

**Minutes of a meeting of District Planning Committee
held on Tuesday, 17th December, 2019
from 2.00 pm - 4.57 pm**

Present: R Salisbury (Chair)
D Sweatman (Vice-Chair)

R Bates
P Chapman
E Coe-
Gunnell White

S Hatton
R Jackson
A Peacock

N Walker
R Webb
R Whittaker

Absent: Councillors C Laband

Also Present: Councillors

1. TO RECEIVE APOLOGIES FOR ABSENCE.

The Committee noted that apologies had been received from Councillor Laband.

2. TO RECEIVE DECLARATIONS OF INTEREST FROM MEMBERS IN RESPECT OF ANY MATTER ON THE AGENDA.

None.

3. TO CONFIRM MINUTES OF THE PREVIOUS MEETING OF THE DISTRICT PLANNING COMMITTEE HELD ON 21 NOVEMBER 2019.

The Minutes of the Committee held on 21 November 2019 were agreed as a correct record and signed by the Chairman.

4. TO CONSIDER ANY ITEMS THAT THE CHAIRMAN AGREES TO TAKE AS URGENT BUSINESS.

None.

5. DM/18/4979 - LAND NORTH OF CLAYTON MILLS, OCKLEY LANE, HASSOCKS, WEST SUSSEX, BN6 8EX

The Chairman noted that a further 3 representations had been received which had been sent to the Committee Members and confirmed that all Members had received the Agenda Update Sheet. He highlighted that one letter noted gypsy and traveller (G&T) provision. He advised that the G&T sites issue has been dealt with at some length in the report.

Tom Clark, Solicitor to the Council informed the Committee that the site is allocated in the Council's District Plan and, regarding G&T provision the application is policy compliant.

Steve Ashdown, Team Leader for Major Development & Investigations introduced the report for outline planning application with all matters reserved except for access for up to 500 residential dwellings and land for a two-form entry primary school and community building, land for a bridleway link between Hassocks and Burgess Hill, associated infrastructure including informal open space, hard and soft landscaping, sustainable drainage features and a new site access onto Ockley Lane, and provision of improved pedestrian access across the railway line.

He drew Members attention to the Agenda Update Sheet and highlighted the changes to Recommendation A. He sought delegated powers for officers to make any minor amendments following negotiations relating to the Section 106 agreements. If any changes are more significant any decisions would be made in conjunction with the Chairman and Vice-Chairman. He noted the update regarding the weight to be afforded to the Policies of the Hassocks Neighbourhood Plan in the light of the Examiner's Report which had been received the previous day.

The Team Leader highlighted the properties adjacent to the site, the listed buildings which include the Grade II* Ockley Manor and the public right of way which runs through the site. He confirmed the site has been allocated for up to 500 dwellings with provision for a primary school and the site is within the built up area boundary of Hassocks. He noted that open space land to the south of the site is outside the application site and is not in control of the developer. He confirmed that part of a new bridleway to connect Hassocks with Burgess Hill runs through the site and the remainder of the link is the next application on the agenda.

He advised the Committee that the site access would take the form of a priority junction and would include a new footway and bus stop on the eastern side of Ockley Lane. He noted the realignment of a section of Ockley Lane by up to 2 metres which included the removal of a hedgerow/ditch, both of which would be re-provided as part of the scheme. The Team Leader noted that the application included a number of parameter plans that detail the public open space, land for the primary school and land for potential community building. He confirmed a 10 metre buffer to Mackie Avenue and buffer to the eastern of the site would be secured through these plans.

He noted the heritage assets and advised that the assessment had considered them individually and collectively as a group, and having regard to the statutory legal requirements, the substantial public benefit of the scheme outweighed the less than substantial harm to the heritage assets. He informed the Committee that the applicant is part funding a pedestrian tunnel under the railway line, and there is a condition to limit the level of occupation until the tunnel has been provided.

A Hassocks Parish Councillor spoke in objection to the application. He was concerned whether the pedestrian only tunnel was sufficient to cater for traffic movement in the future. He noted the narrow width of Ockley Lane, the safety of the proposed access to the site and the sustainability of the dwellings.

A local resident spoke in objection to the application. She expressed safety concerns over the proximity of access to the site and to the driveway to Hawthorn Cottage.

A resident of Ockley Manor spoke in objection to the application. He noted the Inspector's comments on the location Ockley Manor in relation to the setting of the new development. He advised that one block of housing impacts directly on Ockley Manor and relocation of the block would negate the issue.

A local resident spoke in objection to the application. He expressed concerns with the safety of the access and noted that the residents had commissioned a stage 1 road safety audit which had identified a risk of accidents in Ockley Lane. He requested that further detailed modelling work be undertaken before a decision was made by the Committee.

