



## **Agenda Update Sheet**

**District Planning Committee  
10<sup>th</sup> August 2023**

## **Agenda Item 5:**

### **APPLICATION DM/22/0596 – NCP Ltd Harlands Road Car Park, Harlands Road, Haywards Heath**

#### **Representations:**

1 further letter of objection:

- nothing in the committee report has changed our view that these proposals are completely inappropriate for this site
- the development remains in conflict with policies in the Haywards Heath Neighbourhood Plan, which refer to approximately 40 dwellings – nothing justifies an increase of more than 50% and the unacceptable problems that arise from such an intensification
- overdevelopment of the site
- totally inappropriate size and bulk of the building in relation to the surrounding area
- overlooking, loss of privacy arising from balconies and the terrace and overbearing impact due to the bulk of the new building that will result from its proximity to existing development, particularly Pinfold House which would be just 22m away from a 7 storey building
- serious lack of onsite parking provision
- very limited space provided for landscaping to screen such an overbearing building
- total lack of affordable housing in this development and justification for a larger scheme which the developer argues is unviable, like the previous scheme for 40 units
- the agreement to provide approximately £155,000 as an alternative to affordable housing provision will be far less than the retail cost of just one flat in the development.

#### **Para 12.8 Principle of Development**

Before 'Similarly', add:

Design Principle DG31 of the Design Guide aims to focus development in sustainable locations and states:

New development should generally respond to the scale, massing and grain of adjacent areas and the settlement context within which it is located. However, in some parts of the District there may be an opportunity to deliver a new development character provided this is part of a comprehensive vision, establishes sense of place and does not impact on the sensitive townscape or landscape assets of an area. This will also be restricted to areas where there is good accessibility to shops and services or good public transport links that minimise the need to travel and/or reliance on private vehicles.

There are opportunities to promote a greater concentration of development in:

- The District's three town centre locations within areas identified as being coarse grain (refer to Section 2.5);
- Sites close to town centres that have been identified in MSDC's Brownfield Register as having the capacity to accommodate additional scale of development;
- The most accessible parts of new urban extensions where this does not adversely impact on existing homes/ character and the rural edge; and
- Employment sites (refer to chapter 7).

Higher density schemes should promote green travel options including reduced parking provision, provision of car club spaces and improved public transport.

Design Principle DG32 of the Design Guide seeks to manage increased density in town centres and states:

Development density should be appropriate to the location and respond to and/or enhance the character of the existing settlement.

The District's towns are largely composed of low-rise development, typically of two and three storey buildings and have the greatest potential to deliver increased density. The opportunities exist for more intensive development within the part of the town centres identified as coarse grained in Figures 5B, 5C and 5D because of their inconsistent built form or fragmented street layout (refer to sections 2.5 and 2.6). Increased height and massing within the town centre intensification areas must be carefully managed as part of a coherent and comprehensive vision which establishes a more urban form composed of street blocks and spaces with typical building heights of four to six storeys (four to five in East Grinstead). Development that exceeds this height risks being unduly prominent and/or out of scale with the surrounding streets and buildings.

Any development that promotes a scale, height and massing that is greater than the existing context must also demonstrate that it does not:

- Cause significant harm to the amenity of adjacent properties (refer to chapter 8);
- Adversely impact on views of the wider townscape and landscape;
- Adversely impact on the quality of the streets and spaces; and / or
- Generate parking that dominates or adversely impacts on the public realm.

### **Para 12.34 Car Parking**

Members attention is drawn to the conclusions made by the Planning Inspector on the level of car parking provided on a comparable flatted development a few hundred yards away at Chester House, Harlands Road where 40 spaces were proposed for 110 residential units. In their appeal decision letter dated 31<sup>st</sup> July 2023 (APP/D3830/W/23/3319133) the Planning Inspector concluded the following on the car parking provision:

