

## HASSOCKS PARISH COUNCIL

### Minutes of the Planning Committee Meeting held on Monday 2 September 2019 at 7.30pm in the Parish Centre, Adastra Park, Hassocks

Attendees: Parish Councillors: Jane Baker, Leslie Campbell, Bill Hatton and Nick Owens (Chair).

In Attendance: Cllr Robert Brewer  
Deputy Clerk: Tracy Forte  
3 members of the Public

**P19/58 APOLOGIES FOR ABSENCE.** None.

**P19/59 DECLARATIONS OF INTEREST.** There were no declarations of interest.

**P19/60 MINUTES.**

**RESOLVED** that the minutes of the meeting held on 12 August 2019 be signed by the Chair as a true and accurate record of the meeting.

**P19/61 PUBLIC PARTICIPATION.** Mr and Mrs Hayhurst of Hawthorn Cottage, Ockley Lane spoke in regard to application DM/18/4979 Land North of Clayton Mills. Mr Hayhurst drew the committee's attention to the letter he and his wife had submitted to MSDC on 5 July 2019 (Extract as shown in Appendix 1) regarding ongoing concerns over the safety of the proposed access to the development site in relation to the access of Hawthorn Cottage. Mr Hayhurst stated that despite previous representations to MSDC, WSCC and the developers, their concerns are being persistently ignored. In the plans the developers have shrunk the width of the driveway to Hawthorn Cottage and have ignored HM Land Registry Title Plans showing land ownership in order to make the new proposed junction acceptable. The proposed junction is considered unsafe and unsuitable, however WSCC and MSDC seem to be willing to ignore WSCC Highways own guidance as well as that in the NPPF regarding junction safety, choosing instead to accept Gleeson's flexible drawings and limited safety audit.

**P19/62 APPLICATIONS**  
**[DM/18/4979 Land North Of Clayton Mills, Ockley Lane, Hassocks](#)** 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. (Further additional information received on the 8th August 2019 in respect of addendums to the Environment Statement and heritage Assessment along with revisions to highway arrangements.) Response:

In addition to the comments previously submitted by Hassocks Parish Council on this application, the Council would like to add the following:

Access. Despite repeated concerns being raised by both the residents of Hawthorn Cottage on Ockley Lane and Hassocks Parish Council over the safety of the access

to Hawthorn Cottage, this matter remains unresolved. In fact, it appears that there is a persistent refusal by the developer, WSCC and MSDC to recognise the limitations and safety issues surrounding the proposed access, which is understood to be only 6m from Hawthorn Cottage's access – not the 8m that the developer's incorrect plans show, and not the 15m defined by WSCC standards. The developer has blatantly misinterpreted land ownership and boundaries, despite frequent representation from the owners of Hawthorn Cottage. Therefore Hassocks Parish Council repeats the comments made on 4 July 2019 and urges MSDC to rectify this situation by ensuring safe access for the residents of Hawthorn Cottage. A solution for safe access would be for the developer to be required to provide a new access from Hawthorn Cottage onto the access road for the housing site (hence removing the Hawthorn Cottage existing direct access onto Ockley Lane). It is understood that agreement could be reached with the Hawthorne Cottage owner in this regard. WSCC is duty bound to ensure that safe access is provided and Hassocks Parish Council is not satisfied that the adjacent entry/exit points on Ockley Lane are the safest option. The Council would draw attention to the letter submitted by Mr Hayhurst of Hawthorn Cottage to MSDC Planning dated 5 July 2019.

School and Community Building. As previously stated, HPC strongly welcomes the provision of land for a school site, however it considers that the location as proposed is not in the best location to serve the community and is not acceptable to HPC. The village would be better served by locating a school as close to the south west corner of the development site. This would make best use of the existing and proposed pedestrian accesses and would substantially reduce the traffic burden created by school traffic. As the UK Government has declared a Climate Emergency we are duty-bound to minimise unnecessary journeys that add to climate heating. By requiring physically able school-children to walk to school, it will also keep them fitter. Furthermore locating the school in the south west/southern boundary would also serve to protect the Heritage assets of Ockley Manor by providing a greater area of open space as an outlook.

