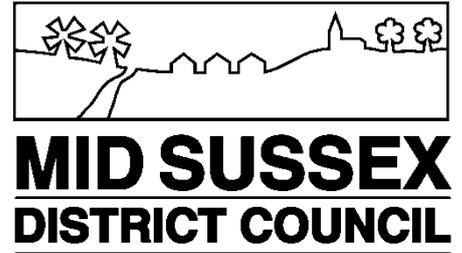


# Mid Sussex



## Site Allocations Development Plan Document

Draft Submission (Regulation 19)

Scrutiny Committee – 11<sup>th</sup> March



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## Foreword

To be added to Final Version

## Executive Summary

### Introduction

This document is ~~a the Regulation 19 'submission draft' of the emerging Council's Site Allocations Development Plan Document (the Sites DPD) that is published for six weeks consultation prior to submission to the Government for consideration which is scheduled for Autumn 2020 to allow interested members of the public, Town or Parish Councils and other interested stakeholders and organisations to provide any comments to assist in the preparation of the document.~~

The District Plan, adopted in March 2018, sets out a commitment for the Council to prepare a Sites DPD, which has four main aims, which are:

- i) to allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan;
- ii) to allocate sufficient employment land to meet the residual need and in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development;
- iii) to allocate a site for a Science and Technology Park west of Burgess Hill in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development, and
- iv) to set out additional Strategic Policies necessary to deliver sustainable development.

~~This Regulation 19 draft Sites DPD was prepared following a six week consultation period, between 9 October and 20 November 2019, which allowed interested members of the public, Town or Parish Councils and other interested stakeholders and organisations to provide any comments to assist in the preparation of the document. This document has been prepared following careful consideration of the comments made. It will be subject to a further round of consultation in May-June 2020, comments made at that stage will be submitted to the Planning Inspector alongside the plan and accompanying evidence. Following the consultation, the comments will be considered by the Council and will help to inform the next stage of preparing the plan, which is expected to be published in May 2020 for further consultation before being submitted to Government later in 2020.~~

### Site Allocations

District Plan Policy DP1: Sustainable Economic Development set out a commitment to allocate further employment sites within the Sites DPD. The Sites DPD Policy **SA1: Sustainable Economic Development – Additional Site Allocations** allocates six additional sites for employment use, plus expansion at Bolney Grange Business Park, totalling approximately 17ha.

Site DPD Policy **SA2 – SA8** contain policies for each employment site allocation. These sites are listed below.

Settlement/ Parish	Site Name	Policy Reference
Burgess Hill	Burnside Centre, Victoria Road	<b>SA2</b>
	Site of Former KDG, Victoria Road	<b>SA3</b>
Copthorne	Land north of the A264 at Junction 10 of M23	<b>SA4</b>
Bolney	Land at Bolney Grange Business Park	<b>SA5</b>
	Marylands Nursery, Cowfold Road	<b>SA6</b>

Pease Pottage	Cedars, Brighton Road	<b>SA7</b>
	Pease Pottage Nurseries, Brighton Road	<b>SA8</b>

DP1: Sustainable Economic Development identifies a broad location for a Science and Technology Park to the west of Burgess Hill. **SA 9: Science and Technology Park** allocates a specific site, north of the A2300, for a Science and Technology Park.

The Site Allocations Policy **SA10: Housing** updates and complements District Plan Policy DP 4: Housing and provides context for the residual necessary for the Sites DPD to address.

The Site Allocations Policy **SA 11: Additional Housing Allocations** identifies the sites that are allocated to meet the residual housing requirement addressed by the Sites DPD. **SA12 – SA33** contain policies for each housing site allocation. These sites are listed below.

Settlement/ Parish	Site Name	Policy Reference
Burgess Hill	Land South of 96 Folders Lane	<b>SA 12</b>
	Land South of Folders Lane and East of Keymer Road	<b>SA 13</b>
	Land South of Selby Close	<b>SA 14</b>
	Land South of Southway	<b>SA 15</b>
	St.Wilfrid's School	<b>SA 16</b>
	Woodfield House, Isaacs Lane	<b>SA 17</b>
East Grinstead	East Grinstead Police Station	<b>SA 18</b>
	Land South of Crawley Down Rd	<b>SA 19</b>
	Land South and West of Imberhorne Upper School	<b>SA 20</b>
Haywards Heath	Land at Rogers Farm, Fox Hill	<b>SA 21</b>
Crawley Down	Land North of Burleigh Lane	<b>SA 22</b>
Cuckfield	Land at Hanlye Lane East of Ardingly Road	<b>SA 23</b>
Hassocks	Land North of Shepherds Walk	<b>SA 24</b>
Ardingly	Land West of Selsfield Road	<b>SA 25</b>
Ashurst Wood	Land South of Hammerwood Road	<b>SA 26</b>
Handcross	Land at St. Martin Close (West)	<b>SA 27</b>
Horsted Keynes	Land South of The Old Police House	<b>SA 28</b>
	Land South of St. Stephens Church	<b>SA 29</b>
Sayers Common	Land to the North of Lyndon, Reeds Lane	<b>SA 30</b>
Scaynes Hill	Land to the rear of Rear of Firlands, Church Road	<b>SA 31</b>
Turners Hill	Withypitts Farm, Selsfield Road	<b>SA 32</b>
Ansty	Ansty Cross Garage	<b>SA 33</b>

### Development Policies

In addition to the Sites DPD policies relating to site allocations, the District Plan policies are complemented, by five additional strategic policies. These policies help to ensure that the Development Plan supports the delivery of sustainable development when considered as a whole.

The additional policies included within the Sites DPD cover the following areas:

- **SA34: Existing Employment Sites** provides additional policy requirements relating to the protection of existing employment sites, whilst supporting their expansion where appropriate.

- **SA35: Safeguarding of Land for Strategic Highway Improvements** provides an additional policy to safeguard land to support the delivery of transport schemes, identified in relation to the Sites DPD, to ensure that proposed development is sustainable.
- **SA36: Wivelsfield Railway Station** provides a policy which safeguards Land to the west of Wivelsfield Railway Station to support the delivery of a package of improvements at Wivelsfield Railway Station.
- **SA37: Burgess Hill/ Haywards Heath Cycle Network** provides a policy for the Burgess Hill/ Haywards Heath Multifunctional Network which supports the delivery of a programme of sustainable transport infrastructure improvements to support development, particularly strategic development at Burgess Hill.
- **SA38: Air Quality** provides additional policy requirements for when an air quality assessment may be required, for example, in relation to an AQMAs. It also addresses potential air quality impacts for the Ashdown Forest SPA and SAC.

### **Implementing the Plan**

Implementation and monitoring is an essential component of the plan-making process. A monitoring schedule is included which sets out a range of indicators that assess whether the policies of the DPD are achieving the objectives and intended policy outcomes, whether they are having any unintended consequences and whether they are still relevant or require a review.

## Purpose of this Consultation

The District Plan, adopted in March 2018, sets out a commitment for the Council to prepare a Sites DPD, which has four main aims, which are:

- 1) to allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan;
- 2) to allocate sufficient employment land to meet the residual need and in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development;
- 3) to allocate a site for a Science and Technology Park west of Burgess Hill in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development, and
- 4) to set out additional Strategic Policies necessary to deliver sustainable development.

[A draft Site Allocations Development Plan Document \(the draft Sites DPD\) was subject to consultation during October – November 2019. Comments received during the consultation period have been carefully considered, and amendments made to the Sites DPD where required which are reflected in this document.](#)

This document [represents the next stage in the DPD process, 'Regulation 19'. It is a 'draft' of the emerging Council's Site Allocations Development Plan Document \(the Sites DPD\) the version of the Sites DPD that the Council intends to submit to the Secretary of State, for independent examination, following a that is published for six weeks](#) consultation to allow interested members of the public, Town or Parish Councils and other interested stakeholders and organisations to provide any comments. [Following the close of the consultation period, all comments will be submitted to the Planning Inspector alongside the Sites DPD and supporting evidence, to assist in the preparation of the document.](#)

[Following the consultation, the comments will be considered by the Council and will help to inform the next stage of preparing the plan, which is expected to be published in May 2020 for further consultation before being submitted to Government later in 2020.](#)

## How to Comment on this Consultation

This Sites DPD will be made available for six-weeks consultation from [11<sup>th</sup> May – 22<sup>nd</sup> June 2020](#). ~~9<sup>th</sup> October to 20<sup>th</sup> xx–xx November 2019~~. The document will be available on the Council website, District Libraries and at District, Town and Parish Council offices. Static exhibitions will be available at the District Council office and Public Libraries. ~~All comments received will be considered and will contribute towards the next formal stage of the plan making process~~. Further details of the Council's approach to consultation are explained in the Community Involvement Plan.

If you wish to comment on these documents, these should be sent to:

**E-mail:** [LDFConsultation@midsussex.gov.uk](mailto:LDFConsultation@midsussex.gov.uk)

**Online:** <https://www.midsussex.gov.uk/planning-building/development-plan-documents/>

**Post:** Planning Policy and Economic Development  
Mid Sussex District Council  
Oaklands  
Oaklands Road  
Haywards Heath  
West Sussex  
RH16 1SS

## 1. Introduction

### What is the Site Allocations Development Plan Document?

1.1 The Mid Sussex District Plan 2014-2031, adopted on 28 March 2018, provides a policy framework for the delivery of sustainable development across the district. It sets out the housing requirement for the district up to 2031 and will be complemented by the Site Allocations Development Plan Document (the Sites DPD). The main role of these documents is summarised below:

- **District Plan 2014-2031:** The District Plan sets out the Spatial Strategy and Strategic Policies for the district to deliver sustainable development. It identifies the number of new homes and jobs to be provided in the area for the plan period up to 2031. It makes provision for retail, leisure and commercial development and for the infrastructure needed to support them.

The District Plan sets out the Spatial Strategy for the location of development across the district and allocates large-scale development sites. It includes district-wide policies to ensure that development contributes to meeting the Strategic Objectives of the plan, such as policies relating to the natural and historic environment.

- **Site Allocations Development Plan Document:** The Sites DPD allocates additional development sites to meet the residual necessary to meet the agreed housing requirement for the plan period as reflected in the District Plan 2014-2031. The additional allocations are in accordance with the Spatial Strategy and Strategic Policies set out in the District Plan.

The Sites DPD also allocates additional employment sites, a Science and Technology Park to the west of Burgess Hill and sets out additional Strategic Policies for the district, to complement those set out in the District Plan to deliver sustainable development.

- **Policies Map:** This shows the sites identified for development and areas where particular policies apply. It will be updated as each part of the Development Plan is adopted. [A draft Policies Map accompanies this submission draft Sites DPD – this indicates any changes to the adopted \(District Plan\) policies map that would result from the allocations and policies within the Sites DPD. It also includes additions to the built-up area to reflect completed and committed development, as set out in the Policies Map Topic Paper.](#)

1.2 The Council's Local Development Scheme (LDS) sets out the timetable for preparing the Council's Development Plan Documents (DPD's) and is available on the Council's website.<sup>1</sup>

### The Development Plan

1.3 The District Plan 2014-2031 and Sites DPD will be used to inform decisions on planning applications across the district, in conjunction with any DPD's relating to minerals and waste prepared by West Sussex County Council and any 'made' neighbourhood plans prepared by the community.

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<sup>1</sup> Available at: <https://www.midsussex.gov.uk/planning-building/consultation-monitoring/#topic-the-local-development-scheme>

- 1.4 These documents are complemented by the remaining ‘saved’ policies of the Mid Sussex Local Plan (May 2004) and the Mid Sussex Small Scale Housing Allocations DPD (April 2008).
- 1.5 Neighbourhood Plans can be prepared by either town or parish councils, or a neighbourhood forum, and where adopted, also make up part of the Development Plan of the district. They can provide an important layer of planning for local areas and set out in more detail how a community wishes to see its area develop.
- 1.6 Where neighbourhood plans are prepared, they must be in general conformity with the Strategic Policies set out in the District Plan and Site Allocations DPD, i.e. District Plan (DP) Policies and Site Allocations (SA) Policies, and any Strategic Policies set out in future planning documents in accordance with the Neighbourhood Planning (General) Regulations 2012.<sup>2</sup>
- 1.7 The Council will continue to support communities who wish to prepare neighbourhood plans. Details of how the Council can help with the preparation of neighbourhood plans are set out on the Council’s website.<sup>3</sup>
- 1.8 These documents together make up the Development Plan for the district (see Figure 1.1). All planning applications will be determined in accordance with the Development Plan taken as a whole, unless material considerations indicate otherwise.
- 1.9 [The Council has also prepared a number of Supplementary Planning Documents \(SPDs\). These provide additional detail and guidance to existing policies. SPDs are a material consideration in planning decisions. Adopted SPDs are available to view online at <https://www.midsussex.gov.uk/planning-building/supplementary-planning-documents/>](https://www.midsussex.gov.uk/planning-building/supplementary-planning-documents/)

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<sup>2</sup> *The Neighbourhood Planning (General) Regulations 2012*

<sup>3</sup> Available at: <https://www.midsussex.gov.uk/planning-building/neighbourhood-plans/>

## How the Sites DPD has been Prepared

- 1.10 The Sites DPD has been prepared in compliance with the Planning and Compulsory Purchase Act 2004,<sup>4</sup> and other relevant regulations.
- 1.11 Government planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The NPPF sets out the Government’s planning policies for achieving sustainable development and is complemented by the PPG, which provides additional guidance for practitioners.
- 1.12 In particular, the NPPF states that Development Plan Documents should be prepared in accordance with the legal and procedural requirements. To be found to be ‘sound’, Plans must be:
  - a) positively prepared
  - b) justified
  - c) effective, and
  - d) consistent with national policy.<sup>5</sup>

The Council has prepared the Sites DPD in line with these requirements as set out below.