A company representative spoke in favour of the application. He noted that the site is an allocated site and following the assessment of the heritage assets Historic England had no objection. He advised that the impact on Ockley Manor is less than substantial and can be reduced at the design stage, but redesign would delay the early delivery of the school.

The applicant's highway consultant spoke in support of the application. He noted the site access, design and detailed transport assessment by West Sussex County Council. The problems identified by the road safety audit had been corrected, the access is acceptable and the gateway access will reduce vehicles speeds.

The applicants' planning agent spoke in support of the application. He highlighted the public consultations which had led to design changes to mitigate the problems raised. He noted the public benefits and these benefits outweigh the limited harm.

Cllr Dempsey spoke as Ward Member for Hassocks and objected to the application. He expressed concern with the access to the site and the impact on Hawthorn cottage. He highlighted that Lodge Lane is the primary route to access the A23 and Brighton, which had not had a traffic assessment. He noted the green infrastructure and buffer zones which should be made a permanent feature and should not be part of any residential gardens. He stated that the fabric first approach of developers, is meeting the minimum standards to reduce carbon emissions and asked for viable solar thermal technology to be incorporated including low carbon technologies.

The Chairman noted that the Committee must follow the judicial process and apply guidance from the law which starts with the District Plan 2018, then National Planning Policy Framework. He highlighted that the Hassocks Neighbourhood Plan now carries more weight. The site was included in the District Plan by the Inspector during the examination. He informed the Committee that some letters of representation were not relevant to the outline application.

Cllr Hatton, Ward Member for Hassocks said she would speak as Ward Member for Hassocks after the Committee had commented.

Ian Gledhill, West Sussex County Council (WSCC) commented on the separation distance between the proposed access and the access serving Hawthorn Cottage. He advised that WSCC crossover document is for guidance only and noted the two road safety audits by the developer and the residents had been undertaken. He stated that the Committee should give greater weight to the audits. He confirmed that a right turn lane might be better but that the Committee should note that a right turn would be an urbanising feature. He highlighted that the information on school traffic has been provided by the developer from the evidence base, and provides a robust assessment using a peak capacity assessment, which looked at the clustering of traffic in peak times. He confirmed that WSCC would need to look at the matter of construction access and the width restriction before the development starts..

Several Members expressed concern over the junction, access to the site and speeding vehicles, and a Member was concerned that there could be coalescence between Burgess Hill and Hassocks.

The Chairman highlighted that the access has been discussed before and that the Committee must balance the Committee's view with that of the experts, and traffic movements will change in the future. He noted that the site is a rural area and access is via a rural road, and to make the suggested junction by some Committee Members will urbanise the area. He highlighted that WSCC have no concerns with the junction. He reminded the Committee that they were focussing on transport matter and there were other issues to be discussed with this application

The Team Leader confirmed that officers must follow the detailed evidence, received with the application which has been considered at some length. He noted that WSCC has not advised that a right hand turn lane is required, and this would urbanise the area. He stated that the realignment of the lane by 2 metres will enable a wider verge on the western side of the lane. He commented that the evidence received for the proposed scheme concluded that it is acceptable.

In response to a Member's question the Chairman advised that fast electric charging points are a reserved matter and the Council must apply the existing policies relating to energy efficiency.

Sally Blomfield, Divisional Leader for Planning and Economy advised the Committee that Policies DP11 and DP39 of the District Plan seek where possible and feasible improvements to sustainable design and construction. She advised that the Examiner's report recommended amendments to the policy in the Neighbourhood Plan to remove the prescriptive elements. She also confirmed that the proposed planning condition 14 states that a sustainability report must be received.

Cllr Hatton, Ward Member for Hassocks noted that the site has potential for a thriving and well planned community. She expressed concern with the approved access and advised that 500 houses would urbanise the area more than a right hand turn junction. She requested that the decision be deferred for the highway matters to be looked at again.

The Chairman expressed his concern regarding the footpath link to the tunnel.

Ian Gledhill confirmed that a standard access has been planned and is based on the standards used for trunk roads. In respect of the two independent safety audits, only one has raised some concerns, but the report only advised to consider a right hand turn if it was necessary. Funds would be received for mitigation measures to Ockley Lane, a contribution to reduce the speed for the derestricted section, and two vehicle activated signs. He noted that the Committee recognise that forward visibility will be improved and the wide verge will improve south bound visibility to this junction. He commented that a right hand turn would significantly widen the carriageway to approximately 3.5 metres, and there was strong evidence that the junction will meet the existing habits of Hassocks and the school site and will meet the local need.

In response to the Chairman's question Ian Gledhill noted that if a right hand turn was added to the scheme lighting could be provided by an extension to the existing street lighting system as illuminated bollards would be required at the ends of the refuges.

