

Planning Statement

Proposed development of 3-detached houses on land adjoining

***“Evergreen”
London Road
Hassocks
BN6 9NA
West Sussex***

1.0 INTRODUCTION:-

1.1 This Planning Statement has been prepared on behalf of and in support of an outline application for the erection of 3 detached on land adjoining Evergreen London Road Hassocks West Sussex.

1.2 We are familiar with the site and have previously carried out works to the property known as Evergreen and have been aware of the large-scale housing developments that have been recently approved and constructed and are being constructed presently.

1.3 This Planning Statement should be read in conjunction with the following statements and technical reports:

Application forms

Flood Risk Assessment by Idom Merebrook

Transport Report by GTA Civils Limited

Tree constraints Plan by David Archer Associates

Ecology Walkover / Biodiversity Net Gain Report by Urban Edge Environment Consulting

Application plans and elevations by SDR Designs

Sustainability report by SDR Designs

Planning Statement by SDR Designs

2.0 THE PROPOSED DEVELOPMENT

2.1 The proposed development is for the redevelopment of a plot of land adjoining the property known as Evergreen.

2.2 3 new homes are proposed, comprising of 4 / 5 bedrooms, en-suite, dining area, living room area, kitchen breakfast area, cloakroom along with integral double garages.

2.3 The site is located within a sustainable location approximately 1km from the village centre and within easy reach of shops, services and public transport links. Hassocks benefit from a railway station on the London to Brighton mainline, a short walk from the site.

2.4 The proposal will result in a net increase in residential units and makes more efficient use of the site, providing good quality housing in accordance with local and national policy requirements. Ecological features and trees are retained, and the development is directed away from areas of higher flood risk.

2.5 The application is for outline consent only and detailed matters will be dealt with under a subsequent Reserved Matters application in due course.

3.0 PLANNING POLICY

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan, unless other material considerations indicate otherwise.

3.2 In this case, the relevant parts of the development plan that apply to the application proposals consists of the Mid Sussex District Plan 2018 and the 'made' Crawley Down Neighbourhood Plan.

3.3 The 'other material considerations' referred to in Section 38(6) of the Act would include the National Planning Policy Framework (NPPF), Government Planning Practice Guidance and Planning Policy Statements, Planning Circulars, and relevant Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD) (emerging and adopted).

Mid Sussex District Plan

3.4 The Mid Sussex District Plan (MSDP) The key policies relevant to the application's assessment are as follows:

DP1 Sustainable Development in Mid Sussex

Policy DP5 – Housing:

The District Plan aims to deliver a minimum housing provision of 16,390 homes in the plan period 2014 – 2031. The current plan provides for 14,892 dwellings, with the remainder being allocated in the forthcoming Site Allocations DPD.

Policy DP5a – Planning to Meet Future Housing Need: The Council commits to working with the neighbouring authorities in the HMA to resolve unmet needs over the full plan period.

Policy DP6 – Settlement Hierarchy:

Outside of defined built-up area boundaries, the expansion of settlements will be supported where: the site is allocated in the District Plan, a Neighbourhood Plan or subsequent Development Plan Document, or where the proposed development is for fewer than 10 dwellings; the site is contiguous with an existing built up area of the settlement; and the development is demonstrated to be sustainable, including by reference to the settlement hierarchy.

DP18 Securing Infrastructure

Policy DP19 – Transport:

Development will be required to support the objectives of the West Sussex Transport Plan 2011 – 2026. Decisions on development proposals will take account of whether the scheme is sustainably located to minimise the need for travel; appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car; the scheme is designed to adoptable parking standards; development which generates significant amounts of movement is supported by a Transport Assessment / Statement and a Travel Plan that is effective and demonstrably deliverable; the scheme provides appropriate mitigation to support new development; the scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation; and the scheme protects the safety of road users and pedestrians.

Policy DP24 – Character and Design:

All development and surrounding spaces, will be well designed and reflect the distinctiveness character of the towns and villages while being sensitive to the countryside.

Policy DP25 – Dwelling Space Standards:

Minimum nationally described space standards for internal floor space and storage space will be applied to all new residential development.

Policy DP26 – Accessibility:

All development will be required to meet and maintain high standards of accessibility so that all users can use them safely and easily.