### a) Positively Prepared

- 1.13 The NPPF states that plans are sound if they are:

*“positively prepared - providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development”*
- 1.14 The Council has worked, and continues to work, in partnership with its neighbouring authorities under the Duty-to-Cooperate and has undertaken an ongoing process of Sustainability Appraisal to ensure that the Site Allocations Document delivers sustainable development.
- 1.15 The Sites DPD identifies additional site allocations to meet the objectively assessed development requirements for the district, plus the agreed quantum of unmet housing need for the Northern West Sussex Housing Market area (HMA) to be addressed within Mid Sussex.
- 1.16 The Sites DPD is addressing the housing and employment need which has already been established by the District Plan and therefore these matters are not addressed in the Duty-to-Cooperate matters in the context of the Site Allocations document itself. Clearly these matters will be reviewed again in the future through the District Plan review process, [which is scheduled to commence in 2020](#).
- 1.17 Other important Duty to Co-operate matters for Mid Sussex include giving consideration to potential impacts on the South Downs National Park, High Weald Area of Outstanding Natural Beauty (AONB) and the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC). The National Park Authority, AONB Board and Natural England have all been engaged during the

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<sup>4</sup> *Planning and Compulsory Purchase Act 2004*

<sup>5</sup> *National Planning Policy Framework (NPPF)*. (2019). para. 35.

preparation of the plan and details of this are set out within the supporting papers and Habitats Regulations Report.<sup>6</sup> It is considered that the plan does not negatively affect these matters.

- 1.18 Planning for strategic infrastructure, particularly for highways, is an important consideration, including for the Sites DPD, and the Council continues to work with West Sussex County Council as Highways Authority, Highways England, and other stakeholders. This matter is discussed in more detail in Section 3 of this document.

**b) A justified plan:**

- 1.19 The NPPF states that plans are sound if they are:

*“justified - an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence”*

- 1.20 The Sites DPD complements the District Plan 2014-2031 and the additional allocations are consistent with the Strategic Policies set out in the District Plan, including the Settlement Hierarchy. The District Plan was based on a comprehensive understanding of the issues facing the district and this baseline has been updated to inform the Sites DPD.

- 1.21 A series of reasonable alternatives were developed and considered to inform the Sites DPD. The reasonable alternatives have been assessed through the Sustainability Appraisal (SA), which is described further below.

**c) An effective plan:**

- 1.22 The NPPF states that plans are sound if they are:

*“effective - deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground”*

- 1.23 To ensure the additional site allocations are realistic, deliverable and viable the Council has worked closely with landowners and developers to confirm that the additional development sites being allocated are deliverable. A Viability Study has been published alongside the Sites DPD.<sup>7</sup>
- 1.24 The Council has worked closely with a range of organisations and key stakeholders such as West Sussex County Council, who are responsible for providing or managing key services, including education and transport, and the Environment Agency, Natural England and Historic England. A number of Statements of Common Ground have been prepared with a series of key stakeholders and these are published alongside a Topic Paper summarising the Council’s approach to meeting its commitments under the Duty-to-Cooperate.

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<sup>6</sup> Mid Sussex District Council. (2019). *Site Allocation Development Plan Document, Site Selection Paper 3: Housing Sites*.

Mid Sussex District Council. (2019). *Duty to Cooperate Statement. Habitats Regulations Assessment of the Mid Sussex Site Allocations Development Plan Document at Draft Plan Stage*. (2019).

<sup>7</sup> Mid Sussex District Council (2019) Site Allocations Document – Viability Review.

**d) Consistent with National Policy:**

1.25 The NPPF states that plans are sound if they are:

*“consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework”*

1.26 The preparation of the Sites DPD has involved the testing of reasonable alternatives through Sustainability Appraisal (SA) that incorporates a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA). Both reports have been published alongside this document.<sup>8</sup>

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<sup>8</sup> Mid Sussex District Council. (2019). *Site Allocations DPD, Sustainability Appraisal*.



## Key

### Site Allocations DPD Proposed Allocations

#### Employment Site Allocations

	SA2	Burnside Centre, Victoria Road
	SA3	Site of Former KDG, Victoria Road
	SA4	Land north of the A264 at Junction 10 of M23
	SA5	Land at Bolney Grange Business Park
	SA6	Marylands Nursery, Cowfold Road
	SA7	Cedars, Brighton Road
	SA8	Pease Pottage Nurseries, Brighton Road

#### Science and Technology Park

	SA9	Land to the north of the A2300
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#### Housing Site Allocations

	SA12	Land South of 96 Folders Lane
	SA13	Land South of Folders Lane and East of Keymer Road
	SA14	Land South of Selby Close
	SA15	Land South of Southway
	SA16	The Brow and St. Wilfrid's School
	SA17	Woodfield House, Isaacs Lane
	SA18	East Grinstead Police Station
	SA19	Land South of Crawley Down Road
	SA20	Land South and West of Imberhome Upper School
	SA21	Land at Rogers Farm, Fox Hill
	SA22	Land North of Burleigh Lane
	SA23	Land at Hanlye Lane East of Ardingly Road
	SA24	Land North of Shepherds Walk
	SA25	Land West of Selsfield Road
	SA26	Land South of Hammerwood Road
	SA27	Land at St. Martin Close (West)
	SA28	Land South of The Old Police House
	SA29	Land South of St. Stephens Church
	SA30	Land to the North of Lyndon, Reeds Lane
	SA31	Land to the rear of Rear of Firlands, Church Road
	SA32	Withypitts Farm, Selsfield Road
	SA33	Ansty Cross Garage

### District Plan Policies

-  Proposed strategic housing allocation (DP8, DP9, DP10 and DP11)
-  Proposed employment (DP9)
-  Centre for Outdoor Sport (DP9)

### Constraints

-  Plan Area
-  Railway line
-  District Boundaries
-  Built Up Area Boundaries
-  East Court & Ashplats Wood, East Grinstead Strategic SANG (DP17)
-  Ashdown Forest 7km Zone of Influence (DP17)
-  High Weald Area of Outstanding Natural Beauty (DP16)
-  South Downs National Park
-  Protection and Enhancement of Countryside (DP12)

## General Principles for Site Allocations

The following general principles provide an overview of the District Plan requirements that are relevant for all the sites along with requirements set out in Council Supplementary Planning Documents (SPD's), planning guidance or strategy documents that may relate to the development of a site and which should be addressed in detail at the planning application stage. These General Principles apply to all site allocations and are supplemented by site-specific requirements set out for each policy SA2-SA9 (employment) and SA12-SA33 (housing).

The Sites DPD is accompanied by an Infrastructure Delivery Plan (IDP). The provision of infrastructure is essential to support new homes, economic growth and the creation of sustainable communities. The IDP identifies the future infrastructure requirements as a result of anticipated future growth proposed within the Sites DPD. It sets out the likely infrastructure requirements and estimated contributions for each proposed site allocation based on engagement with infrastructure providers and key stakeholders (for example, West Sussex County Council, the Clinical Commissioning Group and utility providers).

### SA GEN: General Principles for Site Allocations

#### Key Objectives

- Contribute towards necessary infrastructure provision, including transport, education, health, community and leisure facilities as required by District Plan Policy **DP20: Securing Infrastructure**, the **Mid Sussex Infrastructure Delivery Plan (IDP)** and the **Mid Sussex Development Infrastructure and Contributions Supplementary Planning Document (SPD)**.
- Provide 30% affordable housing and a suitable mix of housing in line with District Plan Policies **DP30: Housing Mix** and **DP31: Affordable Housing** and the **Mid Sussex Affordable Housing SPD**.

#### Urban design principles

- Design new development in accordance with District Plan Policy **DP26: Character and Design** and with the design principles set out in the **Mid Sussex Design Guide SPD**.
- Sites within the High Weald AONB are to have regard to the **High Weald AONB Design Guide for new Housing Development**.
- Provide a high degree of integration and connectivity between new and existing communities.
- Design new development at a density that is appropriate for the location.
- Make a positive contribution towards local character and distinctiveness.
- Create safe communities through appropriate design and layout that reduces the likelihood of crime and anti-social behaviour.

#### Landscape considerations

- Undertake Landscape and Visual Impact Assessment or Appraisal (LVIA) on any rural and edge of settlement sites. The LVIA will need to inform the site design, layout, capacity and any mitigation requirements.
- Development in the High Weald AONB or within its setting will need to conserve or enhance the natural beauty and special qualities of the High Weald, as set out in the **High Weald Management Plan 2019-20124** and District Plan Policy **DP16: High Weald Area of Outstanding Natural Beauty**.

- Development within the setting of the South Downs National Park will need to be consistent with National Park purposes and special qualities, as set out in the **South Downs Local Plan** and **South Downs Partnership Management Plan** and with District Plan Policy **DP 18: Setting of the South Downs National Park**.
- Provide a Landscape Strategy to identify how natural features on site have been retained and incorporated into the landscape structure and design of the site and informed the landscaping proposals for the site.
- Arboricultural Impact Assessment and Arboricultural Method Statements will be required for all sites where development will be within 5 metres of any trees.

### Social and community

- Contribute towards education capacity (early years, special education needs, primary, secondary and sixth form) in accordance with District Plan Policy **DP20: Securing Infrastructure**, the **Mid Sussex Site Allocations IDP** and the requirements set out in the **Mid Sussex Development Infrastructure and Contributions SPD**.
- Contribute towards public open space, recreational and community facilities in accordance with District Plan policy **DP24: Leisure and Cultural facilities**, **DP25: Community Facilities and Local Services**, the **Mid Sussex Site Allocations IDP**, the **Draft Mid Sussex Play and Amenity Greenspace Strategy**, **Draft Playing Pitch Strategy**, **Draft Community Buildings Strategy** and the requirements set out in the **Mid Sussex Development Infrastructure and Contributions SPD**.
- Contribute towards health care provision, where appropriate, in accordance with District Plan Policy **DP20: Securing Infrastructure** and the requirements set out in the **Mid Sussex Development Infrastructure and Contributions SPD**.

### Historic environment and cultural heritage

- Undertake pre-determination evaluation of potential archaeological features on the site prior to any planning application being submitted, unless it can be demonstrated that such an evaluation is not appropriate for this site. Appropriate mitigation may be required depending on the outcome of that evaluation.
- Respect listed buildings, conservation areas, scheduled monuments, registered parks and gardens and their settings and look for opportunities to enhance or better reveal their significance. All heritage assets, including those that are undesignated, will need to be conserved and enhanced.
- Provide Heritage Impact Assessments, where appropriate, to establish the significance of heritage assets and their settings, the impact of development on this significance and, if appropriate, mitigation strategies in accordance with District Plan policies **DP34: Listed Buildings and other Heritage assets**, **DP35: Conservation Areas** and **DP36: Historic Parks and Gardens**.

### Air Quality, Light, Noise and Amenity

- Investigate any potential adverse air, light and noise pollution impacts from the development itself and from neighbouring uses, ensuring that these are avoided, or appropriately mitigated, in accordance with District Plan Policy **DP29: Noise, Air and Light Pollution** and **SA38 relating to Air Quality** as set out in this **Site Allocations DPD**.

### Biodiversity and Green Infrastructure

- Carry out habitat and species surveys at the earliest opportunity in order to conserve important ecological assets from negative direct and indirect effects.

- Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures. Achieve a net gain in biodiversity (measured in accordance with Government guidance), for example, by incorporating new natural habitats, appropriate to the context of the site, into development and designing buildings with integral bat boxes and bird nesting opportunities, green/brown roofs and green walling, in appropriate circumstances in accordance with District Plan Policy **DP38: Biodiversity**.
- Protect and enhance Green Infrastructure (GI) and corridors by ensuring built development avoids and integrates existing GI into the layout of the scheme ~~retains that which exists on site and supports its improvement, enhancement, management and restoration~~ reinforcing and providing new connections to existing corridors to develop a connected network of multi-functional greenspace.
- Improve access to, and understanding of natural greenspace and nature conservation features, including recognising the importance and role of green infrastructure to the ecosystem, biodiversity, public rights of way, health and well-being, the water environment, community facilities and climate change. Green Infrastructure is to be incorporated with SuDS, where possible, to improve biodiversity and water quality.

