

Agenda Update Sheet

District Planning Committee

Date 15th March 2021

Agenda Item 6:

Recommended for Approval

APPLICATION NO: DM/20/2640

Pg 17 – Application details

First paragraph final sentence in relation to Unit 1 to replace with

‘The building would be set a minimum of some 3.8 metres and a maximum of some 12.7 metres with the western boundary and a minimum of some 11 metres and a maximum of some 15 metres from the southern boundary.’

Second paragraph , last sentence in relation to Units 2 and 3 replace with

‘The building would be set a minimum of some 5.8 metres and a maximum of some 10.5 metres with the eastern boundary and a minimum of some 8 metres and a maximum of some 31 metres from the southern boundary.’

Pg 45 – Recommended Conditions

Delete condition 15 as it duplicates condition 14.

Agenda Item 7:

APPLICATION NO: DM/20/3516

Pg 86 – Consultations

WSCC County Planning Officer

Updated contribution amounts to take into account the reduction in the number of units as follows:

Primary Education £41,177

Secondary Education £44,318

Libraries £15,260

Highways (TAD) £72,997

NHS West Sussex CCG

Contribution of £47,176

Pg 92 – Mid Sussex District Plan

Include DP1 – Sustainable Economic Development

Pg 93 – Site Allocations DPD

Update third paragraph regarding the Councils Site Allocation DPD to as follows:

‘The Site Allocations DPD is at an advanced stage having been submitted for Examination. This document currently has some weight in the determination of planning applications, although further consideration is given below to the weight to be assigned to policy SA6 in

particular. Once adopted this document will form part of the Development Plan in the assessment of all future planning schemes.'

Pg 106 – final paragraph, third sentence; update the number of cycle parking spaces to be 78 covered and secure bike parking spaces.

Pg 116 – County Council Contributions

Update to as follows:

Primary Education £41,177
Secondary Education £44,318
Libraries £15,260
Highways (TAD) £72,997

Add in NHS West Sussex CCG Contribution of £47,176

Pg 121 – Recommended Conditions

Additional condition in respect of a Travel Plan to be included:

'No dwelling shall be occupied until a Travel Plan has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority and the plan shall include arrangements for monitoring its implementation and effectiveness together with targets to reduce private car movements to and from the site. The implementation of such approved Travel Plan shall be within three months of the occupation of the development hereby permitted.

Reason: To seek to reduce the reliance on the use of the private motor car and to comply with Policy DP21 of the Mid Sussex District Plan 2014 – 2031.

Pg 127 - Appendix B – Highways Authority consultation response (amended) in full

'This is a re-consultation of full planning application DC/3516/20 for the demolition of an existing office building and the provision of 54 apartments with associated parking and landscaping. Note there has been a reduction in the number of dwellings previously submitted from 56 to 54.

More information is required regarding parking space dimensions and the level of EVC points. Cycle parking could also be reviewed.

1. Background

The site is in Haywards Heath Town Centre on Boltro Road; a 30mph road with a mix of residential dwellings and public buildings. The site is currently a vacant office, which was originally a Victorian house. Adjacent to this is a single residential dwelling which will be demolished to create the development.

2. Access

The site is served by an existing access onto Boltro Road. No changes will be made, and the current width and visibility is in line with guidance set out in manual for streets of 2.4m x 43m in both directions. This will lead into a car parking area with 28 spaces. (see section 5 for more details regarding this number).

3. Sustainability

The site benefits from a highly sustainable location within approx. 500m of Haywards Heath train station, and local bus stops a short walk away in the adjacent road (Paddockhall Road). These provide several services in and around the town, and further afield. A review of the footways outside the site are good and street lighting is provided. These footways link into the town centre, and local amenities which are all within CIHT walking distance guidelines.

WSSC consider an opportunity here to enhance the existing bus stops on Paddockhall Road with real time information, and shelters if space allows.

4.Cycle parking

There are aspirations to develop more cycle links in the town centre as part of the Haywards Heath Town Centre Master Plan, and the site will provide 78 cycle parking spaces. These are much higher than WSSC cycle parking guidance Sept 2020. These are 0.5 space per flat which will equate to 28 spaces. This is a minimum standard, and therefore WSSC are satisfied with the proposal for 78 spaces if the applicant considers this to be a requirement. However; WSSC would also ask the applicant to consider the layout. Does the space the cycle storage takes up compromise the size of the adjacent parking spaces?