DP27 Noise, Air and Light Pollution

DP28 Housing Mix

DP29 Affordable Housing

Policy DP36 – Trees, Woodland and Hedgerows:

The Council will support the protection and enhancement of trees, woodland and hedgerows, and encourage new planting. Trees, woodland and hedgerows will be protected and enhanced by ensuring development incorporates existing important trees, woodland and hedgerows into the design of new development and its landscape scheme.

Policy DP37 – Biodiversity:

Biodiversity will be protected and enhanced by ensuring development contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure, so that there is a net gain in biodiversity, including through creating new designated sites and locally relevant habitats and incorporating biodiversity features within developments.

DP38 Green Infrastructure

Policy DP39 – Sustainable Design and Construction:

All development proposals must seek to improve the sustainability of development and should, where appropriate and feasible incorporate the following measures: minimise energy use through the design and layout of the scheme including through the implementation of natural lighting and ventilation; explore opportunities for efficient energy supply; use renewable sources of energy; maximise efficient use of resources, including minimising waste and maximising recycling / re-using materials through both construction and occupation.

Policy DP41 – Flood Risk and Drainage:

Proposed for development will need to follow a sequential risk-based approach, ensure development is safe across its lifetime and not increase the risk of flooding elsewhere. Sustainable Drainage Systems should be implemented in all new developments of 10 dwellings or more, to avoid any increase in flood risk and protect surface and ground water quality.

Mid Sussex Emerging District Plan

3.5 MSDC are currently reviewing the District Plan which will seek to cover the period 2021 – 2039. The Plan was submitted for examination on the 8th of July 2024 as such weight should be given its policies. The relevant policies for the determination of this application are as follows:

- DPS1 – Climate Change*
- DPS2 – Sustainable Design and Construction*
- DPS4 – Flood Risk and Sustainable Drainage*
- DPS6 – Health and Wellbeing*

DPN1 – Biodiversity, Geodiversity and Nature Recovery

- DPN2 – Biodiversity Net Gain*
- DPN3 – Green and Blue Infrastructure*

- *DPN4 – Trees, Woodland and Hedgerows*
- *DPC1 – Protection and Enhancement of the Countryside*
- *DPC2 – Preventing Coalescence*
- *DPC3 – New Homes in the Countryside*
- *DPB1 – Character and Design*
- *DPT3 – Active and Sustainable Travel*
- *DPT4 – Parking and Electric Vehicle Charging Infrastructure*
- *DPH2 – Sustainable Development - Outside the Built-Up area*
- *DPH6 – Self and Custom Build Housing*

3.7 The Hassocks Neighbourhood Plan identifies allocations for housing over the plan period in conjunction with the emerging District Plan. As such, policies within this plan can be afforded their full weight. The relevant policies of the Neighbourhood Plan that need to be taken into consideration for this proposal are as follows:

- *Policy CDNP01 – Securing Sustainable Local Infrastructure*
- *Policy CDNP02 – Retention and enhancement of recreational / open space*
- *Policy CDNP05 – Control of new developments*
- *Policy CDNP06 – Sustainable Drainage Systems*
- *Policy CDNP08 – Prevention of Coalescence*
- *Policy CDNP09 – Protecting and enhancing biodiversity*
- *Policy CDNP10 – Promoting sustainable transport*
- *Policy CDNP14 – Ashdown Forest Special Area of Conservation and Special*

National Planning Policy Framework

3.8 The NPPF sets out the Government’s planning policies for England. Central to this guidance is the clear direction that there should be a presumption in favour of sustainable development. Relevant paragraphs to the assessment of the application are set out below:

- *Paragraph 8 sets out the overarching objectives of sustainable development, which includes an economic objective, a social objective, and an environmental objective.*
- *Paragraph 11 sets out the presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out - of - date, granting permission unless:*

o the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

o any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”. Footnote 7 clarifies that, for applications involving the provision of housing, this includes situations where the local planning authority

cannot demonstrate a five-year supply of deliverable housing sites; or where the HDT indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

- Paragraph 60 notes that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.
- Paragraph 70 sets out that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. It states that LPAs should seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing.
- Paragraph 76 highlights that LPAs should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement, including the addition of an appropriate buffer.
- Paragraph 109 states that the planning system should actively manage patterns of growth and significant development should be focused on locations that are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- Paragraph 123 requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses.
- Paragraph 135 requires that planning policies and decisions ensure that developments are, *inter alia*, sympathetic to local character, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

4.0 ASSESSMENT OF THE SCHEME

4.1 Considering the planning context within Mid Sussex and technical work undertaken, the main issues relating to the assessment of the application have been identified as follows:

- 1/. Whether the site is a sustainable location for development;
- 2/. Whether there is a need for self-build/custom build housing in this location;
- 3/. Landscape Impacts;
- 4/. Design impact of the Proposal;
- 5/. Highway Impacts;
- 6/. Ecological Impacts and Biodiversity Net Gain; and
- 7/. Whether any other material considerations outweigh the benefits of the scheme.