#### Access and highways

- Ensure development contributes towards delivering sustainable development and appropriate infrastructure in accordance with District Plan Policy **DP21: Transport** and the objectives of the **West Sussex Transport Plan 2011 – 2026**.
- Provide a Transport Assessment and Sustainable Transport Strategy ~~STS~~ to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it.
- ~~Identify how the development will provide safe and convenient routes for walking and cycling through the development and linking with existing networks beyond.~~
- Highway infrastructure mitigation is only considered once all relevant sustainable travel interventions (for the relevant local network ~~corridor~~) have been fully explored and have been taken into account in terms of their level of mitigation.
- ~~Identify how the development will provide safe and convenient routes for walking and cycling through the development and linking with existing networks beyond.~~
- Create a permeable road network within the site with clearly defined route hierarchies.
- Safeguard Public Rights of Way (PRoW) and protect their amenity.
- Provide adequate car parking in accordance with District Plan Policy **DP21: Transport**.

#### Flood risk and drainage

- Provide a site-specific Flood Risk Assessment (FRA)/surface water drainage strategy in areas at risk from fluvial or surface water flooding to inform the site layout and any appropriate mitigation measures that may be necessary. Areas at risk of flooding should be avoided in the first instance.
- Undertake a sequential approach to site layout by avoid developing areas at risk of flooding including climate change allowance.
- Priority will be given to use of Sustainable Urban Drainage Systems (SuDS) principles and methods where possible to drain the surface water from the development. SuDS features shall be designed and managed to provide, where possible, an ecological and water quality enhancement, providing areas for amenity and recreation, in accordance with District Plan Policy **DP41: Flood Risk and**

**Drainage and the West Sussex Lead Local Flood Authority (LLFA) Policy for the Management of Surface Water and the Mid Sussex Drainage Advice for Developers.**

**Ashdown Forest**

- Developments resulting in a net increase in dwellings within the 7km zone of influence around the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC) may require mitigation in order to prevent adverse effects on the Forest and shall accord with District Plan Policy **DP17: Ashdown Forest SPA and SAC.**

**Utilities**

- Liaise with water, gas and electricity providers to ensure that appropriate works are carried out if needed.
- Demonstrate that there is adequate water supply capacity and/or waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users in accordance with District Plan policy **DP42: Water Infrastructure and the Water Environment.**

**Sustainability**

- Design development to be resilient to climate change, minimise energy and water consumption and mitigate against flood risk in line with **DP39: Sustainable Design and Construction, DP41: Flood Risk and Drainage** and **DP42: Water Infrastructure and the Water Environment.**
- Address sustainability at the conception stage of development proposals to exploit the benefits of passive design and orientation, fabric performance, energy efficiency measures and low carbon solutions; and wherever possible include on-site low or zero carbon technologies in accordance with District Plan policies **DP39: Sustainable Design and Construction** and **DP40: Renewable Energy Schemes.**

**Contaminated Land**

- Investigate any potential land contamination from present or historical on site or adjacent land uses.

**Minerals Safeguarding**

- Consult with West Sussex County Council regarding any applications for development in a Minerals Safeguarding Zone or Consultation Area and address the requirements of **Policy M9 West Sussex Joint Minerals Local Plan – 2018.**

## Sustainable Economic Development

- 2.1 District Plan Policy **DP1: Sustainable Economic Development** seeks to support economic growth across the district to promote a place which is attractive to a full range of businesses; which provides opportunities for people to live and work in their community; and to deliver an estimated job growth of an average of 543 jobs per year for the period 2014-2031. DP1 describes how this requirement will be met and this includes encouraging the provision of high quality development of land and premises to meet the needs of 21<sup>st</sup> century businesses and encouraging inward investment.
- 2.2 Policy DP1 also allocated 25 hectares of land at Burgess Hill and set out a commitment to allocate further sites within the Sites DPD.
- 2.3 Employment projections are based on a number of factors and so they are sensitive to change, such as changes in the jobs and employment market and the impact of national policy/legal interventions such as Permitted Development for office to residential conversions.<sup>9</sup>
- 2.4 Updated employment evidence, commissioned by the Council to take account of updated employment forecast statistics identified a total requirement of around **35 to 40 hectares** is needed up to 2031.<sup>10</sup>
- [2.5 District Plan Policy DP1 allocated 25ha at Burgess Hill:](#)
- [15ha on a site named “The Hub”. This allocation is partly complete, with planning applications in place to deliver the remainder.](#)
  - [10ha at the Northern Arc strategic development](#)
- [2.6 Since adoption of the District Plan in 2018, the approved masterplan for the Northern Arc concluded that it is only possible to bring forward 4ha of employment land within the site. However, two additional sites \(Former Handcross Garden Centre, Handcross – 2.7ha; and Land west of Copthorne - 3.6ha\) have received planning permission. This effectively makes up for the shortfall in employment land expected at the Northern Arc.](#)
- [2.7 This therefore this](#) leaves a residual requirement of 10-15 hectares to be allocated within the Site Allocations Document.
- 2.8 The Sites DPD Policy **SA1: Sustainable Economic Development – Additional Site Allocations** allocates six additional sites for employment use, plus expansion at Bolney Grange Business Park, totalling approximately 17ha. The process for selecting these sites for allocation is set out [in the Employment Topic Paper in Site Selection Paper 4: Employment](#) and Sustainability Appraisal.<sup>11</sup>

<sup>9</sup> *The Town and Country Planning (General Permitted Development) (England) Order 2015*

<sup>10</sup> *Mid Sussex District Council. (2019). Site Allocations Development Plan Document, Site Selection Paper 4: Employment Sites.*

<sup>11</sup> *Mid Sussex District Council. (2019). Site Allocations Development Plan Document, Site Selection Paper 4: Employment Sites.*

*Mid Sussex District Council. (2019). Site Allocations DPD, Sustainability Appraisal.*

## SA1: Sustainable Economic Development – Additional Site Allocations

The strategy for economic development in Mid Sussex is set out in District Plan Policy **DP1: Sustainable Economic Development** that supports the delivery of an average of 543 jobs per year and allocates 25 hectares of employment land at Burgess Hill to the east of Cuckfield Road to assist meeting this requirement.

This policy complements DP1 and allocates 17.45 hectares on seven additional sites for specified employment uses (Table 2.1) and indicated on the policies map. Employment development will be supported at the additional employment site allocations where

- proposals follow a comprehensive approach involving the community, local planning authority, developer and other key stakeholders; and,
- where development meets the requirements set out within [SA GEN: General Principles for Site Allocations](#) and the Policy Requirements ([Policies SA's 2 to 8](#)) shown on the following pages; and
- are in accordance with the Development Plan taken as a whole.

**Table 2.1: Additional Employment Site Allocations**

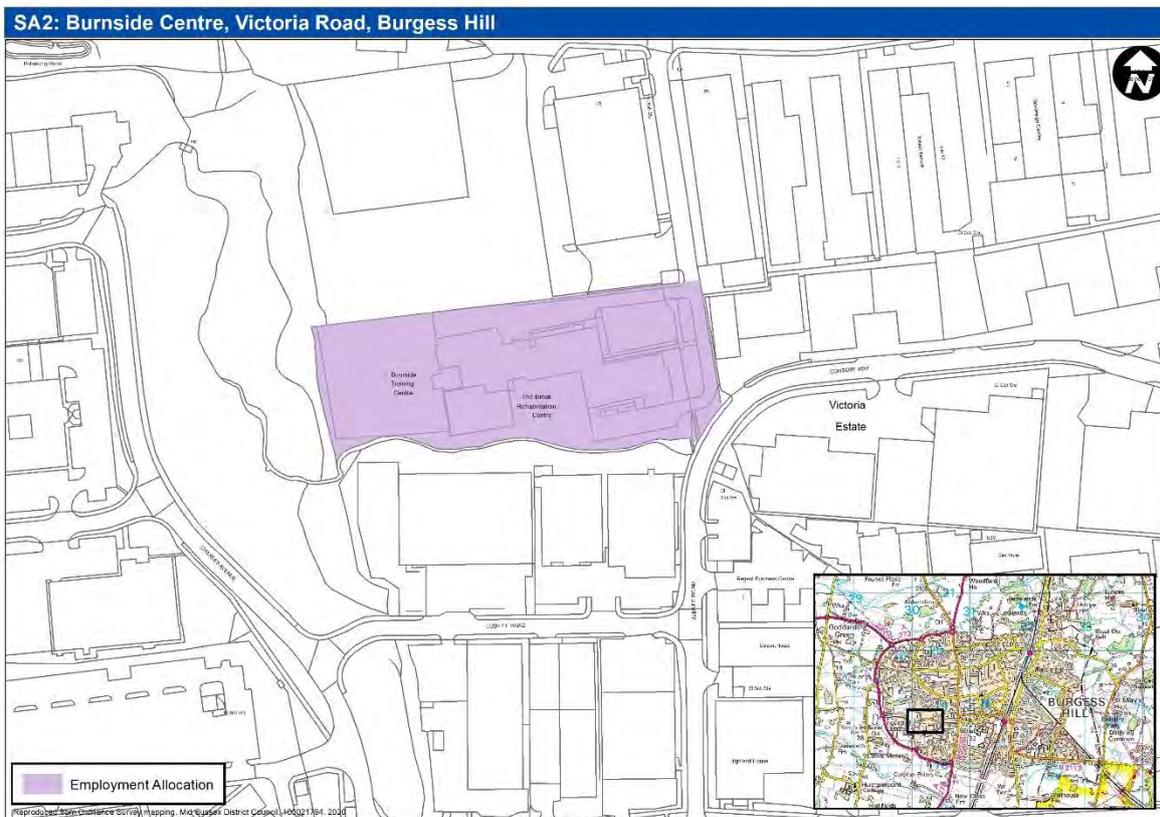
Settlement Type	Settlement/ Parish	Policy Reference	Site Name	Employment Uses	Available Development land (hectares)
Category 1 - Town	Burgess Hill	SA2	Burnside Centre, Victoria Road	B1/B2	0.96
		SA3	Site of Former KDG, Victoria Road	B1/B2	1.1
Category 2 – Larger Village (Local Service Centre)	Copthorne	SA4	Land north of the A264 at Junction 10 of M23	B1/B8	2.7
Category 3 - Medium Sized Settlement	Bolney	SA5	Land at Bolney Grange Business Park	B1/B2/B8	7
		SA6	Marylands Nursery, Cowfold Road	B8	2.4
	Pease Pottage	SA7	Cedars, Brighton Road	B1/B2/B8	2.3
		SA8	Pease Pottage Nurseries, Brighton Road	B1/B2/B8	1
<b>Total</b>					<b>17.45</b>

**SA2: Burnside Centre, Victoria Road, Burgess Hill**

**SHELAA#: 826**

**Parish: Burgess Hill**

**Developable Area (ha): 0.96**



**Allocation:**

Employment land within use classes B1 (Business/Light Industrial) and B2 (General Industrial) are appropriate for this site, and proposals for these uses will be supported.

**Site Specific Requirements:**

- Proposals must demonstrate that there is a mix of B1/B2 uses on-site, and clearly set out the justification for the quantum of development proposed for each use.
- This site is currently used as a centre for adults with learning difficulties. Development of this site should not commence until a replacement facility has been found, or it can be demonstrated that the current use is no longer viable or required.
- A site-specific Flood Risk Assessment will be undertaken to inform the site layout and any appropriate mitigation measures that may be necessary. No development shall take place within 8 metres of the main river.

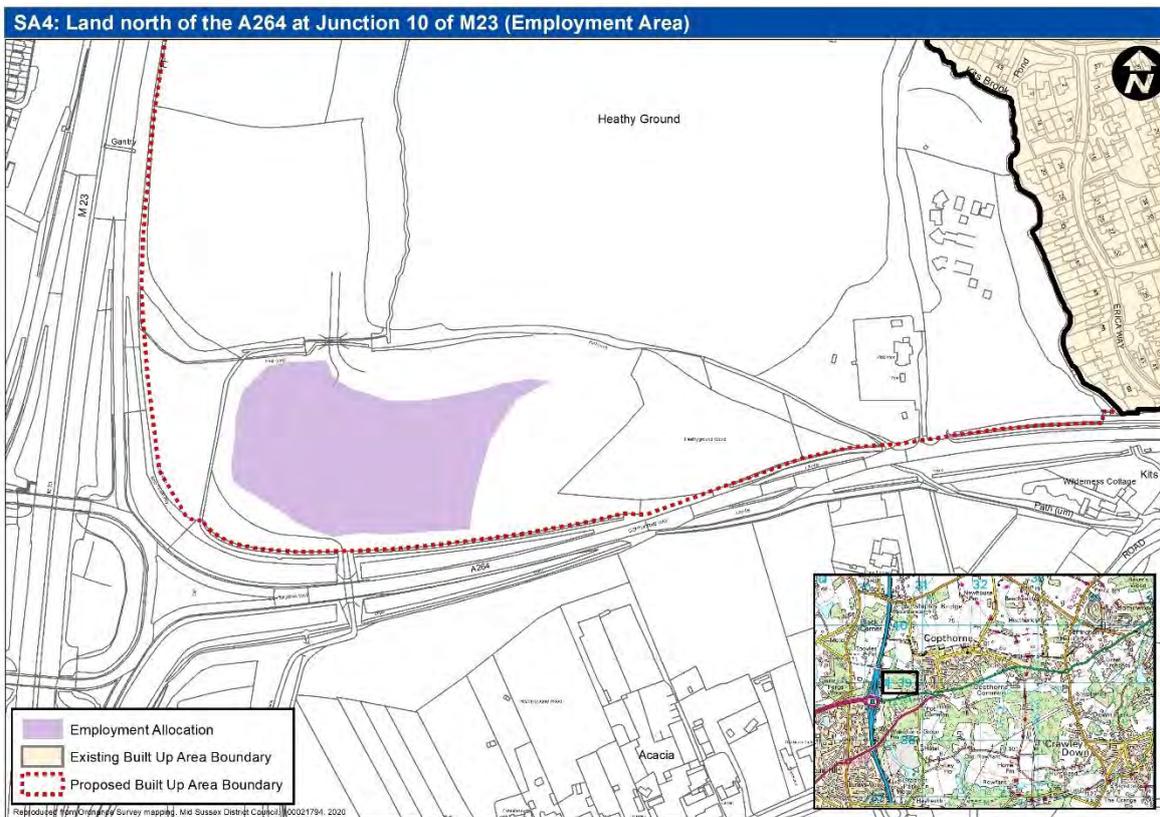


**SA4: Land north of the A264 at Junction 10 of M23 (Employment Area)**

**SHELAA#:** 940

**Parish:** Worth

**Developable Area (ha):** 2.7



**Allocation:**

Employment land within use classes B1 (Business/Light Industrial) and B8 (Storage and Distribution) are appropriate for this site, and proposals for these uses will be supported.