Heritage Assets. HPC has significant concerns over the apparent lack of regard given to the impact of the proposed development to the heritage assets of Ockley Hamlet, particularly in the light of Ockley Manor Farm Cottages being very recently listed as designated heritage assets. It appears that the developer has carried out a very limited heritage assessment, which has not been revised since the initial report. Under section 16, Conserving and enhancing the historic environment, of the National Planning Policy Framework para 189 states that '*local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance...*' and it is considered that this has not been applied by the developer to Ockley Hamlet. The Council would therefore urge that full consideration is given to the points raised by Mr Peter Rayner in his response dated 30 July 2019.

Greenspace Buffer. HPC had understood that a 10m greenspace buffer was to be provided along the southern boundary to protect the visual amenities at the back of the properties along Mackie Avenue. The proposed buffer would be similar to that provided for the Clayton Mills development which has worked well and protected the

visual amenity of existing and new properties. In some more recent drawings of this proposed development, the buffer appears to be incorporated into the back gardens of the proposed new dwellings, rather than a distinctive separate zone. Therefore HPC would request that MSDC ensures the greenspace buffer to the south of Mackie Avenue properties remains a 10m zone independent of all properties.

**DM/19/3122 30 Church Mead, Hassocks BN6 8BN** Extension of a single storey rear extension extending beyond the rear wall of the original house by 4 metres, to a maximum height of 4 metres and of the height of the eaves to 2.3 metres. (General Permitted Development). Response: Recommend Approval

**DM/19/3197 12 North Court Hassocks BN6 8JS** Oak (T1) - Reduce Crown by 2 metres. Response: Recommend Approval

**DM/19/2094 6 The Crescent Hassocks BN6 8RB** Single storey side and front extension with 1st floor side extension. Conversion of garage with associated internal works. Amended plans received 02.08.2019 showing reduction in height and depth of first floor extension, removal of front dormer and reduction in depth and alterations to roof of ground floor front extension. Response: Recommend Approval

**DM/19/3188 12 Semley Road Hassocks BN6 8PE** Single storey rear extension. Response: Recommend Approval

**DM/19/3194 4 Queens Drive Hassocks BN6 8DF** Proposed loft conversion to include 2 dormers to front elevation, 1 dormer to rear elevation, and replace rear conservatory with single storey extension. Response: Recommend Approval

**DM/19/3341 3 Stonepound Ridge Hassocks BN6 8JG** Six Oak (T1- T6) and one Beech (T7) reduce lateral limbs by 2m. Response: Recommend Approval

**DM/19/3226 14 Wilmington Close Hassocks BN6 8QB** First floor extension. Response: Recommend Approval

**P19/63** **RESOLVED** that the observations on the planning issues as agreed above be submitted to the relevant Planning Authority for consideration.

**P19/64** **DECISION NOTICES**

The following APPROVALS were noted:

DM/19/0279 Royal Mail, Hassocks Delivery Office, 36 Keymer Road, Hassocks, BN6 8EY

DM/19/2645 Land West of London Road, Hassocks

DM/19/2843 57 Oak Tree Drive, Hassocks, BN6 8YA

DM/19/2649 12 Ockley Lane, Hassocks, BN6 8BA

DM/19/2544 26 Lodge Lane, Hassocks, BN6 8NA

DM/19/1288 1<sup>st</sup> Hassocks Scout Group, Scout Headquarters, Parklands Road, Hassocks

The following WITHDRAWAL was noted:

SDNP/19/03069/HOUS Fosters, Underhill Lane, Clayton, Hassocks, BN6 9PJ

**P19/65** **URGENT MATTERS.** Members were updated on correspondence sent on behalf of the Planning Inspector setting out what he considers to be the main issues he will be hearing evidence on regarding the forthcoming appeal AP/19/001 Land to the rear of Friars Oak Road, Hassocks to be held on 10 September 2019. (Appendix 2)

**P19/66**

**DATE OF NEXT MEETING.** Monday 23 September 2019.

There being no other business the Chair closed the meeting at 8.45pm.

Signed.....

Date.....