5.Parking

WSSC has previously viewed the number of parking spaces as acceptable. This is based on the census data which confirms that at least 50% of owners would most likely not require a parking space. However WSSC has reviewed the design of the car park and would require the applicant to confirm if the spaces in the undercroft section are useable. They appear to be narrow. There are also two irregular parking spaces along the railway side of the parking area which look too narrow for use. This needs to be clear with a dimension drawing, and if these irregular spaces are not to be used for parking will they provide areas for planting or seating for use by the residents?

If necessary WSSC would rather see a reduction in spaces to ensure the spaces provided are to standard. For clarity each space should be laid out at 2.4m x 4.8m.

The parking beat survey undertaken by the applicant showed there to be space on-street this would need to be re-visited but it is likely that there would still be capacity on-street if 1 or 2 spaces were lost due to the changes in parking layout to achieve the correct dimensions.

6.EVC

In line with the governments 'road to zero strategy' EVC charging facilities must be provided. The current % growth index for 2020 indicates this development should provide 28% of its spaces as 'active'. This equates to 8 spaces with 'active' EVC charging facilities with the remainder to be provided passively, with a view to connecting them later. The latest plans show there to be just 3 spaces, this is not even close to the minimum of 20%, being 6 spaces. Please can the applicant provide more active spaces within its parking strategy.

7.Service and Emergency Vehicles

Service and emergency vehicles will continue to operate from Boltro Road, as normal. A fire appliance would be able to firefight from the road, and not require access into the car park. As no turning head is provided, a fire appliance could reverse into the site for 20m and exit in forward gear if required to do so.

8.Construction

A construction management plan should be provided prior to the start of any development and should include details as stated within the condition at the end of this consultation.

9.RSA

Not required as no new access provision

10.Transport Statement

The reduction of apartments does not create any additional impacts on the network and our comments remain albeit for 54 apartments rather than 56.

11.Travel Plan

A travel plan written by Mode Transport Planning is submitted with this application. Travel plans are required for any new development that falls within the Haywards Heath Town Centre Masterplan to ensure all developments are being as sustainable as they can be. Whilst this development is not considered to attract any additional movements; the travel plan will help to enhance the sustainable vision for the local area and to ensure sustainable travel choices are supported and developed for the future.

12.S106

As mentioned above there would be some scope to enhance the sustainability of the area and the Haywards Heath Town Centre Study includes several schemes to enhance the town centre, of which this site is allocated. This includes accessibility improvements. There are several schemes in the vicinity that could benefit the development and the achievement of the targets within the proposed travel plan. It is recommended that if this application is permitted a contribution is taken towards bus service improvements including bus shelters and RTPI in the parish, the south road pedestrian improvement scheme and/or commercial square junction improvement.

This approach has been applied at both the adjoining development site and others in the close vicinity.'

Pg 127 - Appendix B – Highways Authority consultation response (original) in full

This is a full planning application for the demolition of existing office building and provision of 56 apartments with associated parking and landscaping.

The site is in Haywards Heath Town Centre on Boltro Road; a 30mph road with a mix of residential dwellings and public buildings. The site is currently a vacant office, which was originally a Victorian house. Adjacent to this is a single residential dwelling which will be demolished to create the development.

Access

The site is served by an existing access onto Boltro Road. No changes will be made, and the current width and visibility is in line with guidance set out in manual for streets of 2.4m x 43m in both directions. This will lead into a car parking area with 28 spaces.

Sustainability

The site benefits from a highly sustainable location within approx. 500m of Haywards Heath train station, and local bus stops a short walk away in the adjacent road (Paddockhall Road). These provide several services in and around the town, and further afield. A review of the footways outside the site are good and street lighting is provided. These footways link into the town centre, and local amenities which are all within CIHT walking distance guidelines. WSCC consider an opportunity here to enhance the existing bus stops on Paddockhall Road with real time information, and shelters if space allows.

Cycle parking

There are aspirations to develop more cycle links in the town centre as part of the Haywards Heath Town Centre Master Plan, and the site will provide 78 cycle parking spaces. These

are much higher than WSCC cycle parking guidance Sept 2020. These are 0.5 space per flat which will equate to 28 spaces. This is a minimum standard, and therefore WSCC are satisfied with the proposal for 78 spaces if the applicant considers this to be a requirement.

Parking

The development will provide 28 car parking spaces, which is below the recommendations set out in the WSCC guidance on parking at new developments Sept 2020. To ensure this parking allocation is enough the applicant has undertaken a review of the local census data, and a parking beat survey of the local roads. Based on the census data the applicant suggests the flats may require an additional 9 spaces which the beat survey shows can be accommodated without any severed impact.