4.2 We will now go on to discuss the benefits and issues associated with the scheme.

Issue 1: Sustainable Location / Access to Services

4.3 The site is located near to the recent developments of the Old Hassocks Golf Club, Land besides the Friar Oak Public House and other recent developments along London Road itself.

4.4 The site can be considered within a sustainable location for a number of reasons that we will demonstrate. The nearest bus stop is just past the Friars Oak Public house and opposite the Friars Oak depending on which way you want to travel, south towards Brighton or North towards Crawley, Burgess Hill, and East Grinstead all covered by buses numbered 270, 271 and 272.

Other bus stops are located approximately 10-minute walk from the site to Hassocks main high street which carry more frequent routes to East Grinstead and Crawley.

4.5 In addition to this the site lies within walking distance of local shops, services and employment opportunities.

Other services within walkable distances are

Pre-school / nursery services located at The Beacon Ground Hassocks Nursery & Pre School,

London Road Recreation Ground 380m 5-minute walk

Allwood's Garden Centre London Road

Health Facility 1350m 17-minute walk

Hassocks Library Ewart Close Keymer, Hassocks 1500m 19-minute walk

Post Office 1100m 14-minute walk

Railway Station 970m 12-minute walk

Informal open space 100m 1-minute walk

Adastra Park 1 Orchard Lane Keymer

Age Concern 1270m 16-minute walk

Hassocks Sports Centre Dale Avenue Hassocks

Child Care Kiddie Capers Childcare Windmill Avenue Hassocks

School – Downlands Community School Dale Avenue Hassocks 1000m 13-minute walk

Adastra Skatepark

Hassocks High Street with a variety of shops including Post Office, several small supermarkets including Sainsbury's, Morrisons, Hairdressers, Estate Agents, several takeaway food premises, Café, Clothes shops, furniture shops, Off-licence, Travel Agents, Opticians, Butchers, Florists 820m 10-minute walk

4.6 Therefore, the site is located within a sustainable location as it offers the opportunity for residents to walk or cycle a reasonable distance to everyday facilities.

4.7 In addition, the walk to these facilities is pleasant and reasonably flat, with pavements and street lighting along a majority of London Road leading to Hassocks High Street.

4.8 Therefore, the site is in a location where the use of the car can be minimised as many facilities are either located within walking distance or are easily accessible by public transport. Accordingly, the proposal to locate self-build dwellings in this location accords with criteria (v) of DP32, Policy DP21 of the Development Plan and Policy CDP10 of the Neighbourhood Plan.

Impact on the Stone pound Crossroads Air Quality Management Area

4.9 Stonepound Crossroads was designated as an Air Quality Management Area in 2012 as a result of air pollution caused by the volumes of road traffic and the stop start routine of driving conditions at peak times. Nitrogen dioxide levels are now monitored annually, and an action plan has been developed to seek to consistently reduce measured levels to an acceptable level.

4.10 Emerging District Plan Policy DP27 (Noise, Air and Light Pollution) requires that development proposals are consistent with Air Quality Management Plans. Neighbourhood Plan Policy 7 (Air Quality Management) supports development where it does not have an unacceptable adverse effect on air quality at the Crossroads.

4.11 Each house within the development will include an electric charging space and will be supplied with its own small electric car for short, local journeys from the site. This will ensure that even where vehicular journeys are necessary, residents will make choices that reduce the levels of air pollution at and around Stonepound Crossroads. This provision is above and beyond the recommendations and requirements of the Air Quality Management Plan.

4.12 As previously mentioned the overall impact of the proposed development on the AQMA would be significantly less than the much larger residential development proposed for the Hassocks Golf Club site. Provision of 130 new dwellings at this site has been considered acceptable through the Neighbourhood Plan process.

