

SDNPA response to the Hassocks Submission Neighbourhood Development Plan (September 2019)

The comments set out below are South Downs National Park Officers views only under Delegated Powers.

All text to be added is underlined, all deleted text is ~~struck through~~.

Ref	Comment	SDNPA Recommendation
Introduction	<p>This section should be updated to reflect that the South Downs Local Plan has now been adopted (July 2019) and forms the Development Plan for those parts of the Parish which are within the South Downs National Park (SDNP).</p> <p>This section could also helpfully clarify that the SDNPA is the Local Planning Authority for those parts of the Parish within the SDNP.</p>	Amend section to reflect current status of the South Downs Local Plan and clarify that SDNPA is the Local Planning Authority for those areas of the parish inside the South Downs National Park.
Vision & Objectives	We welcome and support the strategic objectives, in particular in regards to the Parish's position within and part of the setting of the SDNP. We also welcome the recognition of the parish as a gateway to the SDNP.	Note the support for these objectives.
Policy 1: Local Gap	<p>We consider it important to repeat the comments made at the Pre-Submission consultation which have not been addressed:</p> <p>Point 2) of the Policy refers to the Mid Sussex Local Plan which does not apply in the South Downs National Park. Therefore only part 1) can apply to development within the Local Gaps in the South Downs National Park as shown on the Proposals Map. In itself part 1) would restrict development to agriculture or other uses which have to be located in the countryside.</p> <p>In broad terms a Local Gaps policy seeks to prevent coalescence of settlements and should not restrict development per se.</p>	Suggest the policy is reworded to cover Local Gaps within the South Downs National Park as stated in the comments on the left.

	<p>It is suggested the policy is reworded to allow for the possibility for other forms of development in the Local Gaps within the South Downs National Park, other than those defined by part 1). We suggest the wording could be amended to state:</p> <p>I. It is necessary for the purposes of agriculture, or other use which has to be located in the countryside, <u>or where the integrity of predominantly open and undeveloped land between settlements will not be undermined;</u></p> <p>Any such development would need to comply with Policy 6 of the Neighbourhood Plan along with Policy SD25: Development Strategy of the South Downs Local Plan.</p>	
<p>Policy 6: Development Proposals Affecting the South Downs National Park</p>	<p>Support in particular the wording in the second half of the policy that relates to land outside of, but contributing to the setting of the South Downs National Park. This is in line with Section 62 of the Environment Act 1995 which requires all relevant authorities to have regard to the Purposes of the National Park.</p>	<p>Note the support for the policy.</p>
<p>Chapter 8: Transport</p>	<p>We would repeat our overall support for the strategic objectives. However we do consider some important amendments should be made to this section as it includes proposals which affect routes connecting to and within the National Park.</p> <p>Para. 8.4 should be clarified as to whether the reference to the 'upgrade' of PRow means upgraded to bridleway?</p> <p>In relation to point 5 and the route linking Hassocks to Clayton. If the aspiration, where it states non-car routes, is for shared use paths open to cyclists and equestrians it would be helpful to say this explicitly.</p>	<p>Amend section in response to comments raised.</p>

	<p>The route would eventually allow connection to the South Downs Way National Trail and the link to Hassocks could be promoted as a benefit to tourism.</p> <p>The term “all-weather” could be clarified as it can be interpreted in different ways. PRow in the countryside are not generally tarmac and any upgrade to a sealed surface may be classed as development. We would strongly recommend the method used in the National Park when creating shared use paths is to use a year round permeable, self-binding limestone dust surface that is appropriate for a countryside setting.</p> <p>For the section on Public Transport suggest adding wording relating to the railway station in Hassocks. SDNPA would welcome promotion of the railway station in this section as a gateway, providing connectivity into the South Downs National Park for public transport users.</p>	
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