WSCC has verified this data using nomisweb.co.uk, using the smallest output area, E00161948, and as such can confirm 9 additional parking spaces may be required and this additional demand could be accommodated on-street.

EVC

In line with the governments 'road to zero strategy' EVC charging facilities must be provided. The current % growth index for 2020 indicates this development should provide 28% of its spaces as 'active'. This equates to 8 spaces with 'active' EVC charging facilities with the remainder to be provided passively, with a view to connecting them later.

Service and Emergency Vehicles

Service and emergency vehicles will continue to operate from Boltro Road, as normal. A fire appliance would be able to firefight from the road, and not require access into the car park. As no turning head is provided, a fire appliance could reverse into the site for 20m and exit in forward gear if required to do so.

Construction

A construction management plan should be provided prior to the start of any development and should include details as stated within the condition at the end of this consultation.

RSA

Not required as no new access provision

Transport Statement

A Transport Statement has been written by Mode Transport Planning. A TRICS assessment was used to determine the number of existing trips associated with the offices, and the proposal for 56 apartments. The trip impact has been compared and has shown there to be a net decrease in overall trips in the morning and afternoon peak hour. This equates to 15 trips, rather than 18, as such WSCC raise no concerns over capacity impacts.

Travel Plan

A travel plan written by Mode Transport Planning is submitted with this application. Travel plans are required for any new development that falls within the Haywards Heath Town Centre Masterplan to ensure all developments are being as sustainable as they can be. Whilst this development is not considered to attract any additional movements; the travel plan will help to enhance the sustainable vision for the local area and to ensure sustainable travel choices are supported and developed for the future.

S106

As mentioned above there would be some scope to enhance the sustainability of the area and the Haywards Heath Town Centre Study includes several schemes to enhance the town centre, of which this site is allocated. This includes accessibility improvements. There are several schemes in the vicinity that could benefit the development and the achievement of

the targets within the proposed travel plan. It is recommended that if this application is permitted a contribution is taken towards bus service improvements including bus shelters and RTP1 in the parish, the south road pedestrian improvement scheme and/or commercial square junction improvement.

This approach has been applied at both the adjoining development site and others in the close vicinity.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision 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),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies

Pg 169 - Appendix B - West Sussex CCG

Overview

Current Estate is at capacity in Haywards Heath. With housing developments in this area of Mid Sussex rising. As such, the CCG (NHS commissioning) has worked with the District Valuer and District Council on both strategic plans and more local factors.

For Haywards Heath GP's, there are circa 63,000 current registered people. The impact of new people coming to the area requires more places for GP attendances and as such the NHS is requesting financial contributions to support growth from housing.

Development proposal

West Sussex CCG predicts that new residents will register **at Dolphins or Newtons GP**, which is the primary care site to support this proposed development. However, residents may be supported by other sites, dependent upon choice. Thus, the CCG requests a contribution to enable support.

Additional population generated by this development will place an increased demand on existing primary healthcare services to the area. The application did not include any provision for health infrastructure on site (as this is not a strategic site) and so a contribution towards health infrastructure off-site via financial obligation is being sought.

The planning permission should not be granted Without an appropriate contribution to local health infrastructure to manage the additional load on services directly incurred as a consequence of this proposed development. **Without associated infrastructure, West Sussex CCG would be unable to sustain sufficient and safe services provided in the area and would therefore have to OBJECT to the development proposal.**

West Sussex CCG requests a contribution from the applicant of **£47,176**, as quantifiably in the tariff section, which will be used most likely towards supporting Dolphins / Newtons (potentially another site or central hub which will serve the catchment population of this proposed development – this will be considered after the Covid19 pandemic ‘working update’ is driven from NHSE). **Funding will not be duplicated.** The CCG will consider the proportional use of these funds coupled with the other Haywards Heath and area developments so as to give best benefit to patient care.

The Tariff formula has been independently approved by the District Valuer

Assessment & request

West Sussex CCG has undertaken an assessment of the implications of growth and the delivery of housing upon the health need of the District serving this proposed development, and in particular the major settlements in the district where new development is being directed towards. We have established that in order to maintain the current level of healthcare services, developer contributions towards the provision of capital infrastructure will be required. This information is disclosed to secure essential developer contributions and acknowledge as a fundamental requirement to the sound planning of the District.

The additional population generated by the development will inevitably place additional demand upon the existing level of health provision in the area. In the absence of developer contributions towards the provision of additional health infrastructure the additional strain placed on health resources would have a significant detrimental impact on District wide health provision.