4.13 The application site is over 1km from the AQMA but the crossroads provide a logical driving route between the site and the village centre. A key part of the AQMA Action Plan for Stonepound Crossroads is to maximise sustainable modes of transport including ensuring that new residential development is within walking distance of key services including schools and shops. The table above demonstrates that the site is adequately located to maximise use of public transport and ensure that all key services and facilities are within walking distance of the site. The proposal is therefore consistent with the requirements of Policy DP27.

4.14 A detailed transport assessment has been undertaken in support of the application and full details can be found within the accompanying Transport Statement produced by GTA Civils Ltd. The Statement finds that there would be no material impact on air quality in the Stonepound Crossroads Air Quality Management Area because of the proposals. The proposals therefore fully accord with emerging Neighbourhood Plan Policy 7 (Air Quality Management).

5.0 ASSESSMENT OF THE SCHEME

5.1 From the aforementioned planning policies, the main issues to consider in determining the application are:

- The Principle of Development
- Flood Risk
- Access to Services
- Impact on Air Quality Management
- Access
- Layout
- Appearance

5.2 It should be noted that the applicant is seeking outline permission in relation to the amount, scale, layout and access. A number of factors must be considered in the determination of the application, including some aspects of matters that would otherwise be reserved, but further detailed consideration will be given to reserved matters at a later date.

Principle of Development

5.3 Paragraph 14 of the NPPF and the presumption in favour of sustainable development mean “where the development plan is absent, silent or relevant policies are out-of- date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted”.

5.4 Notwithstanding the fact that the site lies on the edge of the settlement and within a strategic gap, it is considered that, in principle, given the presumption in favour of sustainable development in the NPPF,

this site can be considered for housing development. We are aware that the Council have taken a similar view regarding numerous comparable sites within the district. A sizeable gap of 1.5km would be maintained between the settlements of Hassocks and Burgess Hill.

5.5 The site is within a strategic gap. The underlying objectives of this policy are still considered to be relevant, but the weight that can be given to it in the determination of this application is diminished where it seeks to restrict housing development. The proposed development would not extend the built-up area further north than the residential development allocation for Hassock Golf Club or the existing Friar's Oak cottages north of that site.

5.6 The site has been assessed through the Council and Parish Council in the respective housing land availability assessments. These assessments undertake a brief appraisal of the suitability, availability and achievability of the site. It is the assessment of suitability that is the most relevant to the determination of this planning application as the availability and achievability are assumed. These assessments are primarily undertaken to aid plan-making and present the facts about potential housing sites but provide a useful and wide-ranging summary of possible constraints that may factor into design and development decisions.

5.7 The SHLAA also identifies the mitigation/action required to overcome these constraints. The entry for the application site states, "The site would require allocation in the Neighbourhood Plan or site allocations DPD. Mitigation would be required if there is impact on the AQMA. Maintain the river corridor and mitigation of flood risk areas". This Planning Supporting Statement explores in further detail how these factors can be overcome through good design and mitigation measures.

5.8 The Hassocks Parish Housing Land Availability Assessment assesses a larger site area still (2.4ha) and identifies similar constraints. It identifies that the eastern section of the site is within Flood Zones 2 and 3 and suggests that this limits the likely developable area of the site. However, the assessment does acknowledge that the recommended sequential approach (within the NPPF and planning practice guidance) could be used to allow for development outside of higher risk areas.

5.9 The development at Hassocks Golf Club (PHLAA site 16) would extend the built-up boundary up to, and to include Friar's Oak Cottages. Development of the application site would therefore not extend the built-up area boundary any further northwards. The suggestion that the proposal would result in a form of 'ribbon development' along the A273 London Road fails to take this development into account. Given the northwards projection of the proposed Hassocks Golf Club site, it would be logical for the boundary of the Burgess Hill Gap to have the same degree of southwards extension on both the east and west sides of London Road and for the agreed built-up area boundary for the village to be extended.

5.10 A further development proposal has been submitted by Rydon Homes for a further 130 dwellings at the potential residential development site east of the Herrings Stream (Land to the rear of Friar's Oak - PHLAA site 9) under planning reference DM/18/2342 The application was submitted in June 2018 and was allowed on appeal.

Several other developments have also been approved recently with some of the closer developments are as follows:-

Land north of Clayton Mills Hassocks with a planning reference of DM/21/2841 providing some 500 dwellings was approved on 20th December 2021

Mill Nursery London Road Hassocks West Sussex for the demolition of an existing building and the erection of 3 four-bedroomed dwellings with a planning reference of DM/21/0165 was approved on the 14th April 2021

Land east of Keymer Road and south of Folders Lane Burgess Hill West Sussex providing some 260 dwellings with application reference of DM/22/3049 was approved 26th July 2023

5.11 National planning policies support applications where development makes more efficient use of urban land, particularly where the proposal helps to meet the need for new housing to address the

district's housing needs. The application site, whilst falling outside of the built-up area as defined by the emerging Neighbourhood Plan and Mid Sussex Local Plan, lies immediately adjacent to the village and incorporates both informal open spaces. The site has good access to public transport and is within walking distance of a range of amenities and services. It is therefore deemed to be in a sustainable location. It is considered that the proposal constitutes sustainable development.

5.12 In the light of the above, the principle of the proposed development is fully compliant with both adopted local planning policies and the Framework and development of the existing site should be encouraged as a contribution towards meeting the housing needs of Hassocks village and the wider district.

6.0 FLOOD RISK

6.1 A preliminary flood risk assessment has been undertaken by flood risk engineers Idom Merebrook Ltd for a previous application that covers this proposed site, however as this was carried out several years ago a new report has been sought. The Herrings Stream lies to the east of the site at the bottom of a shallow valley that the site forms a part of.

6.2 The proposed site layout has been designed to direct development towards areas at the lowest risk of flooding, in accordance with the sequential approach required under emerging District Plan Policy DP41 (Flood Risk and Drainage) and NPPF Paragraph 100. Drawing 16911/PA/002C, which accompanies this statement, details the land levels throughout the site in relation to the stream and shows that the development is designed to utilise higher ground within the site and minimise the likely flood risk as a result.

6.3 The Flood Risk Assessment found that fluvial flood risk to the site in its current form is considered to be moderate. Flood risk from existing sewers and drains, groundwater, infrastructure failure and surface water were low and mitigation is not required. Section 10 of the FRA outlines specific actions required to mitigate any residual flood risk. The proposed development therefore meets all the requirements of emerging District Plan Policy DP41 (Flood Risk and Drainage).

7.0 ACCESS

7.1 The site is in an accessible location close to public transport options. Car and cycle parking will also be provided within the site with the provision of electric car charging point and the option of providing cycle charging located within the proposed secure cycle store. Car parking spaces at a ratio of 2 per dwelling if required with only 6 being indicated on the site layout plan another 1 each can be added to plots 2 & 3 with the increase in porous paving which complies with West Sussex County Council parking standards.

7.2 The accompanying Transport Statement concludes that the local highway network can accommodate the additional traffic that might arise because of the development with no material operational impacts.

7.3 A new estate road is proposed off the A273 London Road. Pedestrian access to the properties will be from London Road, similar to existing arrangements for the two existing dwelling that adjoins the site. Vehicles will access the new homes to the front of each property via the new residential road.

7.4 Proposed Visibility Splays Visibility splays and sightlines are acceptable and are shown on drawing 16911/PA004C that accompanies this Statement.

8.0 LAYOUT

8.1 The proposed scheme would deliver a low-density development fronting onto London Road in keeping with the rural edge-of-village aesthetic. A density of only 3 dwellings on a site of approximately 0.303 hectares equating to around 9.9 dwellings per hectare.

A large area of greenfield open space to the east of the site that will further increase this sense of openness and improve access to the surrounding countryside and natural features of the site.

This density is typical of other edge of settlement developments recently approved in Mid Sussex, for example the recently approved land at Gamblemead, Fox Hill development on the southern edge of Haywards Heath will have a density of 16.7 dwellings per hectare.

8.2 Each home is set within a large plot allowing for private outdoor amenity space to be created and a good parking provision throughout the development.

8.3 Some aspects of the site's layout have been dictated by natural features such as important trees, which will be retained wherever possible in accordance with the accompanying Tree Impact Plan, and areas of higher flood risk.

8.4 The Council's SHLAA assessment of the site raised concerns about the potential for development to be located in areas of flood risk and the potential loss of an apparent green corridor along the Herrings Stream. Consequently, the scheme has been laid out so that the eastern part of the site is kept entirely free from development, so these natural features are preserved and a risk-based approach to flood risk has been central to design and layout decisions.

Therefore, flood zone and green infrastructure issues have been addressed. There is a strong tree belt beyond the eastern boundary of the site and mature trees and hedgerows along other boundaries to the site, ensuring that the visual impact of the new development will be limited primarily to views into the site from London Road.

Several important trees have been retained within this frontage to ensure a consistent and attractive street scene.

8.5 The retention of the green infrastructure corridor identified through the SHLAA assessment is a key benefit of the proposal. The protection of, and improvements to the green infrastructure network are supported by Policy 8 of the Hassocks Neighbourhood Plan and Policy DP38 (Green Infrastructure) of the emerging District Plan.

9.0 APPEARANCE

9.1 The general design principles are set out within the accompanying Design and Access Statement. These will guide the final proposals that will be the subject of a Reserved Matters application in due course.

9.2 In incorporating these principles the new homes will fit comfortably within the local vernacular, utilising typical local materials and dwelling types. The new homes will therefore form a positive addition to the London Road Street scene including providing a complementary backdrop to the Friar's Oak Public House to the south with the use of exposed rafter ends and part timber cladding.

9.3 In doing so the proposals will sensitively preserve the setting of the Grade II Listed Building at Friar's Oak House, located on the opposite side of London Road.

9.4. The site would accommodate a larger scaled scheme in comparison to the sites at Hassock Golf Club and north of Friar's Oak Public House, as well as the site north of Mackie Avenue and Clayton Mills. This decision to incorporate larger dwellings is that the number of 2-, 3- and 4-bedroom family homes has been exhausted in the area and no provision has been made for larger families with the need for increased floor area.

9.5 The proposal will have limited visual impact from surrounding areas, and the site does not make a significant contribution to the landscape setting north of Hassocks as it is enclosed behind thick tree / shrub belts. The development infills an area of underused land between two larger development sites

10.0 SUSTAINABILITY

10.1 The proposed development is in a sustainable location as already mentioned within this statement and will help to meet the social, environmental and economic needs of the district.

10.2 The National Planning Policy Framework provides three dimensions of sustainable development as economic, social and environmental:

Economic Role

10.3 The development of the site will provide economic activity in the construction phase, particularly in the construction industry and related secondary industries.

The National Planning Policy Framework provides specific and active support for proposals that result in economic development (see paragraphs 17 and 19 of the Framework).

Part 6 of the Localism Act (2012) requires the Council to have regard to local finance considerations (as far as material to the application) as well as the provisions of the Development Plan and any other material considerations.

Social Role

10.4 The proposed development would contribute towards the provision of new housing in a sustainable location, including new prestige homes bringing wealth into the Village which in turn will contribute to the local economy, as residents will most likely have more disposable income.

The homes would have excellent access to public transport, local shops services and other amenities accustomed to being close to a vibrant and busy village centre.

The location of the site at the edge of the settlement boundary ensures that there are no obvious adverse impacts on residential amenity that would arise from the proposals.

Environmental Role

10.5 The development layout has been designed to avoid areas of flood risk and would not increase flood risk elsewhere.

It is proposed that each house will feature a dedicated electric parking space.

The development of the site for residential uses would ensure a consistent and coherent extension of the built-up area alongside the large residential development at Hassocks Golf Club allocated in the Neighbourhood Plan.

11.0 CONCLUSIONS

11.1 The scheme proposes a residential redevelopment of the site for 3 new detached homes.

11.2 The scheme is well designed, and the proposed building heights and density are appropriate given the site's edge of settlement location. There will be little impact on neighbouring amenity. Access and air quality issues have been satisfactorily addressed in accordance with local planning policies.

11.3 The site is in a sustainable location on the edge of a Category 2 settlement, which ensures that new homes have close access to services and sustainable modes of transport, minimising the need for private car use as nearly all amenities that are required by families is within walking distance of the site. This is particularly beneficial in reducing the impact of car travel on the Stonepound Crossroads AQMA.

11.4 The applicant has also set out their design principles for future buildings that will enhance the quality of the street scene and preserve the setting of the listed building at Friar's Oak House. These principles will provide some reassurance and clarity prior to the submission of reserved matters and detailed design information.

*11.5 The presumption in favour of sustainable development (paragraph 14 of the NPPF) states that sustainable development should be allowed unless the disadvantages of the scheme **significantly** and **demonstrably** outweigh the benefits of the scheme.*

11.6 The benefits of the scheme are significant and there are no disadvantages that would significantly and demonstrably outweigh such benefits.

11.7 In the light of the above, the local planning authority is respectfully requested to grant planning permission without delay.