and the presence of road markings and street furniture (i.e. recycling bins). These points have been resolved through minor revisions to the proposed layout which addresses the issues raised in the Audit. There is no evidence to suggest that the revised ticketless

entry system, which reflects other car parks in the town centre, would result in vehicles queuing onto and obstructing Hurst Road, and no such concerns have been raised by the Highway Authority.

- 6.3 It is therefore considered that the resulting proposal would not result in a significant or harmful increase in trips to or from the site and no safety hazard would result from the scheme through conflict between vehicles, cyclists or pedestrians.
- 6.3 In respect of cycling, the existing arrangement, which utilises the main vehicular routes, would not be altered with uncontrolled entry and exit maintained for cycles. The existing cycle parking provision, which has recently been upgraded, would be retained with additional spaces created as part of the reconfiguration. Further details of the additional cycle parking spaces are required through condition.
- 6.4 On this basis there are no transport objections to the scheme which is considered to accord with policies 40 and 41 of the Horsham District Planning Framework (HDPF).

Character and appearance

- 6.5 The proposal would result in the loss of some soft landscaping which currently provides an attractive pedestrian route through the car park to pedestrian crossing points; a large proportion of this landscaping was secured as part of the original planning permission for a leisure facility and car park on the site (planning application ref: HU/349/99). The proposed layout would, however, retain as much of this planting as possible with the new spaces primarily affecting small trees, hedges and grassed areas. The planting which would be lost is not formally protected in its own right comprising relatively young tree specimens and shrubs.
- 6.6 It is considered that the proposed layout, in the context of immediately surrounding development, would not appear incongruous or out of keeping. The car park would continue to be viewed in connection with the immediately adjoining leisure facility with the resulting arrangement commonplace for such town centre uses. There is considerable scope for replacement planting in and around the car park, and this approach would soften the appearance of the car park when viewed from the surrounding area and mitigate the loss of the landscaped area to be removed. A condition is recommended to secure details of an appropriate landscaping scheme, and its subsequent implementation. It is considered that this approach would mitigate the visual impact of the proposal such that no significant visual harm would result from the proposal. On this basis the proposal would accord with policies 32 and 33 of the HDPF.

Impact on neighbouring amenity

- 6.7 The nearest noise sensitive premises are a considerable distance from the additional parking spaces. It is considered that any increase in the level of activity on the site would be screened by existing background noise levels, which are dominated by vehicular movements along Hurst Road. The additional parking spaces would not therefore be expected to generate harmful levels of noise or disturbance for occupants of adjoining properties.
- 6.8 The proposed layout makes provision for additional lighting columns designed to focus light onto the ground surface. The nature of the lighting coupled with the separation from adjoining residential properties would be sufficient to prevent any light nuisance resulting from the proposal. It is noted that representations have been received querying what will happen to existing fittings and street furniture when removed from the site and the applicant has advised that where possible these will be reused. While some wastage is inevitable this would not be sound reason to refuse the application.

Conclusion

- 6.10 The reconfiguration of the existing car park would provide additional capacity without detriment to highway safety, visual amenity or neighbouring amenity. The application is therefore considered acceptable, subject to conditions, and would accord with the relevant policies of the HDPF.

7. RECOMMENDATIONS

- 7.1 Grant planning permission subject to the following conditions:-

Conditions:

- 1 A list of the approved plans

- 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 commence until a Method Statement detailing measures to protect existing planting to be retained on site has been submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented prior to the commencement of works and shall be retained throughout the duration of construction works.

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).

- 4 **Pre-Occupation Condition:** Prior to the first use of the additional car parking spaces full details of the hard and soft landscaping works shall be submitted to and approved, in writing, by the Local Planning Authority. The approved 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.

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).

- 5 **Pre-Occupation Condition:** Prior to the first use of the additional car parking spaces details of secure cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The additional car parking spaces shall not be brought into use until the cycle parking facilities 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).