Proposals must demonstrate that there is a mix of B1/ B8 uses on-site, and clearly set out the justification for the quantum of development proposed for each use.

**Site Specific Requirements:**

- Proposals must demonstrate that there is a mix of B1/ B8 uses on-site, and clearly set out the justification for the quantum of development proposed for each use.
- Proposals should ensure there will be no negative impacts on neighbouring residential amenity, particularly related to noise and air pollution associated with B2 uses.
- Proposals that include enabling non-business use classes in addition to business use will only be permitted where it has been clearly demonstrated with substantiated evidence, which may include a sequential test, impact assessment and viability assessment, that proposals for only business uses (B1 and B8) are not economically viable.
- [Development must be of high-quality design and layout, in accordance with DP26: Design.](#)
- [Provide a comprehensive landscaping scheme for the site in order to create an appropriate setting and landscaped context for the new development. A landscape screen should be included on the southern boundary of the site to ensure it would not be dominant in the landscape.](#)

- [Incorporate the permissive footpath/cycle path within the site layout or identify its relocation as part of the detailed design proposal.](#)

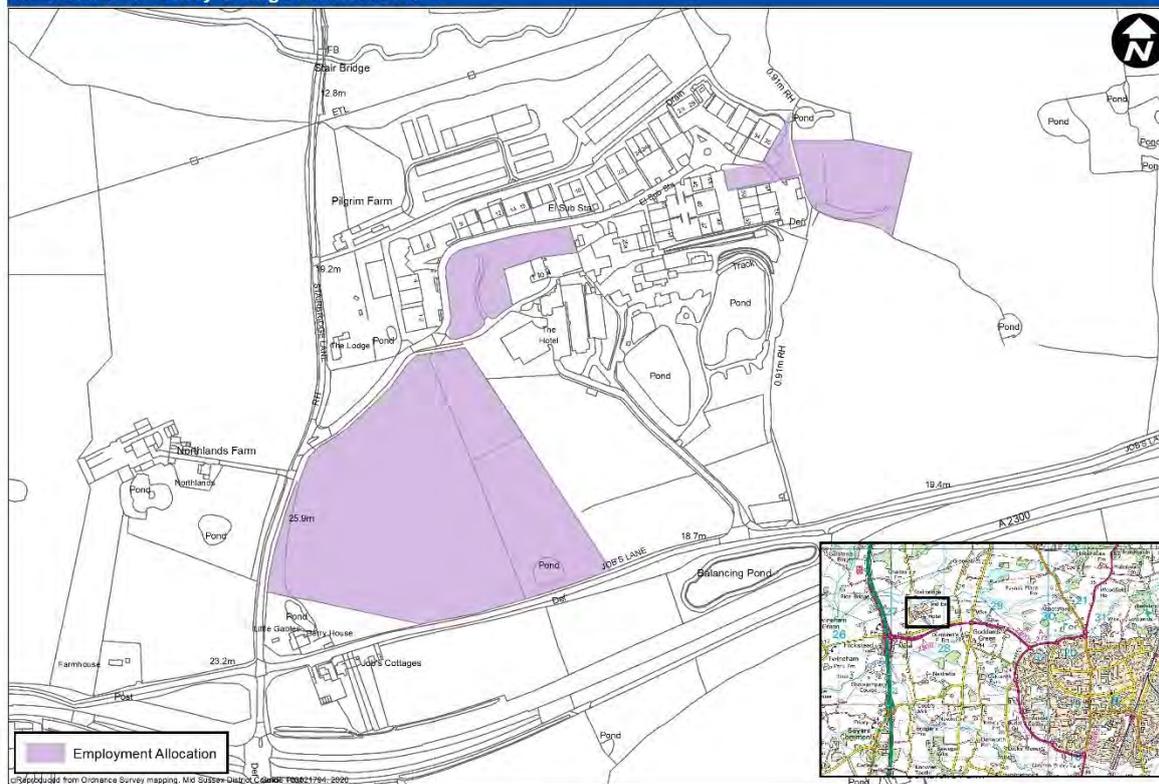
**SA5: Land at Bolney Grange Business Park**

**SHELAA#: 24, 906, 907, 931**

**Parish: Bolney**

**Developable Area (ha): 7**

**SA5: Land at Bolney Grange Business Park**



**Allocation:**

Employment land within use classes B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) are appropriate for this site, and proposals for these uses will be supported.

**Site Specific Requirements:**

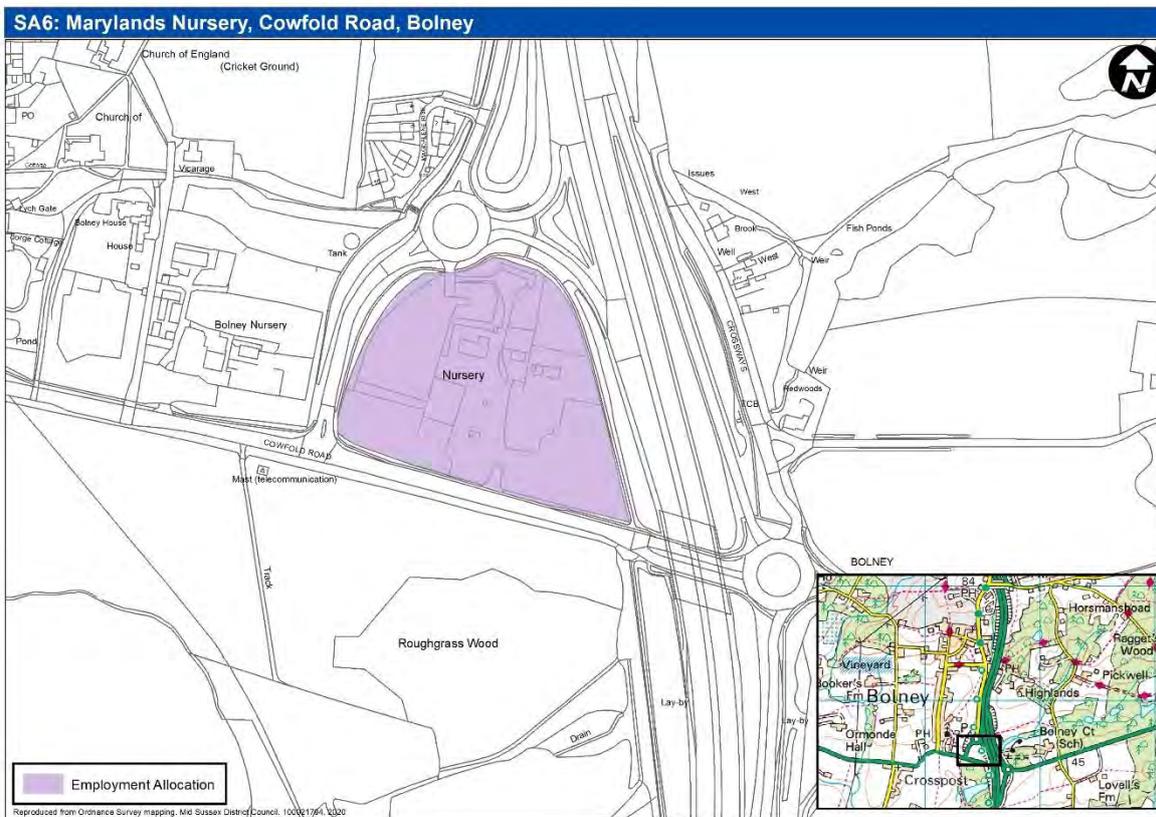
- Proposals must demonstrate that there is a mix of B1/B2/B8 uses on-site, and clearly set out the justification for the quantum of development proposed for each use.
- Seek improvements to public transport, in particular sustainable transport links between the site and proposed Science and Technology Park to the east.

**SA6: Marylands Nursery, Cowfold Road, Bolney**

**SHELAA#:** 864

**Parish:** Bolney

**Developable Area (ha):** 2.4



**Allocation:**

Allocated for B8 (Storage and Distribution) employment uses.

**Site Specific Requirements:**

- Access should only be achieved using the existing access from the northern roundabout. Proposals should ensure no adverse impact on the junction with Cowfold Road, any adverse impacts must be mitigated.
- Proposals that include enabling non-business use classes in addition to business use will only be permitted where it has been clearly demonstrated with substantiated evidence, which may include a sequential test, impact assessment and viability assessment, that proposals for only business uses (B1 and B8) are not economically viable.
- Development must be of high-quality design and layout, in accordance with DP26: Design. Building height should be limited to respect Bolney’s rural character.
- Provide a comprehensive landscaping scheme for the site in order to create an appropriate setting and landscaped context for the new development.
- A site-specific Flood Risk Assessment will be undertaken to inform the site layout and any appropriate mitigation measures that may be necessary.

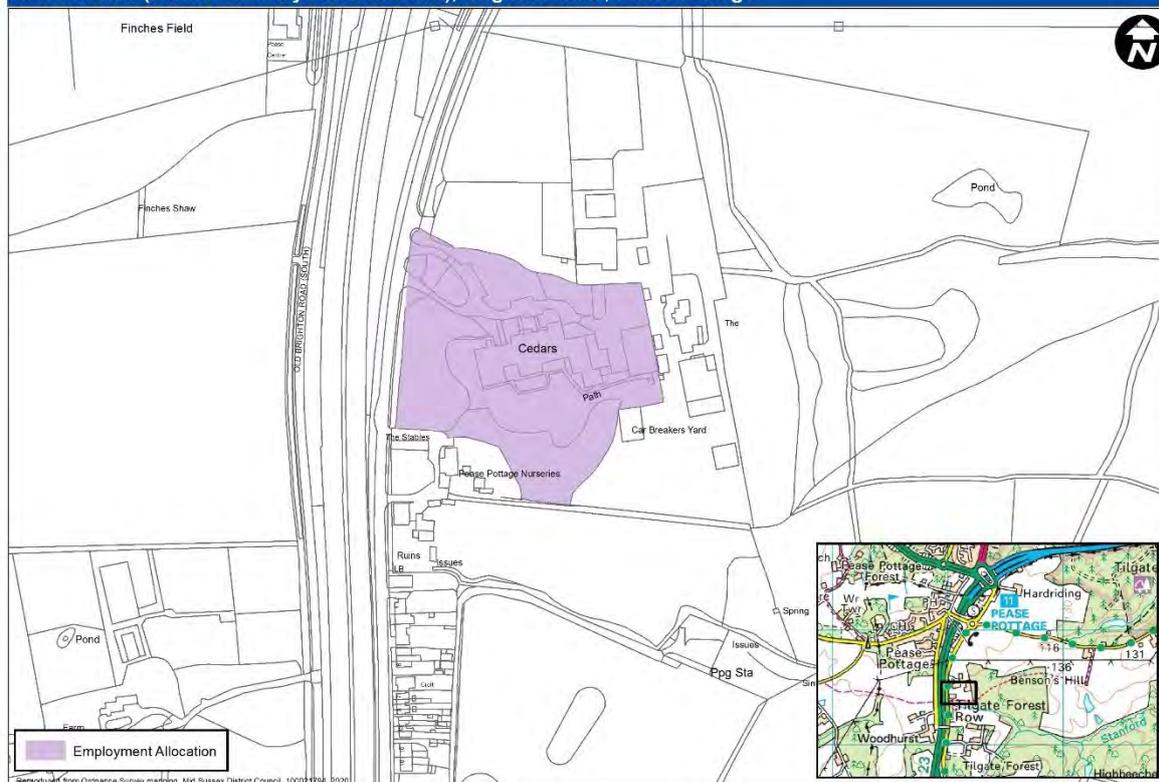
## SA7: Cedars (Former Crawley Forest School) Brighton Road Pease Pottage

**SHELAA#:** 888

**Parish:** Slaugham

**Developable Area (ha):** 2.3

SA7: Cedars (Former Crawley Forest School), Brighton Road, Pease Pottage



### Allocation:

Employment land within use classes B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) are appropriate for this site, and proposals for these uses will be supported.