DRAFT

Mr and Mrs Hayhurst  
Hawthorn Cottage  
Ockley Lane  
Keymer  
West Sussex  
BN6 8NX

Stephen Ashdown - Planning  
Mid Sussex District Council  
Oaklands Road  
Haywards Heath  
RH16 1SS

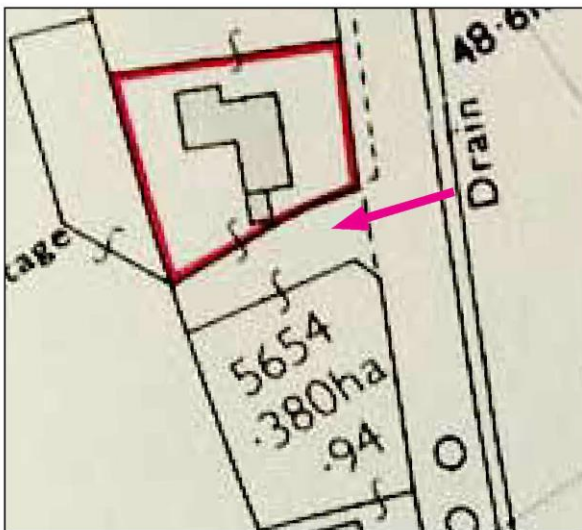
5 July 2019

**Objection to DM/18/4979 (Access)  
Land North Of Clayton Mills Ockley Lane Hassocks West Sussex**

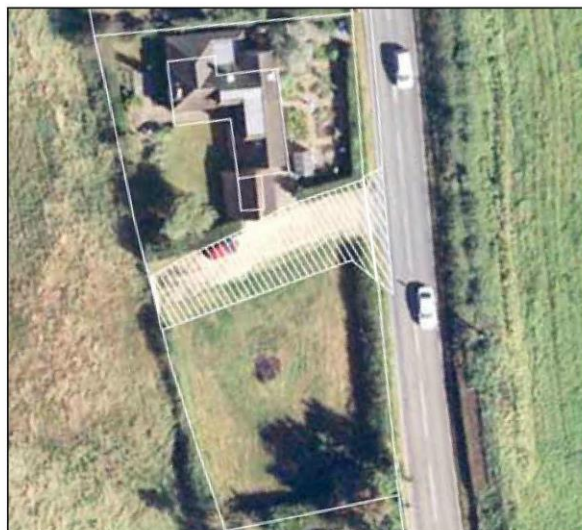
Dear Mr Ashdown,

Our apology for any repetition. We have had a number of meetings with Gleeson in an attempt to resolve the problems arising from the road junction being located so close to our Right of Way (RoW), that is our driveway. We were hoping to discuss an alternative driveway to our garage as suggested in the mitigation meeting of 20 June 2018. Instead Gleeson proposed moving a section of Ockley Lane and the junction two metres to the east, and just clear of our driveway/RoW to the south. Both will meet at the bellmouths and this is still hazardous as we egress on to Ockley Lane approximately six metres to what will be a busy junction. They have not offered any other solution.

Gleeson appears to be obfuscating the planning process by misrepresenting our driveway/RoW, manipulating their plans and using incorrect information. Our driveway/RoW consists of the concrete surface and a section of grass, *Fig 1, 2*. It is our incorporeal property and by law the piece of land cannot be diminished; any piece of the land however small - but Gleeson is doing just that, *Fig 4*.

