



## **Planning Committee North: 3 August 2021**

### **AGENDA ITEMS 6 (DC/20/2578) and 7 (DC/21/0685)**

#### **Revised National Planning Policy Framework**

The revised National Planning Policy Framework (the 'NPPF') came into force on 20 July 2021. The new NPPF does not contain any material changes that alters the recommendations set out in the agenda items. New NPPF paragraph references are noted on the items, set out below:-

Both items refer to para 109 (refusing a development on highway grounds only if unacceptable impact on highway safety or severe cumulative impact on road network). This is now para 111 of the July NPPF.

Item 7 refers to para 127 (ensuring developments conform to good practice urban design principles). This is now para 130 of the July NPPF.

### **AGENDA ITEM 6 - DC/20/2578**

#### **The Cobblers, Hayes Lane, Slinfold**

##### **Updated HDC Housing Register figures**

HDC Housing has provided an update on the original housing register figures provided as part of their planning response in February. As a consequence, the number of applicants over the age of 55 wanting to live in Slinfold is now much lower than the 65 figure provided in February:-

- 165 applicants who have Slinfold as a preferred area of choice (what is used to show the demand for an area), 13 with a specified local connection.
- 13 over the age of 55 with Slinfold as a preferred area of choice, 3 over 55s with a specified local connection.

Anyone wishing to join the Horsham District Council housing register must have a general connection to the Horsham District, usually having lived here for the last 2 years, or in permanent employment in the District for the last 9 out of 12 months. The local connection to Slinfold is then on top of that, and HDC Housing would either look for people already living in the area, or having direct family relatives living in the area.

## **Parking for Scout Hut and Updated WSCC Local Highway Authority Consultation**

Since the committee report was published, your officers have negotiated with the applicant Saxon Weald on parking provision for the Scout hut, and an updated WSCC Local Highway Authority (LHA) consultation has been received in response.

Most trips to/from the Scout hut will be drop off/pick up trips so there would be no need to park for an extended time. However the Scout Leaders/staff will require somewhere to park, as well as some Scouts having their own mini bus that requires parking.

Presently, the terms of the lease allow the Scouts legal right to access and for the area in front of the Scout hut to be used by the Scouts. The new plans do not change this access and configuration. Additionally, Saxon Weald have agreed to allow the scouts to have access to the two visitor spaces of the residential scheme and permits for use on a first come first served basis.

Previously the LHA confirmed no objection, subject to a query raised over the parking strategy for the site, with reference to the parking at the rear of the site off of Greenfield Road. The LHA has since confirmed the scheme provides adequate parking allocation for the residential dwellings.

In terms of the Scout hut, the LHA does not agree that use of the visitor spaces alone is acceptable, as there is no guarantee these spaces will be available in the evening when most residents are home and may have visitors, at the same time as the Scout Hut would be operational.

However, the area for outline planning permission for the new Scout Hut can secure parking for the sole use of the Scouts at a later date. This would make clear how the residential parking/turning area and Scout Hut can be catered for as a whole. There appears space in front of the new storage area for the Scout hut to provide designated spaces. The development would not meet the WSCC thresholds for a Travel Plan or Travel Plan Statement.

Provided a couple of parking spaces are secured outside the Scout hut storage area, so long as this does not interfere with access, the LHA does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the NPPF, and there are no transport grounds to resist the proposal.

The Slinfold Scout Group Chairman has confirmed that parking arrangements are in accordance with the terms of their lease.

### **Officer comment:**

Your officers believe the negotiated solution protects and maintains the current Scout operations whilst also enabling use of the two additional visitor spaces. This represents a betterment upon the existing situation. The Local Highway Authority is satisfied that this provision, within a parking strategy for the site secured by the conditions listed below, ensures the Scout Hut could be suitably accessed for its immediate servicing and parking needs, and it is therefore not reasonable to refuse permission.

- **Condition 18** be amended to:-

18 **Pre-Occupation Condition:** Prior to the first occupation of any building within Phase 1 hereby permitted, the parking, turning and access facilities necessary to serve that building shall be implemented in accordance with the approved drawings and shall be thereafter retained as such for their designated use.

Reason: To ensure adequate parking, turning and access facilities are available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- Insertion of new condition:-

**Pre-Occupation Condition:** Prior to the first occupation of any building within Phase 2 hereby permitted, the parking, turning and access facilities necessary to serve that building shall be implemented in accordance with a strategy plan and drawings to be submitted to and approved in writing by the Local Planning Authority and shall be thereafter retained as such for their designated use. The strategy plan shall include measures to enable the scouts to have access to the two visitor spaces of the residential scheme and permits for use on a first come first served basis.

Reason: To ensure adequate parking, turning and access facilities are available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- Condition 19 be amended to:

19 **Pre-Occupation Condition:** No building within Phase 1 hereby permitted shall be occupied until the cycle parking facilities serving those buildings within Phase 1 have been provided within the side or rear garden or purpose built communal facility for that building. No building within Phase 2 hereby permitted shall be occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. The cycle parking facilities shall thereafter be retained as such for their designated use at all times.

Reason: To ensure that there is adequate provision for the parking of cycles as an alternative travel option to the use of the car in accordance with Policy 40 of the Horsham District Planning Framework (2015).

**End**