



AGENDA ITEM 8 - DC/17/2509 **Piries Place Car Park, Horsham**

Additional Consultation Responses:

Horsham District Cycle Forum has objected to the proposal, and in a letter dated 25th January 2018 made the following summarised comments:

- *There is no reference to cycling in the Glanville Transport Assessment. Not a complete assessment.*
- *No safe and direct, permissible route from Copnall Way through to Park Place. This is a dangerous route that involves crossing of traffic entering and exiting the car park. Direct, uninterrupted access for cyclists should be provided from Copnall Way directly to the car park cycle stands. Provision of this should be conditioned in consultation with the Cycle Forum.*
- *Cycle stands – provision of 8 stands is a modest increase.*
- *24hr CCTV/lighting is required and should be conditioned in consultation with the Cycle Forum.*
- *Cycling and pedestrian access has not been prioritised as required by the NPPF.*
- *The approved Piries Place loading bay – no details of how this is to be accessed by HGV's. There are no swept path drawings to show safe turning spaces etc.*

Horsham Denne Neighbourhood Council has objected to the proposal, and in a letter dated 26th January 2018 made the following summarised comments:

- *No objection in principle to a replacement car park*
- *The ground floor +3 deck building would sit more comfortably in its setting [then the G+4 building].*
- *The proposed metal cladding with tree design proposed for DC/17/2511 is an improvement, but a living wall is not the best solution for the main stair core. It is not natural looking, just a solid green mass. The metal cladding with tree design should extend to the main stair core on top of the brickwork as an example of public art, complimented by shrubs at ground floor level.*
- *Alternatively, some form of bas-relief could be introduced linking Mr Pirie and his donkey/cart.*
- *Anti-climb mesh will be visible from street level on the whole perimeter of the top deck – has appearance of a prison camp. Trailing/climbing plants should be extended around the whole top-deck perimeter.*
- *Shrubs should be planted into the ground to introduce some greenery.*
- *No details on how the 'welcome zones' or the motorcycle area in the middle of the ground floor would function. How many pay-stations, would it be safe for pedestrians, etc?*
- *Electric bays – 8 bays is insufficient, provision on all decks is required. They should be rapid charging, not trickle.*
- *Toilet facilities – Changing Places facility is welcomed. 3x standard toilets are proposed in addition to Baby Changing facility which should be maintained.*
- *Toilet design – many toilets are badly designed. Details required ensuring they are functional.*

- *Disability/dementia awareness – good, clear design/signage is required for these users.*

Additional Supporting Information:

The Agent for the proposal (HNW Architects) has responded to these queries in a letter dated 1st February 2018. Their summarised responses are as follows:

Living Wall

- *The wall as proposed is illustrative and establishes the principle of a proposed living wall. It would require specialist landscape designers to consider appropriate plant species and design etc. which would be conditioned.*
- *A living wall can provide unique public art and can result in animated features within the public realm.*

Safety Mesh

- *The increase in height serves a practical purpose to deter climbing and jumping from the car park and accessing roofs of Burtons Court.*
- *Additional planting will significantly impact on the project budget.*

Street Level Planters

- *The proposed ground-level planters serve an additional purpose as vehicle barriers. Shrub planting may be possible instead, but an additional physical barrier would also be required.*

Pay Stations

- *3no. pay stations (as existing) are proposed, all at ground floor level.*

Motorcycle Parking

- *The proposed motorcycle bays replicate the existing in terms of relationship to vehicular entrance and pedestrian movements.*

Electric Vehicle Charging

- *Installation of rapid charging bays would require significant statutory service works beyond the scope of the project and timescales as part of the project viability.*
- *The number of bays and types of chargers reflect the use of the car park and the electricity available on site.*
- *The car park could be 'future ready' for further EV requirements with ducting for a variety of chargers (including fast-charge), all of which can be installed as use requires.*

Toilet Numbers

- *Facilities proposed is 3, including 1x Changing Places; and 2x Unisex WC's with Baby Changing.*
- *A decrease in demand is expected for the car park toilets due to the changes to the adjacent Piries Place shopping area.*
- *The specification of the internal layout and facilities of the toilets shall be incorporated into the design during the technical design stage.*
- *Comments regarding dementia/disability awareness are noted, and design of the ground floor (including signage and way-finding etc) will be incorporated.*

Glanville Transport Assessment

- *The assessment is based on plans prior to the inclusion to the cycle stands. Cycling was included in the Glanville report for the adjacent development and subsequent planning submission (reference DC/16/2506) as this area is under their domain.*

Cycle Route from Copnall Way to Park Place and details of loading bays

- The highways works and hard landscaping surrounding this proposal are being provided by the wider Piries Place Redevelopment which has been approved under an application by another developer (reference DC/16/2506). Any proposal for cycle use of Park Place would require the consultation and consent of WSCC Highways on what is currently a pedestrianised road.

Cycle Stands – CCTV and Lighting

- CCTV & Lighting are provided within the Car Park, please refer to the documents submitted with the application.

Prioritisation of Cycling in the NPPF

NPPF requirements (as quoted by Cycle Forum)	Response by Agent
Accommodate the efficient delivery of goods and supplies	Not applicable to this proposal
Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities	The shared surface that abuts the existing and proposed car park is provided by the adjacent development and is beyond the scope of this project.
Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones	The proposed Cycle Stands have been located such that they are directly accessible from the highway. 1. Park Place Welcome Zone adjacent to the existing location. 1. Directly from Piries Place adjacent to the Public toilets
Incorporate facilities for charging plug-in and other ultra-low emission vehicles	Proposed Charging Bays
Consider the needs of people with disabilities by all modes of transport	Proposed Changing Places Facility

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