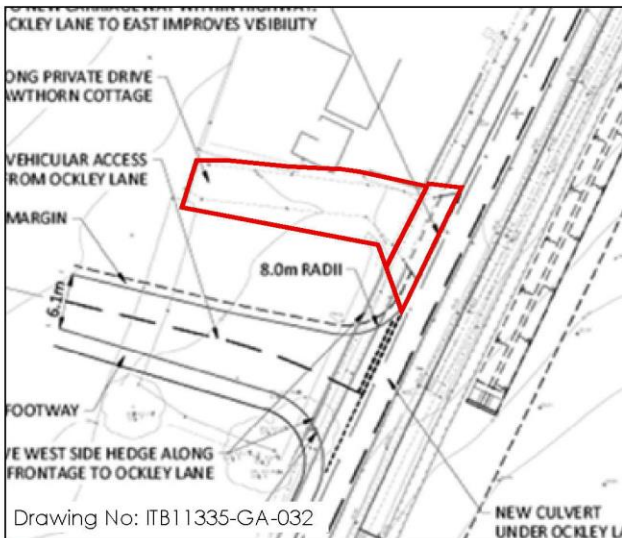


**Fig 1** Our RoW - HM Land Registry title plan - 1984

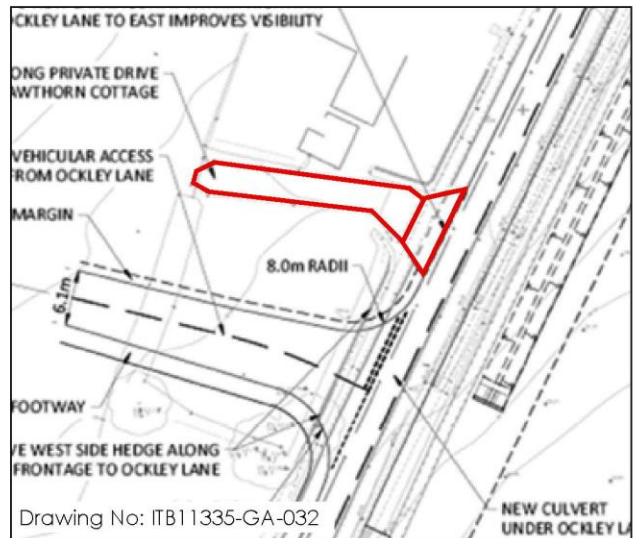


**Fig 2** Our driveway (white) includes the concrete surface and a section of grass

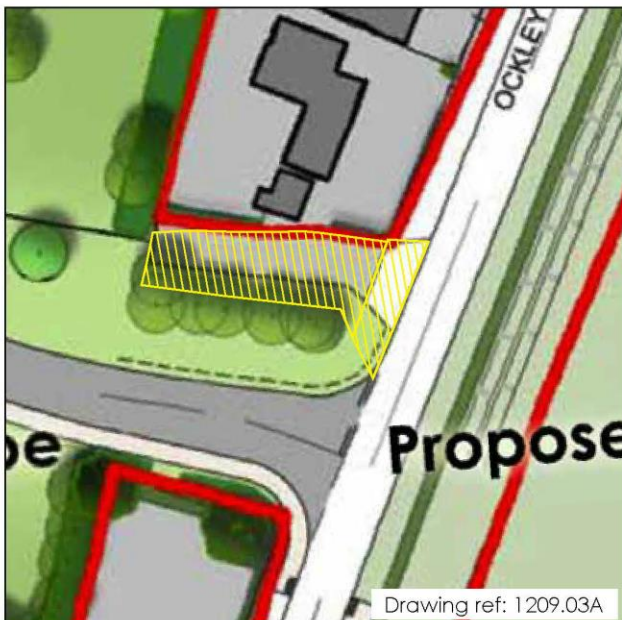




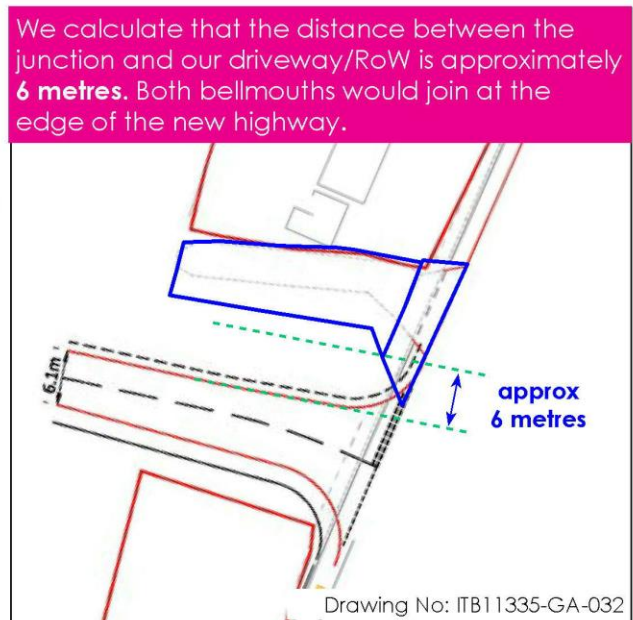
**Fig 3** Our driveway according to HM Title Plan, overlaid on to Gleeson's plan



**Fig 4** Gleeson wilfully misrepresenting our driveway in their access plan



**Fig 5** Our driveway (yellow) overlaid on to Gleeson's revised Masterplan



**Fig 6** Our driveway/RoW (Blue line) on Gleeson's access plan (simplified)

Throughout our discussions, Gleeson has chosen to disregard our registered HM Land Registry Title Plan, Fig 1. This is evident by their misleading interpretation of our driveway/RoW in all their revised plans, Fig 4, 5. When the true width of our driveway/RoW is shown, Fig 6, there is approximately 6 metres between the junction and our driveway/RoW; not 8 metres as in Gleeson's application. We have no details regarding the new dropped kerb for Hawthorn Cottage, unlike in the last application.