*38. Various representations have expressed concern that as a consequence of the appeal scheme, there would only be 40 parking spaces on the Chester House site to serve 110 dwellings. It is asserted that demand for car parking would be displaced onto the surrounding road network to the detriment of highway safety. West Sussex County Council parking standards seek at least 1 parking space per flat and consequently there is no dispute that there would be a significant under provision of car parking against local standards. That said, the appeal site is in a sustainable location, approximately 300 metres from Haywards Heath railway station and two supermarkets. There is a bus stop with shelter approximately 200 metres from the site adjacent to the Sainsburys store. Employment and other facilities are within walking distance of the site including the Dolphin Leisure Centre and local schools. Accordingly, it is highly likely that residents of the appeal scheme and Chester House would not be reliant on car ownership to access work and facilities thus justifying lower parking standards in this instance.*

*39. To some extent car ownership levels at the appeal site would be self-regulating as the local highway network does not support on-street parking in the vicinity of the appeal site. Large parts of both Harlands Road and Burrell Road have double yellow restrictions and*

*elsewhere in Harlands Road, Burrell Road and Turners Mill Road have restricted parking on most days for extensive periods. There is very little unrestricted on-street parking in the area. Most dwellings in the locality have off-street parking such that I see little evidence that on-street parking demands in the evenings or on a Sunday arising from the appeal proposal would be harmful. I attach significant weight to the fact that the Local Highway Authority has not objected to the appeal proposal subject to conditions and the provisions contained in the S106 agreement.”*

**Agenda Item 6:**

**APPLICATION DM/23/1051**

**Agenda Item 7:**

**APPLICATION DM/22/2272**

**Representations:**

1 letter from Mins Davies MP raising the concerns of constituents about the application

2 further letters of objection:

- application is being rushed through to avoid additional expense associated with forthcoming Government policy on heating for new buildings in 2025 which says there are to be no new gas boilers
- school should go back to its originally proposed location in the northeast of the site
- site is not suited for development and should be left as poor quality grazing land
- committee report confirms land to the east of Hurstwood Lane is not allocated for housing development
- buffer zone to ancient woodland should be 30m

Para 3.2. Change date in recommendation B to 10<sup>th</sup> November 2023.

Para 10.12, on third line after 50 pre school children, add '16 place special support centre'.

Delete condition 26 as this is a duplication of condition 23.

Replace condition 15 with a revised condition to read:

- (i) No development or preliminary groundworks of any kind shall take place within a reserved matters area until a programme of archaeological trial-trenching evaluation has been secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant, and approved in writing by the local planning authority.
- (ii) No development or preliminary groundworks of any kind shall take place within a reserved matters area until the completion of the programme of archaeological evaluation identified in the Written Scheme of Investigation defined in Part (i) and confirmed by the local authority archaeological advisors.

(iii) A mitigation strategy detailing the excavation / preservation strategy for each reserved matters area shall be submitted to the local planning authority following the completion of the archaeological evaluation.

(iv) No development or preliminary groundworks can commence on those reserved matters areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the local planning authority.

(v) The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason: To identify and to secure the appropriate level of work that is necessary before commencement of the development, and also what may be required after commencement and in some cases after the development has been completed, and to accord with Policy DP34 of the Mid Sussex District Plan 2014 - 2031.

Add additional conditions to read:

(i) No development or preliminary groundworks of any kind shall take place within a reserved matters area until a programme of geophysical survey has been secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant, and approved in writing by the local planning authority.

(ii) No development or preliminary groundworks of any kind shall take place within a reserved matters area until the completion of the programme of geophysical survey identified in the Written Scheme of Investigation defined in Part (i) and confirmed by the local authority archaeological advisors.

(iii) The applicant will submit to the local planning authority a report detailing the results of the geophysical survey, which will be used to inform a programme of archaeological trial-trenching evaluation.

Reason: To identify and to secure the appropriate level of work that is necessary before commencement of the development, and also what may be required after commencement and in some cases after the development has been completed, and to accord with Policy DP34 of the Mid Sussex District Plan 2014 - 2031.

No residential dwelling shall be first occupied until details of the digital infrastructure for the dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure the appropriate provision of digital infrastructure and to comply with policy DP23 of the District Plan 2014-2031.

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the

latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport and to accord with policy DP21 of the Mid Sussex District Plan 2014-2031.