

MID SUSSEX DISTRICT COUNCIL

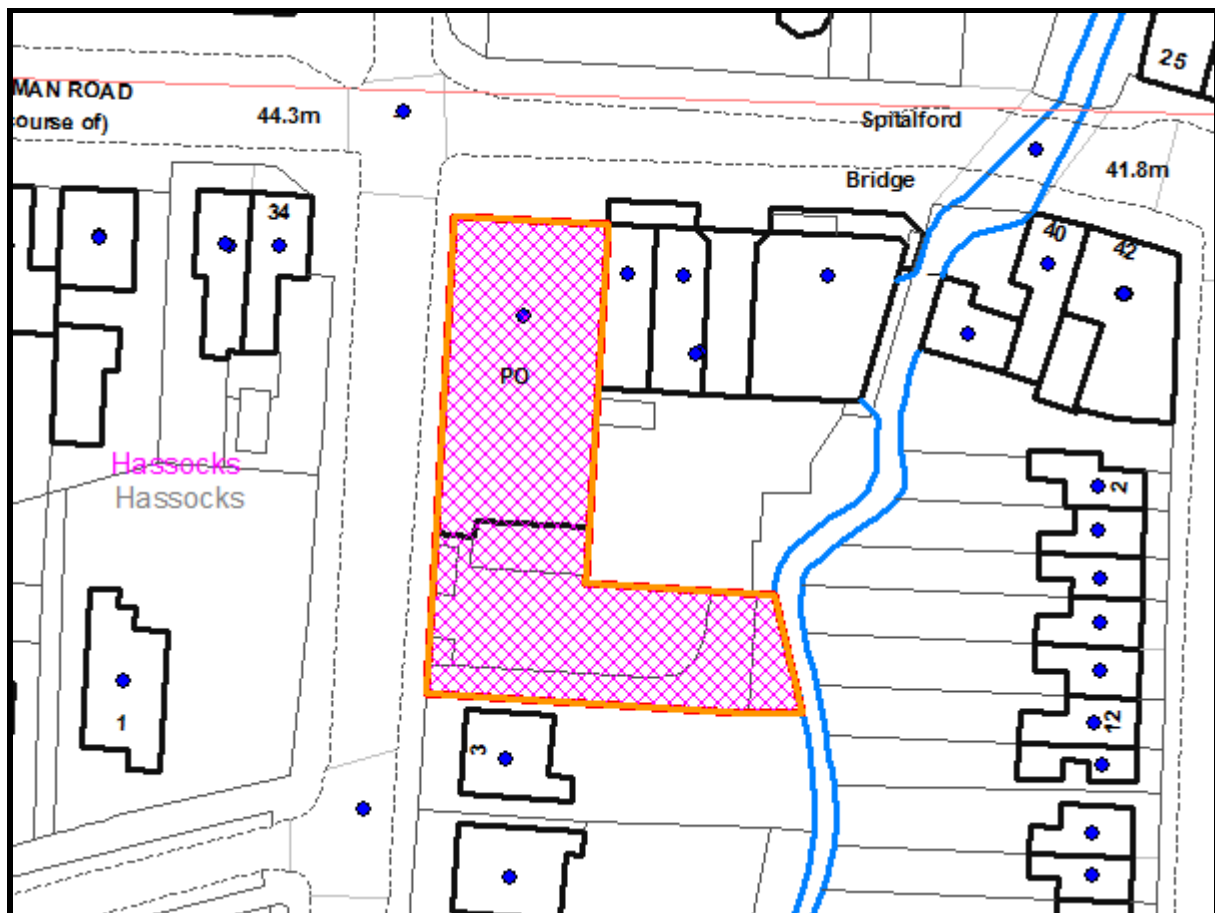
Planning Committee A

11 APR 2019

RECOMMENDED FOR PERMISSION

Hassocks

DM/19/0279



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**ROYAL MAIL HASSOCKS DELIVERY OFFICE 36 KEYMER ROAD
HASSOCKS**

**PART DEMOLITION AND CONVERSION TO CREATE 189M SQ. OF A1
RETAIL FLOORSPACE ON THE GROUND FLOOR WITH 2NO. 2-
BEDROOM FLATS, 2NO. 1-BEDROOM FLATS AND 1NO. 3-BEDROOM
FLAT ON THE FIRST AND SECOND FLOOR ABOVE. 5NO. 3-BEDROOM
TOWNHOUSES WITH GARDENS AND 10NO. PARKING SPACES.
RESUBMISSION OF WITHDRAWN APPLICATION DM/18/1445 (AMENDED
PLANS RECEIVED 14/3/19 SHOWING MINOR EXTERNAL DESIGN**

**CHANGES INCLUDING THE INSERTION OF OBSCURE GLAZED WINDOWS IN THE SOUTHERN SIDE ELEVATION).
MR D MARTIN**

POLICY: Built Up Areas / Classified Roads - 20m buffer / Flood Map - Zones 2 and 3 / Flood Map - Zones 2 and 3 / Planning Agreement / Planning Obligation / Aerodrome Safeguarding (CAA) / Archaeological Notification Area (WSSC) /

ODPM CODE: Smallscale Major Dwellings

13 WEEK DATE: 29th April 2019

WARD MEMBERS: Cllr Gordon Marples / Cllr Michelle Binks / Cllr Sue Hatton /

CASE OFFICER: Kate Brocklebank

PURPOSE OF REPORT

To consider the recommendation of the Divisional Leader for Planning and Economy on the application for planning permission as detailed above.

EXECUTIVE SUMMARY

Planning permission is sought for the partial demolition of the existing former post office depot and sorting office (sui generis) and redevelopment to create 189 sqm of A1 retail floor space and a total of 10 residential units; 2no. 2-bedroom flats, 2no. 1-bedroom flat and 1no. 3-bedroom flat within the frontage building, laid out over three floors. Fronting onto Downs View Road, 5no. 3-bedroom townhouses are proposed each with second floor terrace and rear courtyard garden.

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the development plan and then to take account of other material planning considerations including the NPPF.

National planning policy states that planning should be genuinely plan led. The Council has a recently adopted District Plan and is able to demonstrate that it has a five year housing land supply. Planning decisions should therefore be in accordance with the development plan unless material considerations indicate otherwise. As the Council can demonstrate a 5 year supply of deliverable housing land the planning balance set out in the NPPF is an un-tilted one.

The application site lies within the built-up area boundary of Hassocks, which is in principle a sustainable location and mixed use development would be supported. Issues relating to design and impact on character of the area have been addressed

by the amended design following positive engagement with the applicant.

The provision of 10 new dwellings and 189 sqm of A1 retail floorspace on the site will make a positive contribution to the district's housing supply and Hassocks high street retail offer

The New Homes Bonus is a material planning consideration and if permitted the Local Planning Authority would receive a New Homes Bonus for each the residential units proposed. The proposal would also result in construction jobs over the life of the build, jobs within the retail unit and the increased population likely to spend in the community and make provision of a new unit which could provide for increased local services in Hassocks.

With the imposition of conditions to control the development in detail, the proposal would be acceptable in terms of neighbouring amenity, highways impacts and the Ashdown Forest and would provide a good standard of accommodation, will protect neighbouring amenity and would adequately protect existing trees and improve biodiversity on the site and is considered to adequately accord with the Development Plan and the relevant paragraphs of the NPPF.

Officers consider that in the context of the adopted District Plan, the development complies with the development plan and there are no material planning considerations indicating a decision should be made otherwise than in accordance with it. Planning permission should therefore be granted.

RECOMMENDATION

Recommendation A

It is recommended that planning permission be approved subject to the completion of a S106 Legal Agreement to secure infrastructure contributions and the conditions set in Appendix A.