Our primary aim has always been to have a safe access and despite the numerous discussions our driveway will still egress in to Ockley Lane, contrary to MSDC DP11, NPPF para 108, and therefore unacceptable to us, Fig 3. **We do use the full width of our driveway and have done so for 35 years.**



### Ordnance Survey (OS) plans

OS plans are the industry standard and we question why Gleeson's plans contradict our registered title plan, when they used this plan previously, *Fig 7, ITB11335-GA-001*.

The developer has chosen to show just the narrowed concrete area and this is incorrect! Gleeson are clearly attempting to influence the outcome by presenting incorrect information.



**Fig 7** OS plan: Gleeson's initial site access

The junction in the initial Transport Assessment, *Fig 7*, had 6 metres radii bellmouth. When they were increased to 8 metres, *Fig 4*, Gleeson resorted to reducing the width of our driveway/RoW to accommodate the junction. They surveyed around the moss growing on the concrete surface so as to reduce the size, instead of following the OS plan.

### Revised Junction, and New Dropped Kerb for Hawthorn Cottage

Our driveway/RoW has not been maintained by the land owners since it was built, circa 1947, and the crossover has never been 'adopted' by Highways. When relocating our crossover a new dropped kerb would need to be installed, and as such we expect due process and for it to comply with current guidelines, i.e. WSCC Vehicle Crossing (VCO) Guidance, and the appropriate licence obtained.

The width of the paddock, *Fig 8*, fronting Ockley Lane is approximately 24 metres up to our driveway/RoW. The junction would require the combined width of the paddock and our access. To be safe we estimate that the width should be at least 37 metres wide, similar to that of Clayton Mills development, *Appendix 1*.



**Fig 8** The approximate space (width) available for the junction is 24 metres.



**Fig 9** Our RoW and garage eliminated in Gleeson's vision.



The relocation and installation of a new dropped kerb for Hawthorn Cottage still contravenes WSCC (Highways) VCO guidance. Both accesses will join at the bellmouth at the edge of the highway, Image (A).

#### **Distance between a road junction and dropped kerb, vehicle crossover**

WSCC Vehicle Crossing guidance is unambiguous. But Highways have stated that this is not relevant because this is a new junction. However, the guidance best reflects the 'Serious Hazards' that installing this junction so close to our access will cause. Highways have not taken into account that there will be a new dropped kerb installed at the same time with the junction. An alternative side access is more appropriate and is recommended in their own VCO guidance. This would accord with NPPF para 108, VCO guidance, and mitigate safety hazards at this junction.

**(A)** "If the location of the proposed crossing is closer than 10m to a road junction it would create a **serious hazard** and the application will be refused. This dimension may be increased to 15m on major roads or near busy junctions.

**(B)** *If the property is situated directly on the junction of two roads, it will generally be safer to situate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement."*





**From:** Dutton, Holly <HOLLY.DUTTON@planninginspectorate.gov.uk>

**Sent:** 02 September 2019 11:28

**To:** Sigma Planning; planningappeals; Steven King

**Subject:** APP/D3830/W/18/3218035: Land to the Rear of Friars Oak, London Road, Hassocks

Dear All,

In advance of the Inquiry, the Inspector thinks it would be useful to set out what he considers to be the main issues he will be hearing evidence on. These are:

1. Whether or not the proposed development would be in a suitable location for the dwellings concerned, having regard to development plan policies;
  2. The effect of the proposed development on the landscape character of the site and surrounding area;
  3. Whether or not the Council can demonstrate a 5 year supply of deliverable housing sites.
- The Inspector also wishes to give advance notice of a matter that he is likely to raise at the Inquiry concerning the proposed railway crossing, which for the appeal proposal relates to a footbridge. It is proposed to secure this through a condition in the event that he were to allow the appeal. In doing so, there would need to be certainty that it would meet the Conditions tests including in terms of the realistic likelihood of it being able to be implemented.

The Inspector will therefore want to explore this latter point, having regard to the extent of evidence that has been provided in this respect.

Kind regards  
Holly

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**Holly Dutton**

Inquiries & Major Casework Team

The Planning Inspectorate

3/J Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN