

CRL HASSOCKS**RESPONSES TO KEY QUERIES RAISED DURING PUBLIC ENGAGEMENT****18 DECEMBER 2023****Traffic Impact:***Impact of Construction Traffic*

It is expected that a Construction Management Plan will be submitted post-planning, which will set out the ways in which the impact from construction will be managed and mitigated, including in respect of vehicle movements to and from the site.

Increased Traffic and Noise Control

The planning application includes a comprehensive Transport Assessment which identifies the additional vehicle movements generated by the proposed development.

The Transport Assessment also assesses the impact of any such additional vehicles on the local highway network and propose appropriate mitigation measures to be brought forward following discussions with the LPA.

Parking

The proposed car parking is intended for resident use only, which is often commonplace for Churchill Retirement Communities. Staff and visitors to all of Churchill's developments are encouraged to utilise public transport and walking / cycle routes to the site.

The typical age profile of those currently living at a Churchill Retirement community is an 80-year-old widow. Generally, 50% of residents also come from within a 5-mile radius of the location.

Given the profile of our residents, most occupants tend to not have cars. It is also generally found that the few residents who do initially have cars tend to give them up soon after moving into a lodge as they find they no longer need it given the sustainable location with most everyday services on their doorstep and neighbourly living environment.

The proposals include 15 spaces for the 41 retirement apartments.

As retirement living is a very different operational use than residential apartments or care home developments, Churchill have developed an evidence base of research undertaken across several existing Churchill Retirement Developments.

This research has shown that Churchill's existing sites typically have a parking demand of 0.28 spaces per apartment. As such, regarding the 41 apartments, the parking demand is forecast to be in the region of 11.5 parking spaces.

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Churchill is proposing 15 parking spaces to cater for the apartments, at a ratio of 0.36 spaces per apartment.

Given this exceeds the forecast parking demand, it is likely to exceed the need for parking at any given time. It is therefore considered to be appropriate, especially given the town centre location meaning that a wide range of everyday services are within a short walk from the site. The site is also serviced by various transport links making the site highly connected and sustainable; includes Hassocks train station that provides quick and easy access to places further afield for the residents of the proposed retirement community.

Further details can be found in the Transport Statement submitted in support of the planning application.

Location of proposed site access

The location of proposed site access has been decided due to surrounding tree constraints and has been deemed acceptable in a Road Safety Audit undertaken with West Sussex County Council

Need & Viability

Within the Council's Local Development Plan, there are several policies identifying the critical need for developing and retaining housing specialised to accommodate older people. This need for specialist housing in the district is reflected in the 2021 Office for National Statistics Data, whereby there has been an increase of 24.5% of people aged 65 years and over, between 2011 and 2021. More notably, there has been an increase of 51% in people aged 70-74.

In addition to this, in 2020 Mid-Sussex District Council published a Housing for Older People Topic Paper. This topic paper delves into the current and future need of providing specialised accommodation for older people. It is estimated that in 2031 there will be a need for 1,499 units of C3 sheltered housing, and specifically 651 units of open-market accommodation.

In October 2021, Mid-Sussex District Council published their latest Strategic Housing Market Assessment (SHMA). This report identifies there is expected to be an overall population growth of 33,000 people by 2038, with 14,000 of this being people over the age of 65 years. This equates to people aged 65 accounting for 42.5% of the total projected population change between 2021 and 2038. The SHMA also identifies a need for around 800 housing units specifically for older persons.

Therefore, in light of the above, it is clear that Mid-Sussex District Council has a significant current and future un-met need for specialist accommodation for older persons, to which this proposal will cater to.

Residential amenity

Overshadowing and separation distances

Queries were raised from residents living in The Minnells regarding the proximity of the building to existing properties in this location. The proposals have evolved to ensure the proposed building is situated an appropriate and suitable distance from existing properties. A plan showing the distances between the proposed retirement living building and existing properties is submitted with the planning application and shows that the development achieves suitable separation distances between properties at The Minnells. The proposed building will therefore not result in overshadowing.

In addition, the trees along the eastern boundary of the site are protected and will provide a good level of screening to these properties. As these trees are protected we have been working closely with our tree consultants to ensure no harm will come to these trees as a result of the development.

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External seating area close to the eastern boundary

On the matter of noise from the external seating area close to the eastern boundary. This is a secondary patio area, meaning there is also the option of another patio adjacent to the owner's lounge. The age-profile of residents who reside in a retirement lodge are not considered to be noisy, as well as an on-site lodge manager who will ensure any irregular noisy activities are outside of anti-social hours.

Landscaping and environment

Landscaping and Biodiversity

The application will be supported by a Landscape Strategy and Ecological Appraisal.

The quality of landscape provision within Churchill Retirement Living's developments is important to prospective residents and indeed Churchill Retirement Living have won awards for excellence for their landscaped gardens.

Considerable care has been taken to evolve a site layout that retains the protected trees on the site's North and East boundaries which will provide an important and established screen of the proposed development for those residents living at The Minnells and Dale Avenue respectively.

Much of the landscaping to the north fronting Keymer Road will be retained with a small area cleared in order to establish a new site access while retaining a strong landscaped boundary along the site's frontage. This new access has been strategically placed so as to not impact any of the protected trees along Keymer Road.

While there will be the removal of some planting within the central area of the site, this is largely planting that has been historically used to divide private gardens and does not include any protected trees. Churchill are also working closely with a landscaping consultant to ensure the most appropriate landscaping solutions are provided on site. This includes the planting of native and evergreen tree species.

The proposals would also achieve Biodiversity Net Gain in line with local policy.

Surface Water drainage

The Flood Risk Assessment submitted with the planning application shows that the proposed development is located within Flood Zone 1 and is not susceptible to flooding from surface water, groundwater, infrastructure, or artificial sources.

To ensure the development is safe throughout its lifetime, the planning application includes a surface water strategy which accounts for a 1 in a 100 year critical storm event and also against climate change (45%).

Infiltration drainage is not viable; therefore, surface water runoff will be attenuated on-site and discharged at greenfield rates to the watercourse located on the southern boundary. This solution would provide a 64% betterment compared to the existing arrangements.

A supporting Flooding and Drainage Impact Assessment has been submitted in support of the planning application.

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