Recommendation B

It is recommended that if the applicants have not submitted a satisfactory signed planning obligation securing the necessary infrastructure payments by the 11 July 2019, then it is recommended that permission be refused at the discretion of the Divisional Lead for Planning and Economy, for the following reason:

'The application fails to comply with policy DP20 of the Mid Sussex District Plan in respect of the infrastructure required to serve the development.'

SUMMARY OF REPRESENTATIONS

Two letters of representation have been received, objecting to the development on the following grounds:

- Inadequate parking - will exacerbate existing problems in the village.

- There is no capacity for overspill parking.
- Reduce the number of townhouses to 3 from 5 thus freeing up more space for parking.
- Redevelopment should be aimed at retirement housing instead - services are overstretched already.
- No space allocated for deliveries.
- Disruption caused by building works.
- Overdevelopment.

SUMMARY OF CONSULTEES

Hassocks Parish Council:

Object - Recommend Refusal - Insufficient parking - fails to meet adopted parking standards.

Urban Design Officer:

No objection - providing conditions are imposed covering landscaping and facing materials, the design of the windows (including depth of the reveals), as well as the design and integration of the rainwater downpipes.

MSDC Drainage Engineer:

No objection - proposed brownfield development and detailed drainage matters can be handled under condition prior to commencement of development.

WSCC Flood Risk Management:

No objection - Area is at high risk of ground water flooding based on current mapping, no records of flooding on the site. Ordinary watercourse shown running along eastern boundary of the site. Details of surface water drainage should be secured by condition including maintenance and management of the Sustainable Urban Drains (SUDs) system prior to development commencing.

MSDC Contaminated Land:

No objection - providing contamination discovery condition is imposed.

MSDC Environmental Protection:

No objection with the imposition of conditions to control dust from demolition, construction hours, noise from any plant & machinery installed in the commercial unit, opening hours and delivery hours:

MSDC Arboricultural Officer:

No objection providing conditions to secure adherence to the submitted Arboricultural Method Statement (AIA) and landscaping plan and timescale.

Street Naming and Numbering:

Standard informative recommended.

WSSC Highway Authority:

No objection - The site is considered to be well located providing a good balance of sustainable travel options within short walking distances from the site whilst providing an appropriate level of car parking spaces for the proposed use. It is considered that the additional 2-4 spaces of overspill parking demand can be absorbed within the local highway. Conditions to secure cycle parking, a Construction Management Plan (CMP) and Servicing Management Statement should be imposed.

WSSC Infrastructure:

No objection subject to infrastructure contributions.

MSDC Leisure:

No objections subject to infrastructure contributions.

MSDC Housing Officer:

No objection - development is below the policy threshold.

RELEVANT PLANNING HISTORY

DM/18/4415 - Part demolition and conversion of the former Royal Mail depot to create 178m sq. of A1 retail floorspace on the ground floor, 5no. 3-bedroom townhouses with gardens, 2 no. 2-bedroom flats, 2 no. 1-bedroom flats, 1 no. 3-bedroom flat and 8no. parking spaces. Withdrawn.

SITE AND SURROUNDINGS

The application site is a purpose built former Post Office depot and sorting office which is currently vacant. The building is a two storey corner building constructed of red brick with tile hung upper front elevation (onto Keymer Road) and includes a single storey rear flat roofed extension with decorative flint panels which fronts Downs View Road. The property has a rear delivery yard which is enclosed behind chain fencing and the red edge includes a strip of land outside the fenced area running along the southern boundary and extends to the rear of Adastra Place and along the north rear boundary of no.3 Downs View Road.

The site is located on the corner of Keymer Road and Downs Views Road, in the centre of Hassocks Highstreet a short distance from the train station which is located west of the site along Keymer Road; the character of the two streets is markedly different. Keymer Road is the main high street in Hassocks and this section is characterised predominantly by two storey brick buildings of various styles and ages

with mixed commercial uses on the ground floor and a mix of commercial and residential at first floor level. Hassock Infant School is located directly opposite the site, on the north side of Keymer Road.

To the south of the site along Downs View Road, the character is residential and consists of varied housing styles which predominantly consists of chalet style and two storey detached dwellings, a number of which have front gardens and off-street parking.

APPLICATION DETAILS

The application seeks planning permission for the partial demolition of the existing former post office depot and sorting office (sui generis) and redevelopment to create 189 sqm of A1 retail floor space and a total of 10 residential units; 2no. 2-bedroom flats, 2no. 1-bedroom flat and 1no. 3-bedroom flat within the frontage building, laid out over three floors. Fronting onto Downs View Road, 5no. 3-bedroom townhouses are proposed each with second floor terrace and rear courtyard garden.

The development includes communal refuse and recycle storage within the ground floor frontage block and a total of 10 car parking spaces are proposed within the rear/southern portion of the site. Each of the townhouses indicate space for cycle parking in the rear courtyard gardens.

The proposed palette of materials:

- Ibstock 'PETWORTH' red brick as the main facing material.
- Aluminium framed windows and doors - RAL 7021 dark grey.
- Zinc standing seam roof and aluminium copping.
- Pale stone pavers and shingle to the parking area.
- Oiled larch slatted garden fencing.
- Black aluminium downpipes.

The application is a resubmission of previously withdrawn application DM/18/4415 and has been the subject of negotiation primarily to amend the design and increase the off-street car parking provision by two spaces.

LIST OF POLICIES

Mid Sussex District Plan 2014-2031

Relevant Policies:

DP1: Sustainable Economic Development
DP3: Village and Neighbourhood Centre Development
DP4: Housing
DP6: Settlement Hierarchy
DP17: Ashdown Forest Special Area (SPA) and Special Area of Conservation (SAC)
DP20: Securing Infrastructure
DP21: Transport
DP25: Community Facilities and Local Services

DP26: Character and Design
DP27: Dwelling Space Standards
DP29: Noise, Air and Light Pollution
DP31: Affordable Housing
DP37: Trees, Woodland and Hedgerows
DP38: Biodiversity
DP39: Sustainable Design and Construction
DP41: Flood Risk and Drainage

Neighbourhood Plan

Hassocks Parish Council Neighbourhood Plan - Regulation 14 consultation was undertaken between 7th January until 18th February.

Material planning consideration with little weight.

Policy 4: Managing Surface Water
Policy 5: Enabling Zero Carbon
Policy 9: Character and Design
Policy 14: Residential Development
Policy 19: Village Centre

National Policy and Legislation (NPPF) February 2019

The NPPF sets out the government's policy in order to ensure that the planning system contributes to the achievement of sustainable development. Paragraph 8 sets out the three overarching objectives, such that the planning system needs to perform an economic role, a social role and an environmental role. This means ensuring sufficient land of the right type to support growth; providing a supply of housing and creating a high quality environment with accessible local services; and using natural resources prudently. An overall aim of national policy is to 'boost significantly the supply of housing.'

Para 12 states "The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed."

Para 38 states that "Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."

With specific reference to decision-taking the document provides the following advice:

Para 47 states that *"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise."*

National Planning Policy Guidance

Technical Housing Standards

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows;

- The principle of development;
- The design and visual impact of the proposal on the character of the area;
- The impact on amenity - future and existing;
- Impact on the Ashdown Forest;
- Impact on trees;
- Highways;
- Flood Risk;
- Infrastructure;
- Planning Balance and Conclusion

Principle of Development

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Specifically Section 70(2) of the Town and Country Planning Act 1990 states:

"In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to application,
- b) Any local finance considerations, so far as material to the application, and
- c) Any other material considerations."

Section 38(6) Planning and Compulsory Purchase Act 2004 provides:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published.

The application is a mixed use scheme, seeking permission for a portion of A1 retail (189 sqm) on the ground floor fronting the high street and 10 residential units above and to the rear of the retail, providing a mix of flatted development and town houses.

Using this as the starting point, the development plan in Mid Sussex consists of the District Plan; the Hassocks Neighbourhood Plan has recently been withdrawn (January 2019) and the amended Pre-submission (Regulation 14) Plan has recently been out to consultation.

In relation to the residential element of the scheme, the District Plan has been adopted and the Council can demonstrate a 5 year supply of deliverable housing land.

As the proposed development is within the built up area of Hassocks, the principle of additional windfall housing development is considered acceptable under Policy DP6 of the District Plan which states:

"Development will be permitted within towns and villages with defined built-up area boundaries. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale (with particular regard to DP26: Character and Design), and not cause harm to the character and function of the settlement."

The principle of residential development is therefore supported on this site by Policy DP6. Policy 14 of the Draft Neighbourhood Plan shares the same principles as the Policy DP6.

In relation to the commercial element of the development, Policy DP1 (Sustainable Economic Development) supports the provision of new employment premises, making effective use of employment premises, seeking to provide opportunities for people to live and work in within their communities. The policy supports the principle of redevelopment providing it is in accordance with other policies in the Plan.

District Plan Policy DP3 (Village and Neighbourhood Centre Development) seeks to support village centre development, including mixed uses providing it:

- 'helps maintain and develop the range of shops and services to enable the village centre to meet local needs; and
- is appropriate in scale and function to its location including the character and amenities of the surrounding area; and
- is in accordance with the relevant Neighbourhood Plan.'

Policy DP25 (Community Facilities and Local Services) is also considered relevant to consideration of the proposal and which in turn supports provision or improvement of community facilities and local services, including local shops. Policy 19 of the Draft Neighbourhood Plan supports developments that will enhance the character and sense of place of the central retail and commercial area of Hassocks.

The proposal seeks permission to redevelop the existing site and change the use from the Post Office sorting depot use (Sui Generis) to provide a total of 189 sqm of retail (A1) floorspace. Royal Mail vacated the building within the past 12 months

when they relocated to Burgess Hill. The building is a purpose built facility containing on the ground floor at the front section, the former Post Office counter and the upper floor contains ancillary staff accommodation and offices, the rear single storey element contained the sorting function whilst the rear of the site is laid to parking, loading bay and yard.

The unusual layout of the building, its size and condition is unlikely to be readily suitable for the majority of uses wishing to occupy such a location given the large floor area and lack of shop front. The proposed redevelopment will create a modern, appropriately sized retail unit with large shopfront openings, offering an opportunity for a prominent position on the high street. The proposal is therefore considered to provide a good opportunity for a new retail offer on the high street, appropriate in scale and function, the principle of which meets the requirements of Policies DP1, DP3 and DP25 of the District Plan.

The principle of mixed use development on this site is therefore deemed acceptable and adequately accords with the District Plan; however account must be taken of all other relevant Development Plan Policies before determining whether the application can be supported.

District Plan Spatial Strategy

The NPPF sets out the principles of sustainable development. The District Plan spatial strategy sets out a settlement hierarchy to deliver development to support their economic, infrastructure and social needs. The scale of growth at these settlements will be guided by the Settlement Hierarchy at DP6 of the District Plan. Hassocks is designated as a Category 2 settlement which is characterised as a larger village, acting as a Local Services Centre, providing key services in the rural area of the District. It is considered to serve the wider hinterland and benefit from a good range of services and facilities, including employment opportunities and access to public transport.

The application site, which is located within the village centre is thus considered to be a suitable and sustainable location for residential and retail development.

Design and impact on character of area

Policy DP26 of the Mid Sussex District Plan relates to character and design. Relevant sections state:

District Plan Policy DP26: Character and Design states:

All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- *is of high quality design and layout and includes appropriate landscaping and greenspace;*

- *contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- *creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- *protects open spaces, trees and gardens that contribute to the character of the area;*
- *protects valued townscapes and the separate identity and character of towns and villages;*
- *does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);*
- *creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;*
- *incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;*
- *positively addresses sustainability considerations in the layout and the building design;*
- *take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger;*
- *optimises the potential of the site to accommodate development.*

Policy 9 of the Draft Neighbourhood Plan is similar to the above in terms of its overall aims.

The application follows withdrawal of a previous scheme (DM/18/4415) and has been subject to negotiation in relation to the design; as noted by the Council's Urban Designer, significant improvements have been made in this regard. The proposal is considered to respond well to the context in relation to the design aesthetic of the elevational treatment along with the proposed layout. The building has a distinctly modern design which relates well to both the Keymer Road frontage and the character of Downs View Road, which are distinctly different.

The frontage block provides a clean aesthetic and relates well to the town houses to the rear, whilst sitting comfortably within the somewhat mixed character of the high street. The elevations have been broken down into three defined bays that are vertically articulated by the indented rainwater downpipes and replicated by the proposed shopfront and window groupings that give the façade an underlying rhythm and order. To the front of the site on Keymer Road, an existing planter and seating area exists and an indication of how this could be landscaped has been shown on the landscaping plan and final details are sought by condition.

The 5 town houses which front onto Downs View Road have an equally contemporary design, whilst their form and proposed bay frontages evoke a run of traditional terraced houses. It is noted that this is in contrast to the prevailing character of Downs View Road, however, they form part of a different context as they are read in connection with the Keymer Road frontages, to which they are adjoined and provide a suitable transition between the two character areas. In

addition, terraced houses feature along nearby Parkland Road to the east and are therefore judged as appropriate for the context. The southern flank elevation has also been amended ensure that it is articulated appropriately on the basis is it likely to be readily visible from within Downs View Road.

Overall the proposal is considered to be an appropriate response to the context and provides a good standard of design. The finer detail of the proposal is not yet fully understood and as such, conditions are recommended securing details including the proposed window design and reveals, which are currently only drawn in basic terms, along with agreement on matters including facing materials and a better understanding of how they relate to one another across the facades, landscape design, including the proposed planting to the threshold area on Keymer Road and submission of sample elevations are a larger scale in order to fully understand the final design. The development therefore accords with the requirements of Policy DP26.

Impact upon residential amenity

Policy DP26 of the Mid Sussex District Plan states that development should '*not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution.*'

Neighbouring amenity impact:

The development has been designed with the frontage block having a north, south and westerly aspect, whilst the townhouses have east and westerly aspect. The layout of the proposal in relation to neighbouring development is such that the closest back to back distance is over 45m to the east towards the rear of the properties on Parklands Road.

To the south of the site, the closest property (no.3 Downs View Road) is located 6m from the southern flank elevation of the proposed development. The building line is such that the proposal projects forward of the neighbouring property to the front and is also set in front of the rear elevation of No.3. In order to address design comments, three small obscure glazed windows are proposed at ground first and second storey level, serving a WC and the staircase respectively. Within the rear of the frontage block, there is a pair of bedroom windows proposed at first and second floor level; the separation distances maintained are approximately 32.5m to the side elevation of No.3, which has no side windows. The relationship to the most southerly townhouse would be akin to those which exist elsewhere along Downs View Road where the properties are detached.

To the front of each of the townhouses, a small terrace is proposed at second storey level. Owing to the building link and their location to the front of the properties, the only views afforded from each would be over the public frontage of Downs View Road and give their modest scale, are only likely to be use passively and incidental to the main amenity space to the rear of each property.

The first and second storey windows within the rear of the townhouse are set at 90 degrees to the rear windows of Adastra Place, which is also a mixed use scheme containing a number of residential units. The proposed separation distances and orientation is such that some oblique mutual overlooking may be afforded between the two. It is not however considered this would be to a harmful degree and is considered to be reasonable for the context of a more densely populated village centre. The main views from the rear of the townhouses would be over the existing communal parking area.

It is therefore considered that the proposed design and scale coupled with the proposed separation distances would not therefore give rise to any adverse impacts by way of having an overbearing impact resulting in loss of sunlight/daylight and would not result in harmful overlooking or loss of privacy. The proposal is therefore considered to adequately protect neighbouring amenity and would accord with the relevant section of Policy DP26 in this regard.

Quality of proposed accommodation:

The proposed accommodation would provide a good standard of accommodation with suitable natural ventilation, outlook and daylighting levels being achieved. The proposed townhouses would each have the benefit of a small terrace and rear courtyard garden whilst the flats contained within the front block would have no such provision.

The site is located within the village centre of Hassocks which is a mix of housing and flatted development, a number of which have no private amenity space and whilst it is regrettable that no such provision is made for the flats, it is not considered to be out of character for such a proposal in this context and could not therefore warrant refusal of planning permission. There are also good urban design principles and adverse impacts on neighbouring amenity which justify not including balconies or a communal roof terrace on the development.

It is likely that there would be some mutual overlooking between the rear of the townhouses and the frontage block and into the garden areas. However it would only be oblique owing to the window arrangement within the most northerly townhouse and would not therefore be to a harmful degree and is considered to be reasonable in the context of the location. To a certain extent, it is also considered to be for the future occupier to decide on a 'buyer beware basis'.

Conditions suggested by Environmental Protection to secure soundproofing between the retail use and the flats above, along with construction hours, dust control, plant and machinery, opening hours and deliveries and collections are considered appropriate and would ensure protection of both existing neighbouring and future occupiers in accordance with policy DP26. Given the dense nature of the development, it is also considered appropriate to restrict permitted development rights for each of the townhouse under classes A (extensions) , B (roof extensions) and E (garden buildings) of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended.

Space Standards:

The Government's Technical Housing Standards - Nationally Described Space Standards document was published in March 2015. It sets out space standards for all new residential dwellings, including minimum floor areas and room widths for bedrooms and minimum floor areas for storage, to secure a satisfactory standard of accommodation for future residents. Policy DP27 of the District Plan supports this.

The proposed internal layout of the dwellings would provide a layout and space provided overall is considered to provide an acceptable standard of accommodation and also includes where appropriate storage would be provided within the development and therefore adequately meets the nationally described space standards, in accordance with policy DP27 which relates to space standards.

Highways

Paragraph 32 of the NPPF is relevant in respect of transport matters and states that:

“Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

Policy DP21 of the District Plan seeks to ensure that schemes are sustainably located to minimise the need for travel, and protect the safety of road users and pedestrians, and seeks to provide adequate parking in relation to development proposals.

The application proposes a total of 10 parking spaces within the rear south eastern portion of the site and would be made available for the residential occupiers of the development; which is below the standards set out in adopted Development Infrastructure Contributions SPD.

A Transport Assessment has been submitted in support of the proposal and WSCC Highway Authority (HA) have considered the application and raise no objection noting that; *the site is considered to be well located providing a good balance of sustainable travel options within short walking distances from the site whilst providing an appropriate level of car parking spaces for the proposed use.*

The layout and access meet the appropriate design standards in accordance with Manual for Street Guidance and have been informed through consultation by the applicant with the Highway Authority. The HA have also considered the likely level of displaced parking associated with the development on the basis that no visitor parking or staff parking is proposed and calculate it to be between 2-4 spaces, which they conclude could be absorbed within the local highway network. Conditions to

secure cycle parking provision, a servicing management statement for the A1 retail unit and a Construction Management Plan are also recommended.

It is noted that objections have been received in respect of the parking provision. However on the basis of the sites sustainable location, accessed via various modes of sustainable transport and having consideration of the small number of displaced parking, the development adequately accords with relevant Development Plan Policies and the NPPF and refusal could not be warranted on these grounds.

In light of the above comments, the proposal is considered acceptable from a highways perspective, thereby complying with policy DP21 of the Mid Sussex District Plan.

Sustainability

Policies DP39 (Sustainable Design and Construction) and DP42 (Water Infrastructure and the Water Environment) relate to sustainability requirements for new development in relation the design and construction as well as water consumption. A statement has been submitted in relation to sustainability showing that consideration has been given to access requirements, secured by design, biodiversity and maximising energy efficiency and water conservation. Policy 5 of the Draft Neighbourhood Plan seeks all residential development proposals to maximise the opportunities for inclusion of renewable and low carbon energy generation.

The statement includes reference to provision of solar thermal hot water systems along with energy and water efficient fixtures and grey and rainwater harvesting. The landscape design has sought to incorporate native and wildlife friendly planting, integration of bird and bat boxes along with retention of the mature trees to the rear of the site, adjacent to the parking area. In addition, cycle parking has been identified within each of the townhouse gardens and individual dedicated refuse and recycling storage will be provided within each unit with the communal facility for the main collection on the ground floor accessed on the west elevation. Details including the siting and projection above the roof for the Heat Pipe collector systems has been submitted and is considered unlikely to be readily visible from within the streetscene and have been carefully considered in this regard.

With the above measures in place the proposal is considered to adequately meet the requirements of polices DP39 and DP42 and will be secured by condition.

Trees

In addition to the requirements set out in policy DP26 regarding the protection of trees and greenspaces and gardens, policy DP37 seeks to support development which incorporates existing important trees and hedgerows particularly where they are of a native species and make a positive contribution to the visual amenity or character of an area.

The site is predominantly built out, bar the south eastern portion which contains some mature trees which are proposed to be retained adjacent to the parking area. The Council's Arboricultural Officer has considered the submitted Arboricultural

Method Statement (AMS) and Arboricultural Impact Assessment (AIA) along with the landscape plan and is satisfied with the proposal providing conditions to secure the detail in the AIA and a landscaping condition with a planting trigger and replacement after 5 years where anything fails.

Ashdown Forest

Under the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations'), the competent authority - in this case, Mid Sussex District Council - has a duty to satisfy itself that any plans or projects that they regulate (including plan making and determining planning applications) are not likely to have a significant effect on a European site of nature conservation importance. For most developments in Mid Sussex, the European sites of focus are the Ashdown Forest Special Protection Area (SPA) and Ashdown Forest Special Area of Conservation (SAC). Planning permission cannot be granted by the District Council where the likelihood of significant effects exists. The main issues are recreational disturbance on the SPA and atmospheric pollution on the SAC, particularly arising from traffic emissions.

The application site is outside of the 7km zone of influence and thus there would be no effect on the SPA from recreational disturbance.

Increased traffic emissions as a consequence of new development may result in atmospheric pollution on Ashdown Forest. The main pollutant effects of interest are acid deposition and eutrophication by nitrogen deposition. High levels of nitrogen may detrimentally affect the composition of an ecosystem and lead to loss of species.

The proposed development was modelled in the Mid Sussex Transport Study (Updated Transport Analysis) as a committed scheme such that its potential effects are incorporated into the overall results of the transport model, which indicates there would not be an overall impact on Ashdown Forest. This means that there is not considered to be a significant in combination effect on the Ashdown Forest SAC by this development proposal.

Drainage and flood risk

Policy DP41 relates to flood risk and drainage and requires development to demonstrate it is safe across its lifetime and not increase the risk of flooding elsewhere. Policy 4 of the Draft Neighbourhood Plan seeks to reduce the risk of surface water flooding and reduce existing run-off rates in the first instance.

The Council's Drainage Engineer has considered the application and raises no objection providing details of foul and surface water drainage are secured by condition. The Engineer notes that the submission suggests that existing soakaways could be utilised in order to manage surface water. However is of the view that it most likely discharges directly to the local watercourse and as such further detail is required to demonstrate this would be appropriate and if not, an alternative arrangement should be agreed by condition.

WSSC have also provided comments regarding floor risk and surface water treatment which stand as additional guidance and support the Council's Engineers views.

With the imposition of a condition to secure foul and surface water disposal in detail the proposal would adequately meet the requirements of DP41 in relation to flood risk.

Infrastructure:

Contributions are requested in accordance with Policy DP20 of the District Plan, the Council's 'Development Infrastructure and Contributions' SPD and the NPPF.

The contributions also accord with Regulation 122 of the Community Infrastructure Levy Regulations 2010.

The suggested infrastructure contributions sought in order to adequately mitigate impacts of the development are set out as follows:

County Council Contributions:

- Library contribution which should be £3,939
- Primary Schools- £25,841
- Secondary Schools- £27,810
- Total Access Demand (TAD) - £11,177

The contributions generated by this proposal shall be spent on additional equipment at The Windmills Junior School.

The contributions generated by this proposal shall be spent on additional equipment at Downlands Community School.

The contributions generated by this proposal shall be spent on additional stock at Hassocks Library.

The contributions generated by this proposal shall be spent on a safer routes to school scheme, to include pedestrian and cycle improvements which will improve and promote sustainable movement between the development and Downlands Community School.

District Council Contributions:

- Children's playing space - £16,431 - Adastra Park - required to make improvements to play equipment (£8,930) and kickabout provision (£7,051).
- Formal sport - £11,642 - Required toward improvements to formal sport facilities in Adastra Park, Hassocks.
- Community buildings - £6,677 - Required to make improvements to Age Concern, Hassocks.

- Local Community Infrastructure: £7,576 - Project - Clayton Green Recreation Ground.

PLANNING BALANCE AND CONCLUSION

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the development plan and then to take account of other material planning considerations including the NPPF.

National planning policy states that planning should be genuinely plan led. The Council has a recently adopted District Plan and is able to demonstrate that it has a five year housing land supply. Planning decisions should therefore be in accordance with the development plan unless material considerations indicate otherwise. As the Council can demonstrate a 5 year supply of deliverable housing land the planning balance set out in the NPPF is an un-tilted one.

The application site lies within the built-up area boundary of Hassocks, which is in principle a sustainable location and mixed use development would be supported. Issues relating to design and impact on character of the area have been addressed by the amended design following positive engagement with the applicant.

The provision of 10 new dwellings and 189 sqm of A1 retail floorspace on the site will make a positive contribution to the district's housing supply and Hassocks high street retail offer; The New Homes Bonus is a material planning consideration and if permitted the Local Planning Authority would receive a New Homes Bonus for each the residential units proposed. The proposal would also result in construction jobs over the life of the build, jobs within the retail unit and the increased population likely to spend in the community and make provision of a new unit which could provide for increased local services in Hassocks.

With the imposition of conditions to control the development in detail, the proposal would be acceptable in terms of neighbouring amenity, highways impacts and the Ashdown Forest and would provide a good standard of accommodation, will protect neighbouring amenity and would adequately protect existing trees and improve biodiversity on the site and is considered to adequately accord with the Development Plan and the relevant paragraphs of the NPPF.

Officers consider that in the context of the adopted District Plan the development complies with the development plan and there are no material planning considerations indicating a decision should be made otherwise than in accordance with it. Planning permission should therefore be granted.

APPENDIX A – RECOMMENDED CONDITIONS

Time Limit

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interest of proper planning.

Pre-commencement conditions

3. The development hereby permitted shall not commence unless and until details of the proposed foul and surface water drainage and means of disposal have been submitted to and approved in writing by the local planning authority. No building shall be occupied until all the approved drainage works have been carried out in accordance with the approved details. The details shall include a timetable for its implementation and a management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Maintenance and management during the lifetime of the development should be in accordance with the approved details.

Reason: To ensure that the proposal is satisfactorily drained and to accord with the NPPF requirements and Policy DP41 of the Mid Sussex District Plan 2014 - 2031.

4. 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 and to accord with Policy DP21 of the Mid Sussex District Plan 2014-2031.

5. Prior to the commencement of the development hereby approved (including demolition and all preparatory work), tree protection measures shall be carried out in accordance with the submitted Arboricultural Method Statement (AMS) dated 16 January 2019, received 23 January 2019 and the development thereafter shall be implemented in strict accordance with the approved details.

Reason: To protect the trees which are to be retained on the site during construction works in the interest of the visual amenities of the area and to comply with policies DP26 and DP37 of the Mid Sussex District Plan 2014-2031.

6. No development, including demolition shall commence until a dust control scheme to prevent dust generated on site from crossing the site boundary during the demolition/construction phase of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

Reason: To safeguard the amenities of nearby residents and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

Ground floor slab level conditions:

7. No development above ground floor slab level of any part of the development hereby permitted shall take place until samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and to comply with policies DP16, DP26, DP34 and DP35 of the Mid Sussex District Plan 2014-2031.

8. No development above ground floor slab level of any part of the development hereby permitted shall take place until sample elevations and sections at a scale of 1:20 of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The plans shall show the detailed window design and the depth of their reveals, integration of rainwater downpipes and detailing how the differing facing materials relate across the facade.

Reason: To ensure a satisfactory appearance to the development and to comply with policies DP16, DP26, DP34 and DP35 of the Mid Sussex District Plan 2014-2031.

Construction

9. No work for the implementation of the development hereby permitted shall be undertaken on the site on Bank or Public Holidays or at any time other than between the hours 08:00 - 18:00 Monday to Friday and between 09:00 - 13:00 on Saturdays.

Reason: To safeguard the amenities of nearby residents and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

10. If during construction, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the LPA), shall be carried out until a method statement identifying, assessing the risk

and proposing remediation measures, together with a programme, shall be submitted to and approved in writing by the LPA. The remediation measures shall be carried out as approved and in accordance with the approved programme. If no unexpected contamination is encountered during development works, on completion of works and prior to occupation a letter confirming this should be submitted to the LPA. If unexpected contamination is encountered during development works, on completion of works and prior to occupation, the agreed information, results of investigation and details of any remediation undertaken will be produced to the satisfaction of and approved in writing by the LPA.

Reason: In the interests of health of future occupiers and to accord with Policy DP1 of the Mid Sussex District Plan 2014 - 2031.

Pre-occupation conditions

11. No part of the development shall be first 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.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and to accord with Policy DP21 of the Mid Sussex District Plan 2014-2031.

12. Prior to first occupation of the residential development, the communal refuse and recycling store on the ground floor of the frontage building shall be made available for use for future residential occupiers of the development and maintained as such thereafter.

Reason: In the interests of sustainable development and the amenities of the area and to accord with Policies DP26 and DP39 of the Mid Sussex District Plan 2014-2031.

13. No part of the A1 retail development shall be first occupied until such time as until a Servicing Management Statement for has been submitted and approved in writing by the Local Planning Authority. This shall set out:

- the arrangements for the loading and unloading of deliveries, in terms of location and frequency
- arrangements for the collection of refuse.

Once occupied the use shall be carried out only in accordance with the approved Plan.

Reason: To safeguard the operation of the public highway and to accord with Policy DP26 of the Mid Sussex District Plan 2014-2031.

14. Prior to first occupation of the development hereby approved, the sustainability and biodiversity measures set out in the Sustainability Statement dated 21/1/2019 and received 23 January 2019 shall be implemented in, made available for use and thereafter retained.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policies DP38 and DP39 of the Mid Sussex District Plan 2014-2031.

15. The windows in the south elevation of the most southerly townhouse hereby approved shall not be glazed otherwise than with obscured glass and thereafter permanently retained as such.

Reason: To safeguard the amenities of nearby residents and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

16. Prior to occupation of the development hereby permitted, a scheme for hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all boundary treatments to include type, position, design, dimensions and materials along with details of the proposed hard surfacing materials across the development, including the proposed planting to the threshold on Keymer Road. The approved landscaping shall be implemented in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies DP26 and DP37 of the Mid Sussex District Plan 2014-2031.

17. The development hereby permitted shall not be occupied until a soundproofing scheme, for the protection of the residential unit from noise associated with the ground floor commercial use has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented in accordance with the approved detail before occupation.

Reason: To safeguard the amenity of future occupiers and to accord with Policies DP26 of the Mid Sussex District Plan 2014 - 2031.