### Site Specific Requirements:

- Proposals must demonstrate that there is a mix of B1/B2/B8 uses on-site, and clearly set out the justification for the quantum of development proposed for each use.
- Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, including a comprehensive landscape scheme in order to minimise impact on the AONB.
- Development should retain any mature trees on the site.
- The site is designated as Deciduous Woodland Priority Habitat and Woodpasture and Parkland Priority Habitat. Development should restore and manage this habitat.
- Proposals that include enabling non-business use classes in addition to business use will only be permitted where it has been clearly demonstrated with substantiated evidence, which may include a sequential test, impact assessment and viability assessment, that proposals for only business uses (B1 and B8) are not economically viable.
- Site is adjacent to a waste management facility, development should not prevent or prejudice the continued use of the waste management facility.

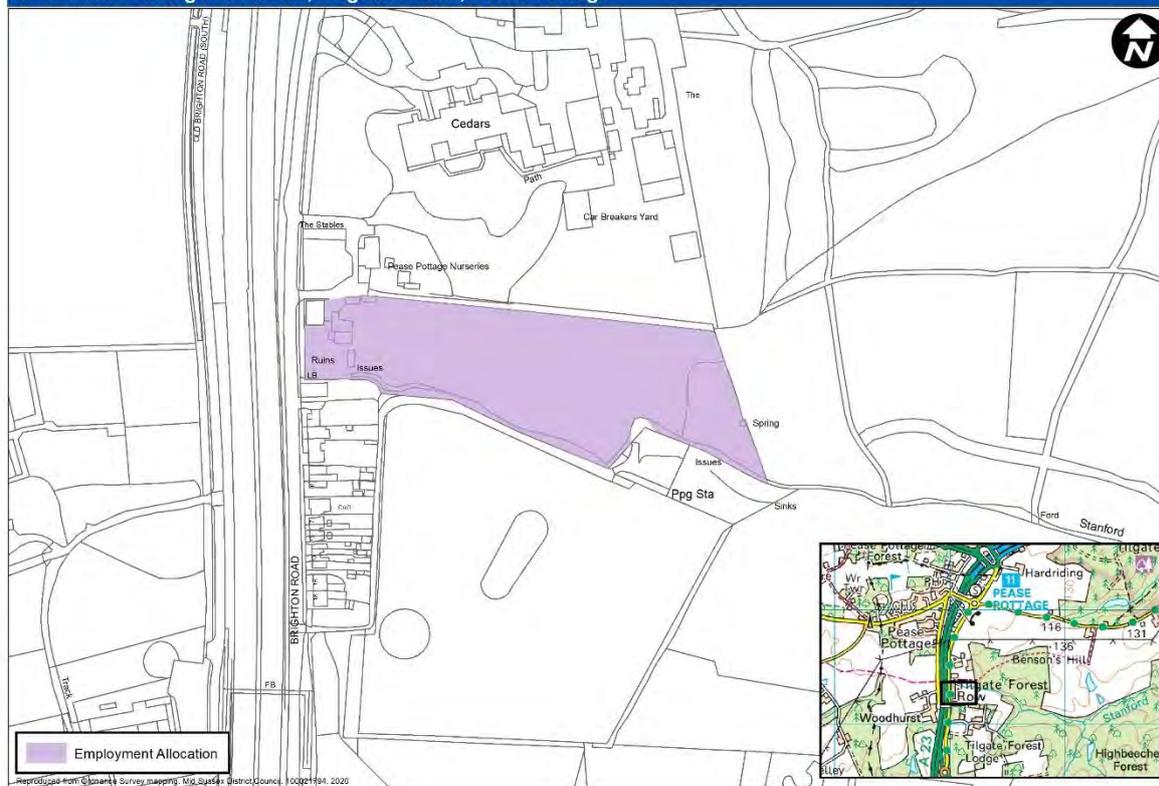
**SA8: Pease Pottage Nurseries, Brighton Road, Pease Pottage**

**SHELAA#: 192**

**Parish: Slaugham**

**Developable Area (ha): 1**

**SA8: Pease Pottage Nurseries, Brighton Road, Pease Pottage**



**Allocation:**

Employment land within use classes B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) are appropriate for this site, and proposals for these uses will be supported.

**Site Specific Requirements:**

- Proposals must demonstrate that there is a mix of B1/B2/B8 uses on-site, and clearly set out the justification for the quantum of development proposed for each use.
- Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, including a comprehensive landscape scheme in order to minimise impact on the AONB.
- An area of Ancient Woodland is adjacent on the eastern border. Development should be situated outside a minimum 15m buffer zone of ancient woodland in accordance with DP37: Trees, Woodland and Hedgerows.
- [Development should retain any mature trees on the site and its boundaries.](#)
- [The site is designated as Deciduous Woodland Priority Habitat. Development should seek opportunities to restore and manage this habitat.](#)
- Proposals should ensure there will be no negative impacts on neighbouring residential amenity, particularly related to noise and air pollution associated with B2 uses.
- Proposals that include enabling non-business use classes in addition to business use will only be permitted where it has been clearly demonstrated with substantiated evidence, which may include a sequential test, impact assessment and viability

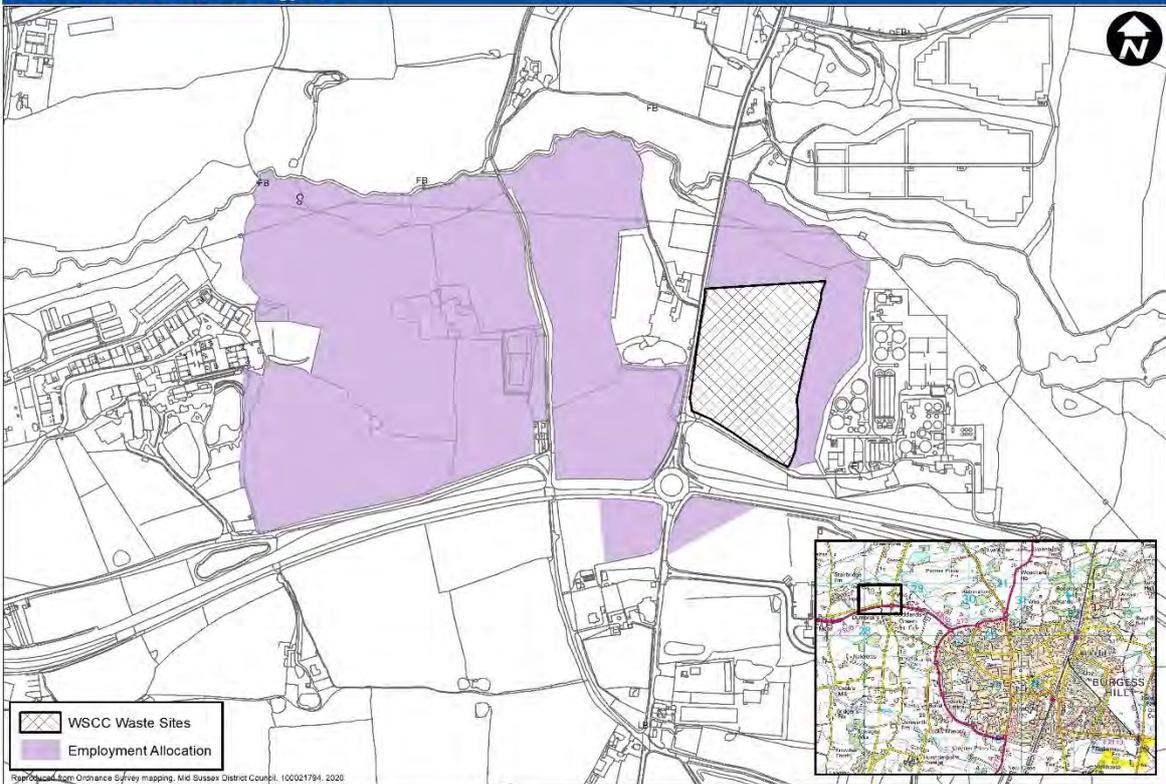
assessment, that proposals for only business uses (B1 and B8) are not economically viable.

## Science and Technology Park

- 2.9 One of the District Plan's key strategic issues is economic growth. The District Plan seeks to support sustainable communities and a robust local economy by encouraging opportunities for residents to work within their towns and villages. This aim is supported by the Council's Economic Development Strategy 2018-2031. Given the significant planned housing growth at Burgess Hill, it is important to supplement this with sufficient employment land within this location to ensure this aim can be met.
- 2.10 District Plan Policy **DP1: Sustainable Economic Development** identifies a broad location for a Science and Technology Park to the west of Burgess Hill, to support research and development and provide high quality employment for the wider area. The principle of the allocation and location itself was based upon a range of documents which assessed deliverability, market demand, feasibility and suitability.
- 2.11 The Coast to Capital Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) (2014) identified Burgess Hill as a strategic growth location. This was on the basis of the collective Northern Arc strategic development (3,500 homes), The Hub business park (creating approximately 1,000 new jobs) and the potential for the Science and Technology Park to provide 100,000m<sup>2</sup> of employment floorspace and 2,500 new jobs. The SEP supported the potential for the Science and Technology Park and recognised that it would impact positively on the wider region and beyond, supporting high end economic and business growth across the Coast to Capital and South East Local Economic Partnership areas.
- 2.12 The SEP was refreshed in 2018 (entitled Gatwick 360°) and continues to support proposals such as this through its eight economic priorities, in particular priorities related to the development of business infrastructure, investment in sustainable growth, creating skills for the future and pioneer innovation.
- 2.13 The Chilmark "Science and Technology Park: Potential Locations Assessment" concluded that there is a well-articulated strategic economic case, including significant opportunities for public economic investment support from the Greater Brighton City Deal, the Coast to Capital LEP and through the Gatwick Diamond for a Science and Technology Park in this location. It also concluded that the location benefitted from good strategic links with potential for future improvements to public transport, plus good visibility and prominence for the occupier and end-user market.
- 2.14 District Plan Policy DP1 identified a broad location to the west of Burgess Hill for a Science and Tech Park. Through the Council's SHELAA, two specific sites were promoted within this broad location. Site Selection Paper 4: Employment explains the Council's rationale for selecting the preferred site option for allocation which is set out in Site Allocation Policy SA9: Science and Technology Park.

## SA9: Science and Technology Park

Land is allocated north of the A2300, as indicated on the policies map, for a Science and Technology Park.

<b>SHELAA:</b>	949	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	48.75		
<div style="background-color: #0056b3; color: white; padding: 2px;"><b>SA9: Science and Technology Park</b></div>  <p>The map displays the SA9 site allocation in purple, situated north of the A2300 road. A hatched area indicates WSCC Waste Sites. An inset map shows the location of Burgess Hill. A north arrow is present in the top right corner. A legend in the bottom left identifies the symbols for WSCC Waste Sites and Employment Allocation. Source: Ordnance Survey mapping, Mid Sussex District Council, 100021734, 2020.</p>			
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>Proposals will comprise employment accommodation capable of accommodating a minimum of approximately 2,500 jobs.</li> <li>Proposals must demonstrate that the development would comprise uses falling within the definition of a Science Park: a business support environment that encourages and supports the start-up, incubation and development of innovation-led, high-growth, knowledge-based businesses. This is alongside any appropriate ancillary uses required to serve the development and its employees (for example, but not limited to, a hotel, conference uses, gym, convenience store, crèche)</li> <li>Proposals in Use Class B8: Storage and Distribution will not be supported</li> </ul>			
<b>Phasing</b>			
<ul style="list-style-type: none"> <li><del>Development is to be phased in accordance with a Phasing Strategy which will have been submitted to and approved by the local planning authority.</del></li> <li><u>Development of the Science &amp; Technology Park will progress in accordance with an allocation wide Masterplan and Phasing Strategy which will have been approved by the Local Planning Authority in consultation with the local Highways Authority and Highways England.</u></li> <li><u>Provide a detailed The Phasing Strategy as part of any planning application, which must sets out all any transport mitigation required to enable each phase to be delivered, including measures to mitigate impacts on the local and Strategic Road Network.</u></li> <li><u>Development will then be brought forward in strict accordance with the approved Phasing Strategy.</u></li> </ul>			