Health utilises the legal advice outcomes and industry professional inputs from other public funded area, such as the Police service. With the direct impact of new housing and house growth plans on registered patients, the submission that follows captures the necessary, directly related and fair/reasonable contributions required that relate to the associated house build volumes. The tried and tested formula used has been in use for many years and is annually reviewed.

Current Primary Healthcare Provision in Haywards Heath

Primary Care services in Haywards Heath are provided by a number of GP practices, funded from NHS funds for providing Primary health care.

Some sites are purpose built in prior decades and some are re-worked sites. However, all sites were set to a size (estate area) for a population that has gone above optimal or possible working remits.

The proposed development will need to have Primary Care infrastructure in place in order to care for the population increase. This contribution requested will be for the necessary infrastructure to cater for the site development at the most local GP service site(s) and encompass all the necessary components of patient need, whether at the GP practice or neighbouring service area.

As noted, this is the current position. COvid19 and/or other pandemic may require additional estate. We envisage that this will be supported centrally (NHS). This current development response just related to new housing growth.

Contribution Sought and Methodology

The funding will be a contribution of £47,176 for the infrastructure needs **of Dolphins / Newtons** (preferred option) and with a possible use at a NHS service central site if patient registration is, by patient choice, occurring at that site / other site. With recent Covid impacts, the NHS is reviewing how population need can be best supported premises wise. **Funds will only be asked for on a proportionate level for the directly related services.**

West Sussex CCG, in line with NHS services and CCGs across England, uses a service-demand and build-cost model to estimate the likely demand of increasing populations on healthcare provision and the cost of increasing physical capacity to meet this demand.

This service-demand and build-cost model is ideal for estimating the likely impact of future residents arising from a new development on health infrastructure capacity and the cost implications this will have on the CCG, through the need to build additional physical capacity (in the form of new/expanded GP surgeries). The model has been used by CCGs in the southeast for over 10 years and is accepted by local planning authorities across West Sussex.

Service-load data is calculated on a square-metre-per-patient basis at a factor of 0.1142sqm/person. This factor is based on the average size of typical GP practices ranging from 1 to 7 doctors, assuming 1600 patients per doctor.



Build-cost data has been **verified by the District Valuer Service** (last update July 2019) and assumes £4,500/sqm, 'sense-checked' against two recent building projects undertaken by the CCG. The cost inputs refers only to capital construction costs; the CCG intends to fund the revenue cost of running the GP practices in perpetuity including staffing costs, operational costs and medical records etc.

Occupancy data, used to calculate the number of future patients-per-dwelling, is derived from 2011 Census Data and confirmed by West Sussex County Council (last update July 2015).

Finally, the specific dwelling size and mix profile for the proposed development is input into the model to provide a bespoke and proportionate assessment of the likely impact on health infrastructure arising from the development.

The output of this model for the proposed development is an estimated population increase of 92 new residents (weighted) with a consequential additional GP surgery area requirement of 10m². This equates to a direct cost of **£47,176** for additional health infrastructure capacity arising from the development. The council is requested to ensure this contribution is index-linked within the S106 agreement at a basis that meets house build cost growth.

Health Tariff

S106 Contribution to NHS/GP Community/ Provision			(Formula agreed by The District Valuer)				
DM/20/3516 District Council Reference							
54 dwellings, Maxwell House, Boltro Rd, H Heat							
Font in red can be adjusted							
							