18. The noise rating level of any operational plant or machinery (eg extract fans, condenser units etc.) shall be no higher than 50dBA during the hours of 07:00 - 23:00) and 40dBA during night time (23:00 - 07:00) at the nearest residential facade. All measurements shall be defined and derived in accordance with BS4142: 2014. A scheme demonstrating compliance, including any mitigation measures required, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is brought into use as a Class A1 establishment and thereafter be maintained in accordance with the approved details.

Reason: In the interests of neighbouring amenity and to accord with Policy DP1 of the Mid Sussex District Plan 2014 - 2031.

Post-occupation and management conditions

19. No extension or enlargement of the dwellinghouse or provision of buildings incidental to the enjoyment of the dwellinghouse within the curtilage of the of the property as provided for within Schedule 2, Part 1, Classes A, B and E of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification) other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and for this reason would wish to control any future development to comply with policy DP26 of the Mid Sussex District Plan 2014-203.

20. No customers shall remain on the premises outside the hours of 08:00 and 23:00 daily.

Reason: To safeguard the amenities of nearby residents and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

21. No servicing (i.e. deliveries to or from the premises) shall occur except between the hours of 07.00 and 19.00 Monday to Friday, and 08.00 to 13.00 on Saturdays and 09:00 to 13:00 on Sundays and Bank or Public Holidays.

Reason: To safeguard the amenities of nearby residents and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

INFORMATIVES

1. The proposed development will require formal address allocation. You are advised to contact the Council's Street Naming and Numbering Officer before work starts on site. Details of fees and advice for developers can be found at www.midsussex.gov.uk/streetnaming or by phone on 01444 477175.

Plans Referred to in Consideration of this Application

The following plans and documents were considered when making the above decision:

| Plan Type | Reference | Version | Submitted Date |
|----------------------|-----------|---------|----------------|
| Existing Floor Plans | A.001 | a | 28.03.2019 |
| Existing Floor Plans | A.002 | | 23.01.2019 |
| Existing Elevations | A.003 | | 23.01.2019 |
| Existing Elevations | A.004 | | 23.01.2019 |
| Proposed Floor Plans | D.001 | b | 14.03.2019 |
| Proposed Floor Plans | D.002 | b | 14.03.2019 |
| Proposed Floor Plans | D.003 | b | 14.03.2019 |
| Proposed Elevations | D.004 | b | 14.03.2019 |
| Proposed Elevations | D.005 | b | 14.03.2019 |
| Landscaping | D.006 | | 23.01.2019 |
| Proposed Roof Plan | D.008 | | 23.01.2019 |

APPENDIX B – CONSULTATIONS

Hassocks Parish Council:

RECOMMEND REFUSAL. Whilst the Council recognises that some amendments have been made to the original application DM/18/1445, the Council continues to consider that the provision of only 10 parking spaces is wholly inadequate for the number of bedrooms and retail space proposed. The parking provision continues to be contrary to DP21: Transport of the District Plan, and is not consistent with the Residential Parking Standards as set out in the MSDC Development Infrastructure and Contributions SPD (Appendix 1, Figures 7 and 9). Based on the standards given, the Council would expect to see the provision of at least 18 parking spaces and 18 cycle spaces for the residential properties, and in the region of 10 parking spaces for an A1 retail unit of 189m sq. therefore a total of 28 parking spaces, not 10 spaces overall, as is currently proposed.

Architect / Urban Designer - Will Dorman:

Summary and Overall Assessment:

The scheme has undergone significant improvements since the previous withdrawn planning application proposal (DM/18/4415), and now responds well to its context in terms of the quality of the elevations as well as the layout. The front and side elevations of the Keymer Road block now benefit from well-ordered facades and together with the set-back top floor echo the contemporary aesthetic of the proposed houses while also tying in with the scale and proportions of the adjacent Keymer Road frontage. For these reasons, I raise no objections to this planning application but as well as conditions covering landscaping and facing materials, I would also recommend conditions (or further drawings in advance of determination) that address my concerns about the design of the south / flank elevation of the houses, the design of the windows (including depth of the reveals), as well as the design and integration of the rainwater downpipes.

Layout:

The scheme is generally well laid out, with the Keymer Road frontage / shopfront following the existing building line and the return frontage designed so that it provides a continuous building frontage that wraps around the corner defining the return elevation on Downs View Road while also accommodating a modest set-back / defensible space for the five houses. The narrow depth of the site nevertheless allows for only modest rear gardens serving the houses.

On the Keymer Road frontage, it is disappointing the opportunity has not been fully taken to comprehensively rationalise the existing cluttered front threshold, but the proposed tree planting will represent an improvement.

The car parking is discreetly accommodated at the rear via an access way that occupies the natural separation gap with the adjacent house at 3 Downs View Road. I nevertheless have concerns about the relationship of the parking and the existing tree as there does not appear to be sufficient safeguarding distance; Irene's advice is therefore needed.

Elevations:

Apartment Block / Shopfront:

The design of the Keymer Road frontage building has evolved further to previous feedback. The more contemporary-looking vertical-faced top floor frontage provides a cleaner aesthetic that relates better to the proposed houses; the set-back behind the parapet also allows the top floor to be more subordinate to the main brick facade than the previous mansard design.

The front elevation now benefits from its subdivision into three defined bays that are vertically articulated by the indented rainwater downpipes and the replicated shopfront and upper floor window groupings that give the façade underlying rhythm and order. To achieve this formality the end windows on the top floor are nevertheless positioned rather close to the corners.

The flank elevation has been similarly organised into 3 bays, although the shopfront cannot be extended all the way around because of the need for entrances to the upper floor flats and service areas.

Houses:

The five proposed houses have a contemporary aesthetic and their identical frontages are characterised by double storey projecting bay windows; the repeated form and order evokes

a run of traditional terraced houses. While they contrast with the detached character of the other houses in Downs View Road, their context is different because they are read with the Keymer Road frontages which they are attached to. Furthermore terraced houses feature along the nearby Parkland Road, and the proposed houses can be judged appropriate for their context. The southern flank return will nevertheless be quite visible as it will extend higher and further forward than the adjacent houses. For this reason, it would benefit from being articulated with one or two upper floor windows that could be obscured if there is an overlooking concern (and I recommend a condition to cover this).

My main concern about the architectural approach, is the lack of a secondary material to provide additional interest / articulation; the projecting bays and top floor would especially benefit from this. Also the rainwater downpipes could look clunky if care is not taken with its design (for this reason I recommend further detail will be necessary).

Windows:

The windows are shown in little detail. For instance, it is not clear which panels are opening or closed ones. I therefore would also like a condition to cover their detailed design.

Updated comments regarding amended plans:

Flank:

The addition of the side windows is an improvement and sufficiently addresses my concerns. The soldier course sits a little uncomfortably as it does not wrap around the corners (and it is not clear where it terminates) and is truncated by the indented brick window grouping.

Facing Materials / Articulation:

I accept Martin's point and will not pursue this (NB: I was not thinking of introducing another brick, but extending the zinc cladding around the projecting bay + set back top floor); however the facing materials should nevertheless be subject to a condition.

Drainage Engineer:

Recommendation: No objection subject to conditions

Summary and overall assessment:

I have no objection to this proposed brownfield development, and I suggest that detailed drainage matters can be handled under condition. However, I need to make it clear what information will be required in order to satisfy the suggested condition.

The submitted drainage plan shows the use of soakaway, I believe that ground conditions here may prove to be ineffective for percolation. I suspect that the existing arrangement for this site is to discharge surface water directly to the adjacent watercourse. Therefore, at the discharge of conditions stage, I will require percolation test results that show whether it is or is not appropriate for the use of soakaway.

If soakage is appropriate, then I will require the detail design and supporting calculations that show how such a soakaway will be able to cater for the 1 in 100 year 6hr storm event plus have 40% extra capacity for climate change. This will also need to demonstrate that it can achieve a half drain time of 24hr or less.