<ul style="list-style-type: none"> <li>• <del>Each planning application to be determined must accord with the Phasing Strategy unless otherwise agreed by the local planning authority.</del></li> </ul>
<p><b>Urban Design Principles</b></p> <ul style="list-style-type: none"> <li>• Development must be of high-quality design and layout, in accordance with DP26: Design.</li> <li>• Landmark buildings should be located in prominent locations, to ensure high visibility from the A2300, where possible in accordance with Landscape, Biodiversity and Green Infrastructure Considerations.</li> <li>• Provide and integrate high quality public realms, including public areas containing ancillary uses.</li> <li>• <u>Ensure the design is sensitive to the overhead power lines within the northern part of the site, including area of easement, and explore opportunities for their diversion or placement underground.</u></li> <li>• <u>Whilst within the same land ownership, the eastern parcel of the site is allocated for waste uses in the West Sussex Waste Local Plan 2014 (Policy W10) (2014). Ensure that the design of the site takes account of this allocation.</u></li> <li>• <u>Ensure that the design of the site takes account of nearby safeguarded waste uses, including the Goddards Green Waste Water Treatment Works to the east.</u></li> </ul>
<p><b>Landscape, Biodiversity and Green Infrastructure Considerations</b></p> <ul style="list-style-type: none"> <li>• Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to minimise impact on views from the wider countryside to the south and to ensure the proposed development would not be dominant in the landscape.</li> <li>• Retain the existing woodland to the east.</li> <li>• Retain and enhance existing mature trees and landscaping along the boundaries and within the site, incorporating them into the landscape structure and layout of the development.</li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• Archaeological pre-determination evaluation and appropriate mitigation may be required</li> </ul>
<p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• Provision of electric vehicle charging points in accordance with the Council's adopted standards.</li> <li>• Ensure the design would make the development future-ready for improvements in technology and sustainability such as (but not limited to) green technology, artificial intelligence and automation.</li> <li>• <del>Development to be built in accordance with DP39: Sustainable Design and Construction and DP42: Water Infrastructure and the Water Environment.</del></li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• <u>Provision of sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts on the local and Strategic Road Network.</u></li> <li>• <u>The first priority is to mitigate development impacts by maximising sustainable transport interventions. Remaining impacts must be addressed through physical highway mitigation measures in consultation with the local Highways Authority and Highways England.</u></li> <li>• <u>Demonstrate that the development would not adversely affect the safe and efficient operation of the A23 and the A23/A2300 junction to the satisfaction of the local Highways Authority and Highways England.</u></li> <li>• Demonstrate that access can be achieved to the satisfaction of the Highways Authority, minimising disruption and delay on the A2300 and surrounding roads.</li> <li>• Provision of new bus routes or diversion of existing routes to connect with key hubs including railway and bus stations and Burgess Hill town centre.</li> <li>• Provision of new pedestrian and cycle links to ensure connectivity with the Northern Arc,</li> </ul>

<p>The Hub (south of A2300), Burgess Hill and surrounding countryside.</p> <ul style="list-style-type: none"><li>• Provision of pedestrian and cycle connectivity with Bolney Grange Business Park</li><li>• Provision of car parking and cycle storage in accordance with the Council’s adopted standards.</li></ul>
<b>Flood Risk and Drainage</b>
<ul style="list-style-type: none"><li>• The northern boundary of this site is within Flood Zones 2/3 and therefore should not be developed.</li><li>• A site-specific Flood Risk Assessment will be undertaken to inform the site layout and any appropriate mitigation measures that may be necessary.</li><li>• Proposals must incorporate Sustainable Drainage Systems (SuDS) as an integral part of the Green Infrastructure and open space proposals to mitigate flood risk and improve biodiversity and water quality.</li></ul>
<b>Minerals</b>
<ul style="list-style-type: none"><li>• <a href="#">The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</a></li></ul>

## Housing Site Allocations

- 2.15 The District Plan 2014-2031 sets out the housing requirement for the district for the plan period of 16,390 dwellings. This meets the Objectively Assessed Need (OAN) for the district of 14,892 dwellings in full and makes provision for the agreed quantum of unmet housing need for the Northern West Sussex Housing Market Area, to be addressed within Mid Sussex, of 1,498 dwellings.<sup>12</sup>
- 2.16 The District Plan 2014-2031 establishes a ‘stepped’ trajectory for housing delivery with an average of 876 dwellings per annum (dpa) between 2014/15 and 2023/24 and thereafter an average of 1,090 dpa between 2024/25 and 2030/31. The increased trajectory, from 2024/25, is subject to there being no further harm to the integrity of the European Habitats Sites in Ashdown Forest, which is discussed further below.
- 2.17 The stepped approach is used for the purposes of calculating the five-year housing land supply.
- 2.18 On the basis that the housing requirement for Mid Sussex has been established in the District Plan, the Sites DPD is addressing the residual necessary to meet the existing, and agreed, housing requirement for the plan period up to 2031, including the agreed quantum of unmet housing need to be addressed within Mid Sussex up to 2031.
- 2.19 The District Plan Policy **DP5: Planning to Meet Future Housing Need** sets out a commitment for the Council to continue to work under the ‘Duty-to-Cooperate’ with all other neighbouring local authorities on an ongoing basis to address the objectively assessed need for housing across the Housing Market Area (HMA), continuing to prioritise the Northern West Sussex HMA, which is established as the primary HMA for Mid Sussex.
- 2.20 DP5 makes it clear that the approach will ensure that consideration for future unmet need will be considered through a robust plan-making process as part of the review of the District Plan starting in 2021 and with submission to the Secretary of State in 2023.

### **Strategy for Delivery of District Plan Housing Requirement**

- 2.21 Housing supply in Mid Sussex is made up of a number of sources, which include:
- Strategic allocations set out within the District Plan 2014-2031
  - Additional allocations set out within the Sites DPD
  - Retained Local Plan (2004) allocations
  - Sites allocated in Small Scale Housing Allocations DPD (2008)
  - Sites allocated within neighbourhood plans
  - Sites not yet identified that will come forward through the development management process in accordance with policies set out in the Development Plan taken as a whole, these are often referred to as ‘windfalls’.

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<sup>12</sup> Mid Sussex District Council. (2018). *Mid Sussex District Plan 2014-2031*. p.30.

- 2.22 The District Plan 2014-2031 allocates four strategic allocations, which made provision for around 5,080 dwellings to be delivered in the plan period up to 2031 (Table 2.2).

**Tale 2.2: District Plan 2014 – 2031: Strategic Allocations**

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Burgess Hill	Category 1 - Town	North and North West Burgess Hill (Northern Arc)	3,500 <sup>13</sup>
Burgess Hill		Kings Way	480
Hassocks	Category 2 - Larger Village (Local Service Centre)	North Clayton Mills	500
Pease Pottage (Slaugham)	Category 3 - Medium Sized Village	Pease Pottage	600
<b>Total</b>			<b>5,080*</b>

\*The District Plan 2014-2031 allocated 3,500 dwellings. 3,287 dwellings are anticipated to be delivered in the plan period up to 2031.

- 2.23 The District Plan also sets out the Spatial Strategy for Mid Sussex and focuses the majority of housing and employment development at Burgess Hill as it has the greatest potential to deliver sustainable communities and to benefit from the opportunities that new development can deliver than at the district's other two main towns (East Grinstead and Haywards Heath). Two sites are allocated at Burgess Hill, land to the north and north-west of Burgess Hill and at Kingsway.
- 2.24 A smaller scale of strategic development was also allocated at Pease Pottage, and at Hassocks to complement the overall strategy, the remainder of development will be delivered at sustainable developments to be informed by the Settlement Hierarchy (DP 6) to support economic, infrastructure and social needs whilst maintaining the settlement pattern and protecting the quality of the rural and landscape character of the district.
- 2.25 By mid-2019, delivery of the Strategic Allocations set out in the District Plan have progressed well with building under way on the Kingsway site and the Pease Pottage site, outline planning applications being considered for the majority of the other schemes. However, there have been some changes in the number of units expected to be delivered within the plan period up to 2031 for strategic development at Burgess Hill with the amended delivery up to 2031 for District Plan allocations anticipated to be 3,287 dwellings.
- 2.26 ~~Appendix B shows the updated residual housing requirements on a settlement by settlement basis and compares these to the figures set out within the District Plan.~~
- 2.27 Windfall sites are those not specifically identified in the development plan. The Council's Windfall allowance is updated to reflect changes in national policy and District Plan Policy DP6 that supports development of up to 9 dwellings that are

<sup>13</sup> Whilst the District Plan allocates 3,500 dwellings at North and North West of Burgess Hill there have been changes in the number of units identified to reflect the amended trajectory for strategic development at Burgess Hill expected within the plan period as confirmed by Homes England who are acting as Site Promoter for the development.

contiguous to existing Settlement Boundaries and based on past performance. The allowance is therefore increased from considering development schemes of 1 to 5 dwellings to 1 to 9 dwellings and so is increased from 45 dwellings per year to 84 dwellings per year. This equates to a windfall allowance of 588 dwellings for years six onwards for the rest of the plan period up to 2031.

- 2.28 The revised housing supply figures set out in Table 2.3, illustrates that following consideration for updated completion, commitments and windfall figures that the residual currently necessary to fully meet the district housing requirement is 1,507 dwellings as at April 2019.
- 2.29 The Sites DPD allocates 22 sites to meet the residual necessary to meet the agreed housing requirement for the plan period as reflected in the ‘stepped trajectory’ and in accordance with the District Plan. This is important to ensure the Council can continue to maintain a five-year housing land supply.
- 2.30 The Site Allocations Policy **SA10: Housing** updates and complements District Plan Policy **DP4: Housing** and provides context for the residual necessary for the Sites DPD to address. The Site Allocations Policy **SA11: Additional Housing Allocations** identifies the sites that are allocated to meet the residual housing requirement addressed by the Sites DPD.
- 2.31 The Habitats Regulations require that the competent authority (Mid Sussex District Council) assesses the effects of land use plans to determine if there will be an adverse effect on the ecological integrity of a European site as a result of the plan’s implementation, either on its own or in combination with other plans or projects. The European sites of interest to Mid Sussex District are the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC), which are located within neighbouring Wealden District.
- 2.32 A Habitats Regulations Assessment (HRA) has been undertaken to assess the Site Allocations DPD. The main potential impacts of the Site Allocations DPD are recreation impacts primarily relating to risks to the Ashdown Forest SPA and air quality impacts primarily relating to risks to the Ashdown Forest SAC. The HRA considers the existing approach to mitigation for recreation impacts and the options for future mitigation. The HRA considers the air quality modelling results in relation to the wider context of a long-term trajectory of air quality improvements and transport mitigation measures. Using evidence-based justifications, the HRA has concluded, at this stage of plan-making, that the Site Allocations DPD does not present any potential risks to the Ashdown Forest SPA and SAC that are not capable of being mitigated.

## SA10: Housing

The strategy for meeting the housing target for Mid Sussex District is set out within the District Plan Policy **DP4: Housing** and includes details of strategic allocations, along with a policy framework for development.

This policy sets out how the Council will address the residual housing need necessary to fully meet the identified housing target for the District within the plan period.

The minimum housing requirement for the Mid Sussex District, including the agreed quantum of unmet housing need to be addressed within the district, is for at least **16,390** dwellings to be delivered in the plan period between 2014 and 2031. ~~including the agreed quantum of unmet need to be addressed within Mid Sussex. 3,287 dwellings will be delivered through allocations identified within the District Plan\*. 1,962 will be delivered through additional allocations, identified through the Site Allocations DPD to ensure that the housing requirement is met in full during the plan period.~~

~~The Plan will deliver~~ Delivery will be at an average of 876 dwellings per annum (dpa) until 2023/24. Thereafter an average of 1,090 dpa will be delivered between 2024/25 and 2030/31.

Additional dwellings (for example windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply are shown by the following Table (Table 2.3), which updates and supersedes the table set out in District Plan Policy DP4: Housing.

The spatial distribution of the housing requirement is in accordance with Table 2.4, which updates and supersedes the table set out in District Plan Policy DP4.

**Table 2.3: District Plan Housing Requirement (updated)**

<b>District Plan minimum Requirement</b>	<b>16,390</b>
Completions 2014/15	630
Completions 2015/16	868
Completions 2016/17	912
Completions 2017/18	843
Completions 2018/19	661
Total Housing Commitments (including sites with planning permission, strategic development at Kings Way, Burgess Hill (DP8) and Pease Pottage (DP10) and allocations in made Neighbourhood Plans)	7,094
District Plan 2014-2031 - Allocations	3,287
<b>Windfall</b>	588
<b>Residual Housing Requirement</b>	<b>1,507</b>

### Site Allocations - Housing Supply

<b>Site Allocations DPD – Allocations (SA11)</b>	<b>1,929</b>
<b>Total District Plan period (2014 - 2031) Supply</b>	<b>16,812</b>
Over-supply within the District Plan period 2014 - 2031	+422

**SA10: Housing (continued)****Table 2.4: Spatial Distribution of Housing Requirement**

Settlement category	Settlements	Minimum Required over Plan Period	Updated Minimum Residual Housing Figure	<u>Site Allocations – Housing Supply</u>
<b>1 – Town</b>	Burgess Hill East Grinstead Haywards Heath	10,653	840	<u>1,409</u>
<b>2 – Larger Village (Local Service Centre)</b>	Copthorne Crawley Down Cuckfield Hassocks Hurstpierpoint Lindfield	3,005	222	<u>235</u>
<b>3 – Medium Sized Village</b>	Albourne Ardingly Balcombe Bolney Handcross Horsted Keynes Pease Pottage Sayers Common Scaynes Hill Sharpthorne Turners Hill West Hoathly	2,200	439	<u>273</u>
<b>4 – Smaller Village</b>	Ansty Staplefield Slaugham Twineham Warninglid	82	6	<u>12</u>
<b>5 – Hamlets</b>	Hamlets such as: Birch Grove Brook Street Hickstead Highbrook Walsted	N/A *	N/A *	<u>N/A *</u>
<b>Total</b>		<b>16,390**</b>	<b>1,507</b>	<u><b>1,929</b></u>

