

## HASSOCKS PARISH COUNCIL

**To:** Bill Hatton, Sue Hatton, Judith Foot, Frances Gaudencio,  
Justine Fisher, Nick Owens, Victoria Standfast, Adrian Batchelor,  
Georgia Cheshire, David Withycombe, Virginia Pullan

**cc:** Ian Weir, Dale Mayhew - Dowsett/Mayhew

**A meeting of the Neighbourhood Plan Working Group will be held on  
24 November 2016 at 7.30 pm in the Parish Centre, Adastra Park, Hassocks.**

### AGENDA

1. To accept Apologies for Absence;
2. To accept Declarations of Interest;
3. To approve the minutes of the last meetings;
4. To elect a new Chair of NPWG
5. Review list of potential sites in preparation for meeting with WSCC and DofE – WSCC are offering a meeting on 2nd Dec at Chichester.
6. Review current progress of NP and ways of keeping it moving forward to examination.
7. West Sussex Highways (Peter Hayward's) response on the Stone pound crossroads air quality modelling - DM/16/17753975 application. Implications for the NP. (Attached: Appendix 1)
8. To seek legal advice on the request for Judicial Review on planning approvals not in NP.
9. Correspondence;
10. Date of Next Meeting TBA.

Locum Clerk

**WEST SUSSEX COUNTY COUNCIL  
STRATEGIC PLANNING CONSULTATION**

**DATE: 23<sup>rd</sup> October 2016**

**FROM: Peter Hayward      TO: Mid-Sussex District Council  
FAO: Andrew Watt**

**PLANNING APPLICATION REF: DM/16/17753975 - Golf Club, London Road, Hassocks**

**RECOMMENDATION:**

<p><b>Advice</b></p> <p><b>Objection</b></p>	<input type="checkbox"/> <input type="checkbox"/>	<p><b>Modification</b></p> <p><b>No Objection</b></p>	<input type="checkbox"/> <input type="checkbox"/>	<p><b>More Information</b></p> <p><b>Refusal</b></p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
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**S106 contribution: £**

Thank you for your email of 18<sup>th</sup> October enclosing additional information submitted in support of the above proposal in response to my representation of 26<sup>th</sup> July 2016 which should be read alongside this representation. I have reviewed the planning agent's statement and the addendum to the transport assessment dated 12<sup>th</sup> August 2016 and write to confirm my findings:

The proposal has been amended to reflect the departure from DMRB secured by WSCC to reduce the 'x' distance to 3m for 'ghost island' junctions and as a consequence I am satisfied with the design solution for the primary access to the A273, London Road although this will be subject to further stages of safety audit and refinement if found necessary during the detailed design and construction process. Similarly an amendment has been made to provide access to the green keepers' maintenance building from within the site rather than directly to the A273 which also resolves my concerns in this regard.

I am also persuaded by the case made that the site is reasonably accessible on foot despite exceeding the recommended maximum walking distances suggested in the IHT guidance 'Providing for Journeys on Foot' particularly given the frequency of bus services at the site frontage.

Both the planning agent's statement and the addendum to the transport assessment advance the case that neither of the prospective developments at Ham Field or Friars Oak should be taken into account in the transport assessment supporting this application as they remain undetermined and are not included as allocations in the draft Hassocks Neighbourhood Plan. Whilst the Ham Field application was previously refused and an appeal dismissed this has been considered through High Court proceedings subsequently which has found the appeal decision to be unsound. That proposal has been referred by to the Planning Inspectorate although remains unresolved. Conversely I understand that the Friars Oak application has now been resolved for approval by the planning committee with the decision notice to be issued upon finalisation of the S106 agreement and this development together with the improvement which it would deliver to the Stonepound traffic signal controlled junction should certainly be taken into account in the base case informing the transport assessment supporting the planning application at Hassocks Golf Club.

I also understand that the emerging Neighbourhood Plan is to be revisited in the light of the resolution to grant planning consent for the development at Friars Oak and it is possible that the Golf Club site may be removed through the remaining process.

Irrespective of that, whilst I am more comfortable with the study area considered in the transport assessment, no further work has been undertaken to validate the trip generation and traffic

distribution assumptions found to be significantly at variance with turning counts undertaken for comparable developments on London Road. Whilst I accept that the methodology used in the transport assessment to establish traffic generations and distributions from first principles is common where more reliable local information, in this case we have more reliable local information which is significantly at variance with that found from the 'first principle' approach. Given this variance I have no confidence that these trip generations and distributions are sound to inform the modelling of impact at the Stonepound traffic signal controlled junction. Furthermore the assessment of the impact of the development on the performance of the Stonepound traffic signal controlled junction and scope to mitigate that through implementation of the same junction improvement proposed for the Gleeson development at Ham Field is erroneous as it does not take account of the development at Friars Oak which has been resolved for approval nor the junction improvement which will be implemented as a part of that development.

To avoid the need for further traffic surveys I would be comfortable to rely on the with development case established in the transport assessment for the development at Friars Oak to provide the base case against which this development should be assessed as this application has been resolved for approval. The same trip generation rates and distribution assumptions used in that transport assessment should be applied to inform the assessment of development at Hassocks Golf Club which should also be reflected in the framework travel plan.

### Summary

As the application stands I must recommend refusal on behalf of the Local Highway Authority for the following reasons:

- The supporting traffic modelling has been undertaken on the basis of incorrect assumptions and does not properly establish the likely traffic impact of this development as the trip generation assumptions have not been validated locally and the base case traffic modelling for the A273/B2116 junction does not include the junction improvement planned as a part of the committed development.  
In the circumstances we cannot be confident that the development would not a material traffic impact on the operation of the traffic signal controlled junction at the A273/B2116 intersection.

I hope this is helpful but should you wish to clarify any component of this review please do not hesitate to contact me.

An earlier letter dated 26 July 2016 has been emailed to you for your information.