Several Members queried the figures provided for traffic movements from outside the Hassocks area and the Chairman advised that WSCC Education Department have data for pupil planning scenarios.

The Vice-Chairman noted the Committee's concerns regarding the access and highway. The committee must take into account the advice of the designated Highway Authority on the access; which has been assessed against the national standards laid out in their Manual for Roads and Bridges.

Cllr Hatton proposed a motion to defer the decision as the access needs further investigation and it was seconded by Cllr Bates.

The Chairman asked Ian Gledhill if the subsequent decision by WSCC was likely to be different. He replied that he did not believe their opinion would change.

As there were no further questions the Chairman took the Committee to the motion to defer the decision, the 8 Councillors voted in favour of the motion, with 3 votes against.

RESOLVED

The application is deferred because the highway access needs further investigation.

6. DM/18/4980 - LAND AT GRID REFERENCE 531337 117617, KEYMER ROAD, BURGESS HILL, WEST SUSSEX

The Chairman deferred this item as it is associated with item 5 on the agenda, DM/18/4979 - Land North of Clayton Mills, Ockley Lane, Hassocks, West Sussex, BN6 8EX.

The Committee took a 9 minute recess at 3:39pm and resumed at 3:48pm.

7. DM/19/1148 - KINGSLAND LAINES, REEDS LANE, SAYERS COMMON, HASSOCKS, WEST SUSSEX, BN6 9JG

Steve King, Planning Applications Team Leader introduced the report for approval of reserved matters following outline consent (ref. 12/01540/out) relating to appearance, landscaping, layout and scale of phase 1 for 120 new dwellings, provision of open space and sustainable drainage system (SUDS) pursuant to the approved outline consent. Amended plans and updated supporting information received 8 July 2019.

He drew Member's attention to the Agenda Update Sheet and the amendment to affordable housing. He noted that this application is Phase 1 of the development and phase 2 would follow in a separate application, which may include a care home. He highlighted the 2 listed buildings adjacent to the site. He confirmed that the principle of the development has been established and the means of access.

The Committee was advised that the site will have a perimeter block arrangement of traditional back to back design dwellings with 4 clusters of affordable. The officer noted the main impact would be on properties in Dunlop Close but it was not a significant impact. He confirmed the impact on the wider highway network was acceptable along with the level of car parking provision. He confirmed that extensive flooding modeling has been undertaken by the applicant as existing watercourses run through and adjacent to the site. He advised that the Council's drainage engineers were content with layout and conditions would require the applicant to provide further details. He confirmed that the Section 106 legal agreement has been signed.

John Longhorn, Linden Homes spoke in support of the application. He noted that changes had been made to scheme following several design review panel meetings. He confirmed they have worked with officers to improve existing drainage issues in

Dunlop Close. He highlighted the additional 36 x 2 bed affordable units and the provision of electric vehicle charging points to future proof the development.

Kazys Narbotus, Civil Engineer spoke in support of the application. He highlighted the hydraulic modeling of existing conditions and provision of 1:100 and 1:1000 flood maps. He confirmed the design of the flood scheme would lower some areas to provide flood storage zones with controlled discharge. He noted that ground floor levels will be constructed 300mm above the flood level risk and the developers will undertake ditch clearance on a regular basis.

Cllr Jackson, Ward Member for Hurstpierpoint and Downs confirmed that the Parish Council had objected to the application. He welcomed the provision of affordable housing and highlighted his concern with the existing flooding issues on the site and surrounding area. He requested reassurance that the foul sewers have capacity to cope with the new development. The Ward Member also highlighted problems on other nearby sites and asked for conditions to be enforced regarding occupation of properties and the sewer connection.

Natalie James, Flood Risk and Drainage Engineer for MSDC confirmed she has been working with Linden Homes to address MSDC's requirements in relation to flood risk. She highlighted that the 1:100 flood risk is the chance of the event happening and it not once in 100 years. She noted that for planning policy this must be taken into consideration, and developers must also account for climate change for the life of the development. The Committee was informed that no houses would be flooded according to the modeling and the channels will have capacity increased to move the water across and out of the site. She confirmed that the drainage team will not discharge a condition relating to the sewers until Southern Water agree to the connection to the main sewer.

A Member welcomed the Section 106 funds for the cycle lane and noted that London Road is part of the National Cycle Network.

The Chairman noted that the Council has no control over the developer's decision to build 5 bed houses and market conditions will decide whether there is a demand for them.

A Member welcomed the development and noted that through the Section 106 agreement £429,000 will be provided for primary education and £461,000 for secondary education.

As there were no further questions the Chairman took the Committee to the recommendations and the Committee approved the recommendations with 10 votes in favour and one against.