\* Assumed windfall growth only

\*\* including windfalls of 450 dwellings as identified in the District Plan (now updated to 588 dwellings)

## SA11: Additional Housing Allocations

In addition to the strategic site allocations set out in District Plan Policy **DP4: Housing**, Development will be supported at the additional site allocations, through a comprehensive approach involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Policy Requirements **SA12 to 33**, the General principles that apply to all Site Allocation DPD allocations set out in (**Appendix C**) and are in accordance with the Development Plan read as whole. Table 2.5 below shows how the level of housing required through the Site Allocations DPD will be distributed:

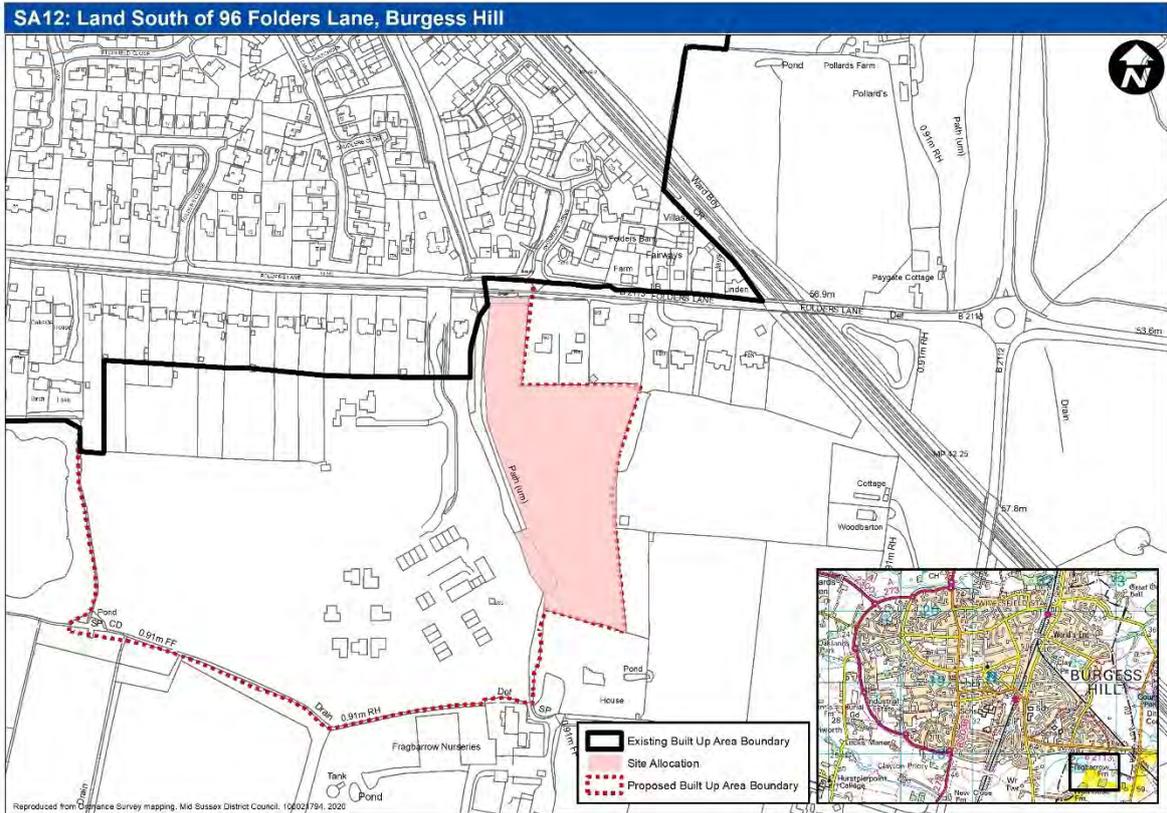
**Table 2.5: Sites DPD Housing Allocations**

Settlement Type	Settlement	Site Name	Policy Reference	Number of Dwellings	
				Site	Category
Category 1 - Town	Burgess Hill	Land South of 96 Folders Lane	SA 12	403	1,409
		Land South of Folders Lane and East of Keymer Road	SA 13	300	
		Land South of Selby Close	SA 14	12	
		Land South of Southway	SA 15	30	
		St.Wilfrid's School	SA 16	200	
		Woodfield House, Isaacs Lane	SA 17	30	
	East Grinstead	East Grinstead Police Station	SA 18	22	
		Land South of Crawley Down Rd	SA 19	200	
		Land South and West of Imberhorne Upper School	SA 20	550	
	Haywards Heath	Land at Rogers Farm, Fox Hill	SA 21	25	
Category 2 – Larger Village (Local Service Centre)	Crawley Down	Land North of Burleigh Lane	SA 22	50	235
	Cuckfield	Land at Hanlye Lane East of Ardingly Road	SA 23	55	
	Hassocks	Land North of Shepherds Walk	SA 24	130	
Category 3 – Medium Sized Village	Ardingly	Land West of Selsfield Road	SA 25	40070	273
	Ashurst Wood	Land South of Hammerwood Road	SA 26	12	
	Handcross	Land at St. Martin Close (West)	SA 27	65	
	Horsted Keynes	Land South of The Old Police House	SA 28	25	
		Land South of St. Stephens Church	SA 29	30	
	Sayers Common	Land to the North of Lyndon, Reeds Lane	SA 30	35	
	Scaynes Hill	Land to the rear of Rear of Firlands, Church Road	SA 31	20	
	Turners Hill	Withypitts Farm, Selsfield Road	SA 32	16	
Category 4 – Smaller Village	Ansty	Ansty Cross Garage	SA 33	12	12
<b>Total</b>				<b>1,962</b>	<b>1,962</b>
				<b>1,929</b>	<b>1,929</b>

## Individual Housing Allocation Policies

- 2.30 This section contains the site-specific policies for each housing site that is allocated in this Sites DPD. The site-specific policies are set within a template for each site that identifies key objectives and site specific policy requirements relating to issues such as urban design, landscape, historic environment, highways and access, green infrastructure, biodiversity, social and community, and flood risk and drainage.
- 2.31 The site-specific policies are accompanied by a series of general principles which are common to all the sites and are set out in **Appendix C**. Both the site-specific policies and the general principles highlight the issues that should be addressed in detail at the planning application stage. They should be read alongside the National Planning Policy Framework and Planning Practice Guidance, and the Development Plan taken as a whole.
- 2.32 ~~The Sites DPD Policy SA11: Additional Housing Allocations explains that the additional allocations will be brought forward through a comprehensive approach involving the community, Local Planning Authority, the developer and other stakeholders.~~
- 2.33 In bringing forward the additional housing sites, the Council will expect to see high quality developments, in accordance with the National Planning Policy Framework and District Plan Policy **DP26: Character and Design** that are sustainable in the long term, and that integrate with and contribute to the existing settlement.
- 2.34 The Council is preparing the Mid Sussex Design Guide which will be adopted as a Supplementary Planning Document (SPD) and looks specifically at enhancing local distinctiveness, as well as ensuring high quality, sustainable development. Once adopted, the design principles in this SPD will be treated as a material consideration in the assessment of all future planning schemes.
- 2.35 Individual applications for the site allocations should be accompanied by:
- a detailed Design and Access Statement that sets out the vision and overall masterplan for the site, demonstrating a commitment to creating a successful place, with well-designed new homes and supporting infrastructure;
  - a Development Delivery Agreement which shows the proposed programme of house building, and demonstrates the number of homes the development will contribute to the District's five-year housing land supply; and
  - a Statement of Community Involvement that sets out how the Town/Parish Council and other local organisations have been involved in the master planning process and infrastructure requirements.
- 2.36 Community involvement and consultation is key to ensuring that appropriate facilities are identified and designed to meet the needs of those who will use them. Community engagement and involvement is also essential for ensuring that new residents integrate with existing communities.
- 2.37 While the site-specific allocation policies identify some of the key requirements for development at each site, they do not preclude other requirements being identified at a later date. The Infrastructure Delivery Plan (IDP) identifies likely infrastructure requirements and is a live document that should be read in conjunction with the site-specific policies.
- 2.38 West Sussex County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be investigated and agreed with the County Council.

<b>SA 12</b>			
Land South of 96 Folders Lane, Burgess Hill			
<b>SHELAA:</b>	827	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	1.728	<b>Number of Units:</b>	403 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	In control of a house builder		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Land owner has confirmed intent to bring the site forward for development.		



**Objectives**

- To deliver a sympathetic and well integrated extension to Burgess Hill, informed by a landscape led masterplan, which respects the setting of the South Downs National Park, providing attractive pedestrian and cycle routes throughout the site so residents can access existing services and facilities.

**Urban Design Principles**

- Development shall be orientated development to have a positive edge to the tree lined boundaries and proposed public open space to provide an attractive backdrop and avoid trees overshadowing back gardens.
- An open space shall be provided an area of open space at the site entrance; which integrates the PRoW should integrate with this and provides an open space buffer along the tree-lined boundary on the west side.
- The layout and design of the development shall Optimise development potential for the site through the layout and design and ensure infrastructure requirements are considered at the ception stage.
- Ensure the site Maximises connectivity with the existing settlement of Burgess Hill and create a permeable layout across the site.
- Development should Make a positive contribution towards local character and

distinctiveness of surrounding development.
<b>AONB</b>
<ul style="list-style-type: none"> <li>• <del>Site not in AONB.</del></li> </ul>
<b>Landscape Considerations</b>
<ul style="list-style-type: none"> <li>• Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to minimise impacts on the wider countryside and <u>the setting of and</u> any potential views from the South Downs National Park to the south. <u>Any external lighting scheme shall be designed to minimise light spillage to protect dark night skies.</u></li> <li>• Retain and substantially enhance existing landscape structure, safeguarding existing trees covered by Tree Preservation Orders along the north boundary of the site and <u>adjacent to the footpath PRow</u>, integrating existing hedge and tree boundaries, <u>with new native tree planting throughout the layout</u>, to contain new housing and limit the impact on the wider landscape.</li> <li>• <del>Development proposals will need to p</del>Protect <u>and enhance</u> the character and amenity of the existing <del>PRoW public footpath which runs along the western boundary of</del> the <u>west of the site, including reinforcing the adjacent boundary with native tree planting and species-rich hedgerow</u>, and provide connections from the new development.</li> </ul>
<b>Social and Community</b>
<ul style="list-style-type: none"> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<b>Historic Environment and Cultural Heritage</b>
<ul style="list-style-type: none"> <li>• Pre-determination evaluation and appropriate mitigation may be required.</li> <li>• Archaeological field evaluation (geophysical survey) shall be undertaken to inform an archaeological mitigation strategy.</li> </ul>
<b>Air Quality / Noise</b>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<b>Biodiversity and Green Infrastructure</b>
<ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure and corridors, including <u>including retention of existing landscape features and enhancement with new native species-rich hedgerows, native tree planting and wildflower seeding in areas of open space to provide a matrix of habitats with biodiversity and landscape enhancements within the site</u> <del>connectionsing</del> to the surrounding <u>landscape area</u>.</li> <li>• Conserve and enhance areas of wildlife value <del>to and</del> ensure there is a net gain to biodiversity. Avoid <u>any loss of biodiversity through ecological protection and good design. Where it is not possible</u>, mitigate and <u>as a last resort</u> compensate for any loss <del>to biodiversity</del> through ecological protection, enhancement and mitigation measures.</li> <li>• Incorporate SuDS within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<b>Highways and Access</b>
<ul style="list-style-type: none"> <li>• A Sustainable <del>T</del>transport <del>s</del>strategy will be required identifying <u>sustainable transport infrastructure improvements and demonstrate</u> how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</li> <li>• <u>Mitigate development impacts by maximising sustainable transport enhancements; where addition impacts remain, highway mitigation measures will be considered.</u></li> <li>• Investigate access arrangements onto Folders Lane and sharing access with the adjacent development to the <del>east</del> <u>west</u>, and make necessary safety improvements to provide appropriate visibility, <u>pedestrian footways</u> and suitable pedestrian crossing facilities.</li> </ul>
<b>Flood Risk and Drainage</b>
<ul style="list-style-type: none"> <li>• <u>Informed by a site specific Flood Risk Assessment (FRA), M</u>mitigation measures are required to address flood risk and existing surface water flooding in the northern part of the site adjacent to Folder Lane. <u>Avoid developing areas at risk of surface water flooding.</u></li> </ul>

- ~~These are to be informed by a site specific Flood Risk Assessment (FRA).~~
- Surface Water Drainage to be designed to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.