If soakage is not appropriate, then we will require the detail design and supporting calculations for the use of surface water attenuation with a controlled discharge to the adjacent watercourse. This would need to provide suitable storage of surface water to meet with the volumes generated by rainfall up to the 1 in 100 year storm event plus have 40% extra capacity for climate change. The rate of discharge to the adjacent watercourse will

need to be restricted to match the site's existing greenfield run-off rates from the 1:1 to the 1:100 as per the Non-statutory Technical Standards for SuDS. This could be achieved through the use of a complex discharge system or a flat discharge rate that matches the 1:1.

To summarise the above: this proposed development will need to fully consider how it will manage surface water run-off. Guidance is provided at the end of this consultation response for the various possible methods. However, the hierarchy of surface water disposal will need to be followed and full consideration will need to be made towards the development catering for the 1 in 100 year storm event plus extra capacity for climate change. Any proposed run-off to a watercourse or sewer system will need to be restricted in accordance with the Non-statutory Technical Standards for SuDS, so that run-off rates and volumes do not exceed the pre-existing greenfield values for the whole site between the 1 in 1 to the 1 in 100 year event.

As this is for multiple dwellings, we will need to see a maintenance and management plan that identifies how the various drainage systems will be managed for the lifetime of the development, who will undertake this work and how it will be funded.

The proposed development drainage will need to:

- Follow the hierarchy of surface water disposal.
- Protect people and property on the site from the risk of flooding
- Avoid creating and/or exacerbating flood risk to others beyond the boundary of the site.
- Match existing greenfield rates and follow natural drainage routes as far as possible.
- Calculate greenfield rates using IH124 or a similar approved method. SAAR and any other rainfall data used in run-off storage calculations should be based upon FEH rainfall values.
- Seek to reduce existing flood risk.
- Fully consider the likely impacts of climate change and changes to impermeable areas over the lifetime of the development.
- Consider a sustainable approach to drainage design considering managing surface water at source and surface.
- Consider the ability to remove pollutants and improve water quality.
- Consider opportunities for biodiversity enhancement.

Flood Risk

The proposed development is within flood zone 1 and is deemed as low fluvial flood risk. The proposed development is not within an area identified as having possible pluvial flood risk, but there is some possible pluvial flood risk associated with areas adjacent to this site. There are not any historic records of flooding occurring on this site, but there are records of historic flooding in this area.

Surface Water Drainage Proposals

It is proposed that the development will utilise soakaway, I doubt this will be an effective method considering local ground conditions and proximity to Herring Stream.

Foul Water Drainage Proposals

It is proposed that the development will utilise existing foul system that serves the site.

Reason: To ensure that the proposal is satisfactorily drained and to accord with the NPPF requirements, Policy CS13 of the Mid Sussex Local Plan, Policy DP41 of the Pre-Submission District Plan (2014 - 2031) and Policy ...'z'... of the Neighbourhood Plan.

Environmental Health:

This application for part demolition and conversion of the former Royal Mail premises to A1 and residential will require the use of planning conditions to control the potential effects on residential amenity to both new and existing residents. One of the main concerns is noise from the new retail unit affecting the flats above. Building Regulations Part E covers the soundproofing of Dwelling Houses and Flats formed by material change of use as well as construction of new buildings but does not appear to deal with the situation here where new flats require protection from potentially noisy commercial premises. I therefore recommend a soundproofing condition in order to protect the residents should this development receive approval. Additionally I recommend conditions to control dust from demolition, construction hours, noise from any plant & machinery installed in the commercial unit, opening hours and delivery hours:

Conditions:

Construction hours: Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times:

- Monday - Friday 08:00 - 18:00 Hours
- Saturday 09:00 - 13:00 Hours
- Sundays and Bank/Public Holidays no work permitted

Reason: To protect the amenity of local residents.

Dust Control: Demolition shall not commence until a dust control scheme to prevent dust generated on site from crossing the site boundary during the demolition/construction phase of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

Plant & Machinery: Unless otherwise agreed in writing, the noise rating level of any operational plant or machinery (eg extract fans, condenser units etc) shall be no higher than 50dBA during the hours of 07:00 - 23:00) and 40dBA during night time (23:00 - 07:00) at the nearest residential facade. All measurements shall be defined and derived in accordance with BS4142: 2014. A scheme demonstrating compliance, including any mitigation measures required, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is brought into use as a Class A1 establishment and thereafter be maintained in accordance with the approved details.

Soundproofing: The development hereby permitted shall not be brought into use as a Class A1 establishment until a soundproofing scheme, for the protection of the residential units adjacent to or above the commercial use has been submitted to and approved in writing by the Local Planning Authority and the scheme as approved has been implemented.

Opening Hours: The premises shall only be open to customers between the hours of 08:00 and 23:00 hours on any day.

Deliveries and collections: No deliveries or collections of commercial goods or waste outside the following hours:

- Mon to Fri 07:00 to 19:00 hours
- Sat 08:00 to 13:00 hours

Reason: To protect the amenity of local residents.

Contaminated land:

Main Comments: The application looks to create a mixed residential and commercial uses.

I have reviewed the historical mapping for the area, and while historically there was garage adjacent, this was remediated to allow residential use in 2006.

While the adjacent site was remediated, given the sensitivities of the proposed end use a discovery strategy should be attached, so that in the event that contamination is found, that works stop until such time that a further assessment has been made, and remediation methods put in place if needed.

WSSC Highways:

WSSC raise no objection to the above proposal to create a mixed use development of A1 and C3 uses. The site is considered to be well located providing a good balance of sustainable travel options within short walking distances from the site whilst providing an appropriate level of car parking spaces for the proposed use. The site meets relevant planning policies in both the district plan and NPPF in terms of its location and proposed use.

The layout of the site will utilise the existing access, with dropped kerb. Advice has been sought from the applicant to ensure the spaces are laid out in accordance with Manual for Streets Guidance. WSSC car parking calculator has also been consulted to consider the expected demand for car parking given its central location and proposed use.

Accompanying this response are two calculator outputs which show an overall parking demand for the site. Depending on how the 10 spaces are allocated, the development could expect a car parking demand of 12-13 spaces. Given the site has not provided for any visitor parking, or the 2 employees associated with the A1 use, it is considered that the additional 2-4 spaces can be absorbed within the local highway. In line with NPPF guidance on promoting sustainable developments cycle parking is provided in the gardens of each house.

A construction management plan will need to be submitted to the LPA for approval, a condition attached provides details of what the plan should include to ensure the construction of the development does not affect the safety or operation of the public highway.

WSCC Infrastructure:

Summary of contributions:

| | | | | |
|---|----------------------------|-----------|----------|--|
| Education | | | | |
| Locality | Hassocks | | | |
| Population Adjustment | 21.3 | | | |
| | Primary | Secondary | 6th Form | |
| Child Product | 0.2060 | 0.2060 | 0.1112 | |
| Total Places Required | 1.4420 | 1.0300 | 0.0000 | |
| Library | | | | |
| Locality | Hassocks | | | |
| Contribution towards Hassocks/ Hurstpierpoint/Steyping | £3,939 | | | |
| Contribution towards Burgess Hill | £0 | | | |
| Contribution towards East Grinstead/Haywards Heath | £0 | | | |
| Population Adjustment | 21.3 | | | |
| Sqm per population | 30/35 | | | |
| Waste | | | | |
| Adjusted Net. Households | 10 | | | |
| Fire | | | | |
| No. Hydrants | TBC | | | |
| Population Adjustment | N/A | | | |
| £/head of additional population | N/A | | | |
| TAD- Transport | | | | |
| Net Population Increase | 21.3 | | | |
| Net Parking Spaces | -5 | | | |
| Net Commercial Floor Space sqm | 0 | | | |
| Total Access (commercial only) | 0.0000 | | | |
| Summary of Contributions | | | | |
| S106 type | Monies Due | | | |
| Education - Primary | £25,841 | | | |
| Secondary | £27,810 | | | |
| Education - 6th | No contribution required | | | |
| Libraries | £3,939 | | | |
| Waste | No contribution required | | | |
| Fire & Rescue | No contribution required | | | |
| No. of Hydrants | be secured under Condition | | | |
| TAD | £11,177 | | | |
| Total Contribution | £68,767 | | | |

The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the National Planning Policy Framework, 2012.