Housing Development							
House Numbers (Inc Social Housing)	House Type	New Occupancy (Persons)	Surgery Area Requirement (sqm)		Infrastructure Development cost (psm)	Capital Contribution (£)	Approx Contribution per dwelling (£)
27	1 Bed	41	5	@	£4,500	£20,813	£771
27	2 Beds	51	6	@	"	£26,363	£976
0	3 Beds	0	0	@	"		
0	4 Beds	0	0	@	"		
0	5 Beds	0	0	@	"		
0	Care Home						
		equivalent					
54	House Total	92	10.48	@	"	£47,176	
Ave Occupancy		1.70	Contribution Per Dwelling		£874	per dwelling	
					£514	per person	
Occupancy Assumptions (confirmed by WSCC JUL 2015)					Care home contributions are at up to 100% of 1 bed dwelling		
PER CENSUS 2011 - WSCC							
Infrastructure costs	£4,500.0	psm					
Average Sqm Per Patient	0.1142	sqm					
Average Occupancy Assumptions							
	1 Bed	1.5	Persons				
	2 Bed	1.9	Persons				
	3 Bed	2.5	Persons				
	4 Bed	3	Persons				
	5 Bed	3	Persons				
Explanation							
1. Build costs include basic build cost, finance, professional fees. To be amended annually.							
2. The occupancy assumptions can be amended as per the requirements of the Local Authority.							
3. The average sq metre per patient has been derived from SFA 2003/04 as below, including additional space. This can be amended to reflect the flexibility of the NHS Directions and the requirement of the CCG to provide additional clinical or service development space within a new development							
1600 patients per GP							
1500	sqm GLA	7	GP Practice	AVG Patient List	11200	0.1339	sq m per patient
836	sqm GLA	6	GP Practice	AVG Patient List	9600	0.0871	sq m per patient
718	sqm GLA	5	GP Practice	AVG Patient List	8000	0.0898	sq m per patient
646	sqm GLA	4	GP Practice	AVG Patient List	6400	0.1009	sq m per patient
487	sqm GLA	3	GP Practice	AVG Patient List	4800	0.1015	sq m per patient
374	sqm GLA	2	GP Practice	AVG Patient List	3200	0.1169	sq m per patient
271	sqm GLA	1	GP Practice	AVG Patient List	1600	0.1694	sq m per patient
Average						0.1142	sq m per patient

Compliance with National Policy and CIL regulations

The Community Infrastructure Levy Regulations in 2010 imposed new legal tests on local planning authorities to control the use of planning obligations (including financial contributions) namely through Section 106 agreements as part of the granting of planning permission for development.

The three legal tests were laid down in Community Infrastructure Levy Regulation 122: “A *planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:*

i. Necessary to make the proposed development acceptable in planning terms

Health infrastructure is an important material planning consideration in the determination of planning applications and the Council must take into account the positive or negative impact of development proposals on health infrastructure when granting planning permission and associated section 106 agreements. There is no dedicated Government funding to cover new housing developments. Unless contributions from developments are secured, at worst there will be practices that would be forced to close as there would not be safe healthcare provision. In the least, there will be wait times (mainly driven by no estate / rooms to see patients in) would not be suitable for adequate healthcare.

Mid Sussex local plan has increasing incremental annual growth assumptions for housing development with certain strategic sites are potentially going to deliver in excess of 5,000 homes in this area over the current planning horizon.

The pace of delivery and volume of new build housing and its subsequent occupancy will have a negative impact on the availability and capacity of health infrastructure causing a strain on existing services; the required additional infrastructure will comprise: clinical rooms for consultation/examination and treatment and medical professionals (and associated support service costs and staff).

West Sussex CCG seeks to include these necessary and additional works as part of the solution to estate need for Burgess Hill (Silverdale being one of the lead providers).

ii. Directly related

It is indisputable that the increase in population of approximately 92 people living in the new development (with associated health needs) at GP practice or associated facility will place direct pressure on all organisations providing healthcare in the locality, in particular primary care provided by the Clinical Commissioning Group. **Put simply, without the development taking place and the subsequent population growth there would be no requirement for the additional infrastructure.**

The proposed developer contribution is therefore required to enable a proportionate increase to existing health infrastructure, to maintain its current level of service in the area.

The infrastructure highlighted and costed is specifically related to the scale of development proposed. This has been tried and tested and has District Valuer support, in terms of the value of contribution.

iii. Fair and reasonably related in scale and kind to the proposed development

The developer contribution is to help achieve a proportionate increase in health infrastructure, thus enabling health to maintain its current level of service. Utilising a housing size as a reasonable proportion of infrastructure scale allows for fairness to all new housing developments, including the sites that are also strategic in nature.

The model uses robust evidence including local census data, build cost estimates (and actual) verified by the District Valuer Service and population projections verified by West Sussex County Council. A review of the police CIL compliance and their review of education and library compliance underlie the fair and reasonable approach of the health tariff – which is in turn in line with the other public sector areas.

Conclusion

In summary, the contributions sought by the Clinical Commissioning Group are well-evidenced, founded in adopted development plan policy and comply with the legal tests of the CIL Regulations and NPPF. The contribution will be used to provide additional capacity in primary care facilities in the vicinity of the development, directly linked to this development, to support its future residents. To reiterate, without this essential contribution, planning permission should not be granted.

As noted, this is the current position. COvid19 and/or other pandemic may require additional estate. We envisage that this will be supported centrally (NHS). This current development response just related to new housing growth.

Thank you for the continued support in securing health infrastructure contributions to enable the population of Mid Sussex to have access to the health care that it needs now and for future generations