RESOLVED

That reserved matters consent be granted subject to the conditions listed in the appendix.

8. DM/19/2764 - GAMBLEMEAD, FOX HILL, HAYWARDS HEATH, WEST SUSSEX, RH16 4QT

Steve King, Planning Applications Team Leader introduced the report for full planning application to revise the approved and implemented permission (DM/17/0331) at land at Gamblemead, Fox Hill to provide for 19 additional

dwelling including 6 additional affordable units with associated landscaping, road layout, access and parking.

The Team Leader drew Members' attention to the Agenda Update sheet. He confirmed that the principle of development and access had already been established and the site is within the built up area of Haywards Heath. He highlighted the redesign of the central area of the site and the western end for the additional dwellings which would have no impact on the highway network. He noted that some of the larger dwellings had been replaced with smaller units with some terraced dwellings. He confirmed the same central road layout with a minor change to the road layout at the western end.

The Chairman advised the Committee that the statutory authorities and Haywards Heath Town Council had no objections. He noted that the development would provide much needed additional affordable housing.

The Vice-Chairman proposed a motion to move to the recommendation which was seconded by Cllr Coe Gunnell-White.

As there were no further questions the Chairman took the Committee to the recommendations and which the Committee approved unanimously.

RESOLVED

That planning permission be granted subject to the conditions set out in Appendix A and B and the Agenda Update Sheet.

9. DM/19/3845 - LAND TO THE WEST OF FREEKS LANE, FREEKS LANE, BURGESS HILL, WEST SUSSEX, EAST OF RH15 9RW

Stuart Malcolm, Northern Arc Strategic Development Delivery Manager introduced the report for approval of reserved matters pursuant to condition 1 of DM/18/0509 for the erection of 460 dwellings, including public open space, play areas, associated infrastructure including roads, surface water attenuation and associated demolition.

The officer drew Members' attention to the Agenda Update sheet and noted the waste officer's comments. He confirmed that the site is within the built up area of Burgess Hill and the principle of development and access have already been agreed. The use of the land will conform with the parameter plan for the Northern Arc development. He noted that the site will be near to the eastern neighbourhood centre, local amenities and a primary school. He highlighted the main spine road, shared cycle and pedestrian route with other links to future developments within the Northern Arc development. The 2 and 3 storey buildings have been designed with character areas to help the development blend in with the local area and has been approved by the urban designer. The housing team welcome the development which will provide 138 affordable policy compliant units, units for the over 55 and shared ownership units. He noted the on-site leisure facilities, neighbourhood equipment area of play and a multi-use games area.

A Countryside Properties employee spoke in support of the application. He expressed a wish for the development to be a design exemplar for the Northern Arc development. He highlighted the additional 41 shared ownership units in addition to the affordable housing already agreed. He noted the integration of the development into the surroundings and retention of mature trees and hedgerows. To aid the provision of sustainable transport electric charging points will be installed in all

dwelling with garages or parking places and communal charging points will also be installed.

Cllr Hicks spoke as Ward Member for Burgess Hill – Leylands and supported the application. He welcomed the development's design but expressed concern for Bedelands Nature Reserve. He highlighted the concern of local residents with regard to the original site for the relocated playground on Maple Drive, and noted the revised location closer to Maple Drive. He expressed concern over the current state of Freeks Lane which is an unmade road. He requested that the Construction Management Plan includes the maintenance of Freeks Lane until Right of Way is diverted and the facility for residents of Freeks Lane to contact contractors with their concerns.

The Chairman made reference to the Northern Arc Master Plan, and the approved Northern Arc Design Guide. He advised that the application to link to the spine road would be considered later on and it will include the bridge to link to rest of the Northern Arc development. He confirmed the restriction on the number of houses built until spine road access has come forward.

In response to a Member's question the Northern Arc Strategic Development Delivery Manager noted that Freeks Lane was outside the application site. He confirmed that as part of wider Northern Arc development Freeks Lane will be upgraded to form a section of the Green Circle.

A Member welcomed the design of the development and highlighted that the design of the relocated play area is a major upgrade on the existing amenity. He noted the request for the consultation on the leaps and neaps to include a wider audience than just the schools.

The Chairman noted the Design Panel hopes that this development will form the bench mark for future applications in the Northern Arc development.

A Member highlighted the Section 106 Agreement contributions from the developer totaling £10m with £6m set aside for education and £0.75m for sports.

As there were no further questions the Chairman took the Committee to the recommendations and which the Committee approved unanimously.

RESOLVED

That planning permission be granted subject to the conditions set out in Appendix A.

10. QUESTIONS PURSUANT TO COUNCIL PROCEDURE RULE 10 DUE NOTICE OF WHICH HAS BEEN GIVEN.

None.

The meeting finished at 4.57 pm

Chairman