The proposal falls within the Mid Sussex District and the contributions comply with the provisions of Mid Sussex District Local Development Framework Supplementary Planning Document- Development Infrastructure and Contributions July 2018.

All TAD contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.

The calculations have been derived on the basis of an increase in 10 Net dwellings and a reduction in 5 car parking spaces.

Please see below for a Breakdown and explanation of the WSCC Contribution Calculators. Also see the attached spreadsheet for the breakdown of the calculation figures. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

5. Deed of Planning Obligations

- a) As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.
- b) The deed would provide for payment of the financial contribution upon commencement of the development.
- c) In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2019. This may include revised occupancy rates if payment is made after new data is available from the 2021 Census.
- d) Review of the contributions towards school building costs should be by reference to the DfE adopted Primary/Secondary/Further Secondary school building costs applicable at the date of payment of the contribution and where this has not been published in the financial year in which the contribution has been made then the contribution should be index linked to the DfE cost multiplier and relevant increase in the RICS BCIS All-In TPI. This figure is subject to annual review.
- e) Review of the contribution towards the provision of additional library floorspace should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.

The contributions generated by this proposal shall be spent on additional equipment at The Windmills Junior School.

The contributions generated by this proposal shall be spent on additional equipment at Downlands Community School.

The contributions generated by this proposal shall be spent on additional stock at Hassocks Library.

The contributions generated by this proposal shall be spent on a safer routes to school scheme, to include pedestrian and cycle improvements which will improve and promote sustainable movement between the development and Downlands Community School.

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure such as libraries is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, nature or tenure, may generate a different population and thus require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

Where the developer intends to keep some of the estate roads private we will require provisions in any s106 agreement to ensure that they are properly built, never offered for adoption and that a certificate from a suitably qualified professional is provided confirming their construction standard.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

Please see below for a Breakdown of the Contribution Calculators for clarification of West Sussex County Council's methodology in calculating Contributions. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Breakdown of Contribution Calculation Formulas:

1. School Infrastructure Contributions

The financial contributions for school infrastructure are broken up into three categories (primary, secondary, sixth form). Depending on the existing local infrastructure only some or none of these categories of education will be required. Where the contributions are required the calculations are based on the additional amount of children and thus school places that the development would generate (shown as TPR- Total Places Required). The TPR is then multiplied by the Department for Children, Schools and Families school building costs per pupil place (cost multiplier).

School Contributions = TPR x cost multiplier

a) TPR- Total Places Required:

TPR is determined by the number of year groups in each school category multiplied by the child product.

TPR = (No of year groups) x (child product)

Year groups are as below:

- Primary school- 7 year groups (aged 4 to 11)
- Secondary School- 5 year groups (aged 11 to 16)
- Sixth Form School Places- 2 year groups (aged 16 to 18)

Child Product is the adjusted education population multiplied by average amount of children, taken to be 14 children per year of age per 1000 persons (average figure taken from 2001 Census).

Child Product = Adjusted Population x 14 / 1000

Note: The adjusted education population for the child product excludes population generated from 1 bed units, Sheltered and 55+ Age Restricted Housing. Affordable dwellings are given a 33% discount.

b) Cost multiplier- Education Services

The cost multiplier is a figure released by the Department for Education. It is a school building costs per pupil place as at 2018/2019, updated by Royal Institute of Chartered

Surveyors' Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools- £17,920 per child
- Secondary Schools- £27,000 per child
- Sixth Form Schools- £29,283 per child

2. Library Infrastructure

There are two methodologies used for calculating library infrastructure Contributions. These have been locally tailored on the basis of required contributions and the nature of the library in the locality, as below:

Library infrastructure contributions are determined by the population adjustment resulting in a square metre demand for library services. The square metre demand is multiplied by a cost multiplier which determines the total contributions as below:

Contributions = SQ M Demand x Cost Multiplier

a) Square Metre Demand

The square metre demand for library floor space varies across the relevant districts and parishes on the basis of library infrastructure available and the settlement population in each particular locality. The local floorspace demand (LFD) figure varies between 30 and 35 square metres per 1000 people and is provided with each individual calculation.

Square Metre Demand = (Adjusted Population x LFD) / 1000

b) Cost Multiplier- Library Infrastructure

WSCC estimated cost of providing relatively small additions to the floorspace of existing library buildings is £5,252 per square metre. This figure was updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index for the 2018/2019 period.

3. TAD- Total Access Demand

The methodology is based on total access to and from a development. An Infrastructure Contribution is required in respect of each occupant or employee provided with a parking space, as they would be more likely to use the road infrastructure. The Sustainable Transport Contribution is required in respect of each occupant or employee not provided with a parking space which would be likely to rely on sustainable transport.

TAD = Infrastructure contribution + Sustainable Transport contribution

a) Infrastructure Contribution

Contributions for Infrastructure are determined by the new increase in car parking spaces, multiplied by WSCC's estimated cost of providing transport infrastructure per vehicle Infrastructure cost multiplier. The Infrastructure cost multiplier as at 2018/2019 is £1,373 per parking space.

Infrastructure contributions = Car parking spaces x Cost multiplier

b) Sustainable Transport Contribution

This is derived from the new car parking increase subtracted from the projected increase in occupancy of the development. The sustainable transport contribution increases where the population is greater than the parking provided. The sustainable transport figure is then

multiplied by the County Council's estimated costs of providing sustainable transport infrastructure cost multiplier (£686).

Sustainable transport contribution = (net car parking - occupancy) x 686

Note: occupancy is determined by projected rates per dwelling and projected people per commercial floorspace as determined by WSCC.

Community Leisure Officer:

Thank you for the opportunity to comment on the plans for the development of 10 residential dwellings at Royal Mail Hassocks Delivery Office, 36 Keymer Road, Hassocks BN6 8AA on behalf of the Head of Corporate Resources. The following leisure contributions are required to enhance capacity and provision due to increased demand for facilities in accordance with the District Plan policy and SPD which require contributions for developments of five or more dwellings.

CHILDRENS PLAYING SPACE

Adastra Park, owned and managed by the Parish Council, is the nearest locally equipped play area approximately 400m from the development site. This facility will face increased demand from the new development and a contribution of £16,431 is required to make improvements to play equipment (£8,930) and kickabout provision (£7,051). These facilities are within the distance thresholds for children's play outlined in the Development and Infrastructure SPD

FORMAL SPORT

In the case of this development, a financial contribution of £11,642 is required toward improvements to formal sport facilities in Adastra Park, Hassocks.

COMMUNITY BUILDINGS

The provision of community facilities is an essential part of the infrastructure required to service new developments to ensure that sustainable communities are created. In the case of this development, a financial contribution of £6,677 is required to make improvements to Age Concern, Hassocks.

In terms of the scale of contribution required, these figures are calculated on a per head formulae based upon the number of units proposed and average occupancy (as laid out in the Council's Development Infrastructure and Contributions SPD) and therefore is commensurate in scale to the development. The Council maintains that the contributions sought as set out are in full accordance with the requirements set out in Circular 05/2005 and in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

Housing Officer:

The applicant is proposing a development of 10 residential dwellings with a combined gross internal floorspace of less than 1,000sqm. There is therefore no requirement to provide a contribution to affordable housing, either onsite or by way of commuted sum.

MSDC Arboricultural Officer:

No objection - all looks satisfactory re impact on existing trees but please condition adherence to AIA dated 16TH January 2019 and 'Landscaping as proposed' DRG.NO.D.006, Sep 2018. Also condition planting in first planting season and replacement within 5 years etc.