#### **Contaminated Land**

- ~~No specific land contamination identified.~~

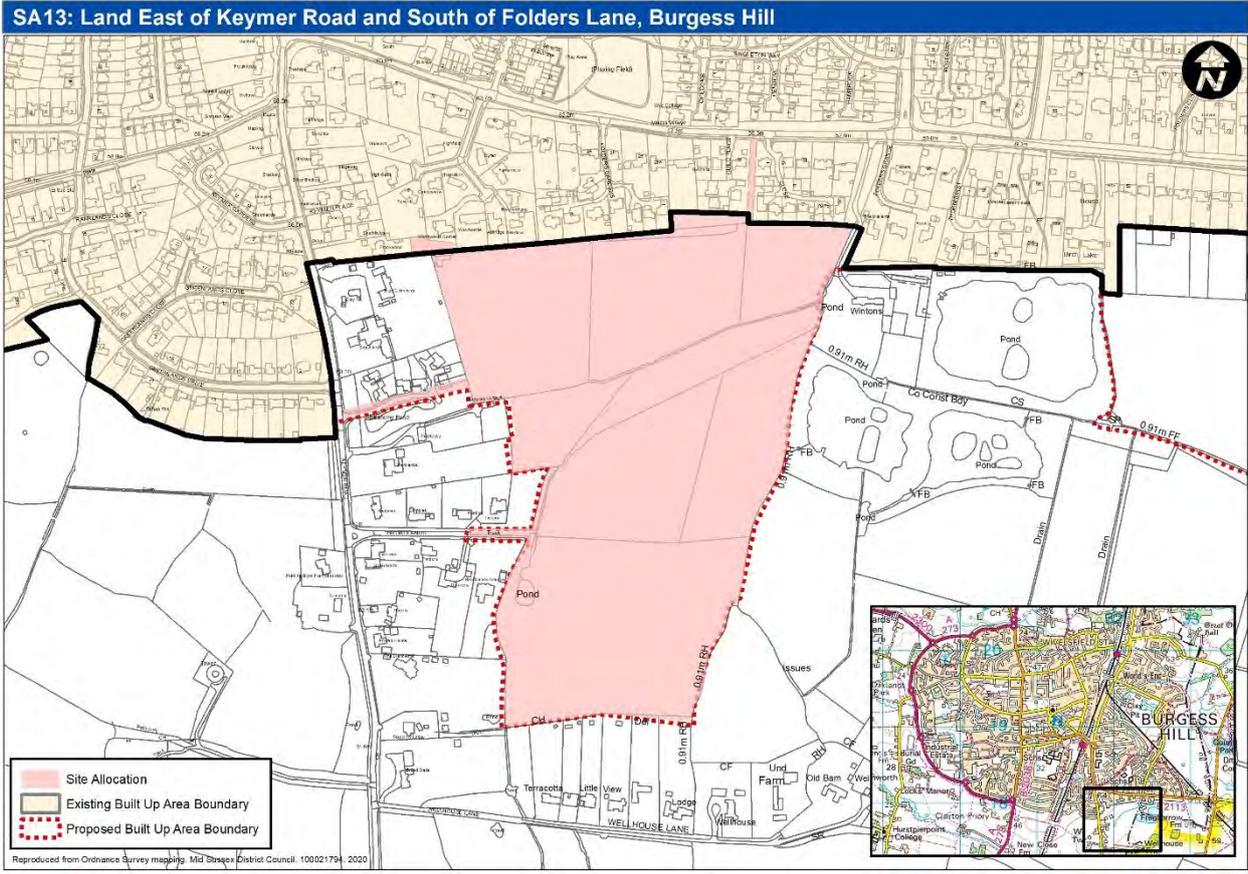
#### **Minerals**

- ~~The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance. The site is not in a Mineral Safeguarding Zone or Consultation Area.~~

#### **Utilities**

- ~~Standard utility requirements apply.~~

<b>SA 13</b>			
Land East of Keymer Road and South of Folders Lane, Burgess Hill.			
<b>SHELAA:</b>	976	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	15.23	<b>Number of Units:</b>	300 dwellings
<b>Description:</b>	Housing allocation with on site open space and children's equipped playspace.		
<b>Ownership:</b>	In house builders ownership		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	1 to 5 6 to 10
<b>Delivery Mechanisms:</b>	Land owner has confirmed intent to bring the site forward for development.		



### Objectives

- To deliver a sympathetic and well integrated extension to Burgess Hill, informed by a landscape led masterplan, which respects the setting of the South Downs National Park, creating a focal point with a central open space whilst providing attractive pedestrian and cycle routes throughout the site providing good connections to local services and facilities.

### Urban Design Principles

- Comprehensively masterplan development across the entire site, designing a fully integrated scheme which optimises the potential for the whole site as a single development, under the same planning application(s). Piecemeal development will be resisted.
- Development shall be sympathetic to the semi-rural character of Keymer Road/Folders Lane whilst protecting the landscape setting.
- Existing landscape features and established trees shall be integrated with ~~the enhanced~~ green infrastructure, open space provision and movement strategy that encourages pedestrian and cycle use.
- Establish a strong sense of place through the creation of a main central open space to provide a focus for the development with higher density housing in close proximity to benefit from the provision with lower density development towards the southern end of the site to reflect the existing settlement pattern.-
- ~~Development shall be orientated~~ Orientate development to have a positive edge to proposed

open space and to the countryside by fronting onto retained field boundaries/ mature trees.

### AONB

- ~~Not in AONB.~~

### Landscape Considerations

- Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to minimise impacts ~~in-on~~ the most visible parts of the site on the wider countryside and the setting of and any potential views from the South Downs National Park to the south. Any external lighting scheme shall be designed to minimise light spillage to protect dark night skies.
- Ensure the design and layout of the development works with the natural grain of the landscape following the slope contours of the site, minimising cut and fill.
- Retain and substantially enhance existing landscape structure, particularly along the southern and eastern boundary, safeguarding mature trees and landscaping along the boundaries, ~~and~~ within the site and along historic field boundaries, incorporating them into the landscape structure and layout of the development with new native tree planting throughout the layout, to contain new housing and limit the impact on the wider landscape.
- Protect the character and amenity of the existing ~~public footpath~~ PRoW to the south of the site.

### Social and Community

- Provide a suitably managed and designed on site public open space, equipped children's playspace/kickabout area. Mitigate increased demand for ~~and~~ formal sport to the satisfaction of the Local Planning Authority.
- ~~Standard financial contributions apply.~~

### Historic Environment and Cultural Heritage

- Provide appropriate ~~design~~, layout, design and landscape ~~sing~~, particularly within the north west corner of the site, to protect the rural setting of the Grade II Listed High Chimneys ~~to the east of the site~~, ensuring that development is not dominant in views from the building or its setting and by reinforcing the tree belt on the western boundary.
- Archaeological field evaluation (geophysical survey) shall be undertaken to inform an archaeological mitigation strategy.

### Air Quality / Noise

- ~~No specific sensitivities identified.~~

### Biodiversity and Green Infrastructure

- Undertake an holistic approach to Green Infrastructure and corridors, including retention of existing landscape features and biodiversity and landscape enhancements ~~with new native species-rich hedgerows, native tree planting and wildflower seeding in areas of open space to provide a matrix of habitats with~~ within the site ~~links to the~~ and surrounding landscape area.
- Provide a Habitat Management Plan detailing conservation and enhancement of all areas of Habitat of Principle Importance (HPI) (woodland, hedgerows and standing water); this shall include retention of a minimum of a 5m buffer around the HPI.
- ~~Conserve and enhance areas of wildlife value to ensure there is a net gain of biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.~~ Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures.
- Provision of onsite SuDS will need to contribute to green infrastructure.

### Highways and Access

- A Sustainable ~~T~~ransport ~~s~~trategy will be required identifying sustainable transport infrastructure improvements and demonstrate how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.
- ~~Explore~~ Provide vehicular access onto Keymer Road and make any necessary safety improvements; ~~A~~ccess(es) shall include a pedestrian footway connecting to existing footpaths

on the highway.

- ~~Mitigate development impacts by maximising sustainable transport enhancements; where addition impacts remain, highway mitigation measures will be considered.~~
- Provide good permeability across the site and attractive pedestrian and cyclepath access onto Folders Lane and Keymer Road to improve links to existing services in Burgess Hill.
- ~~Provide good permeability across the site.~~
- ~~Provide footway along access road connecting to existing footpaths on Keymer Road to improve links to existing services in Burgess Hill.~~

### **Flood Risk and Drainage**

- ~~Informed by a Flood Risk Assessment (FRA), M~~measures are required to address flood risk associated with the site and in particular the watercourse which runs ~~close to the western boundary and~~ across the site and down the western boundary ~~access of the site~~. Avoid developing areas at high-risk of surface water flooding ~~to the north west~~ and adjacent to the existing watercourse.
- Surface Water Drainage to be designed to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.

### **Contaminated Land**

- ~~No specific land contamination identified.~~

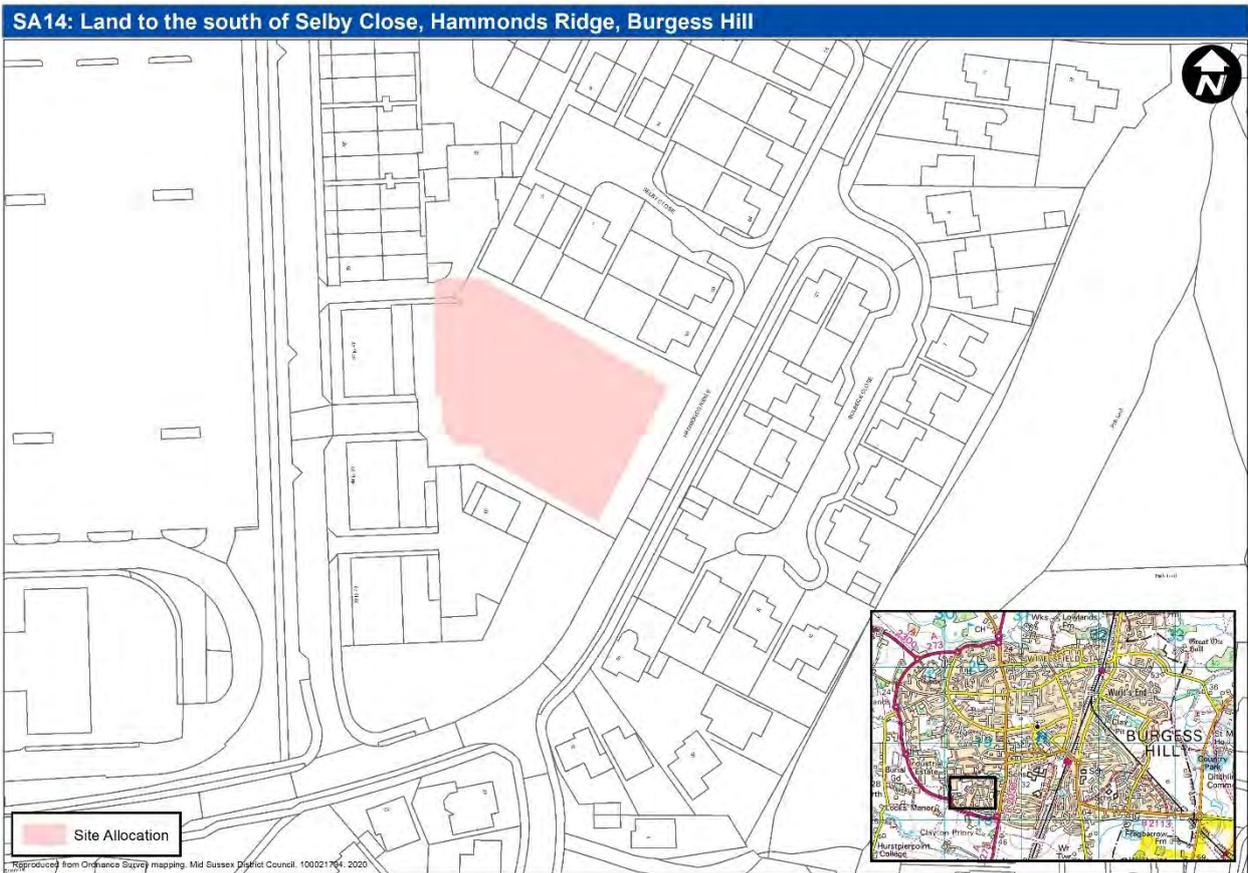
### **Minerals**

- ~~The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance. The site is not in a Mineral Safeguarding Zone or Consultation Area.~~

### **Utilities**

- ~~Standard utility requirements apply.~~Provide necessary water infrastructure reinforcement on Keymer Road.
- Occupation of development will be phased to align with the delivery of necessary sewerage infrastructure, in liaison with the service provider.

<b>SA 14</b>			
Land to the south of Selby Close, Hammonds Ridge, Burgess Hill			
<b>SHELAA:</b>	904	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	0.16	<b>Number of Units:</b>	12 flats plus community use
<b>Description:</b>	Mixed use allocation of housing and community facilities		
<b>Ownership:</b>	MSDC		
<b>Current Use:</b>	Brownfield site/former site office	<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	District Council in partnership with Developer/ Registered Provider		



**Objectives**

- To deliver a high density, sustainable, mixed use development which is comprehensively integrated with, and connected to, the surrounding development and Town Centre so residents can access existing facilities.

**Urban Design Principles**

- The site is in a sustainable location near to services and Burgess Hill Town Centre. Optimise the development potential of the site while respecting the character of the surrounding townscape and residential amenity.
- Seek to enhance the connectivity of the site with the surrounding development by providing pedestrian and/or cycle links to existing networks.
- Orientate development to provide a positive frontage to Hammonds Ridge and the small open space and trees to the south.
- Ensure building heights are in keeping with the surrounding area, so as not to cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution.

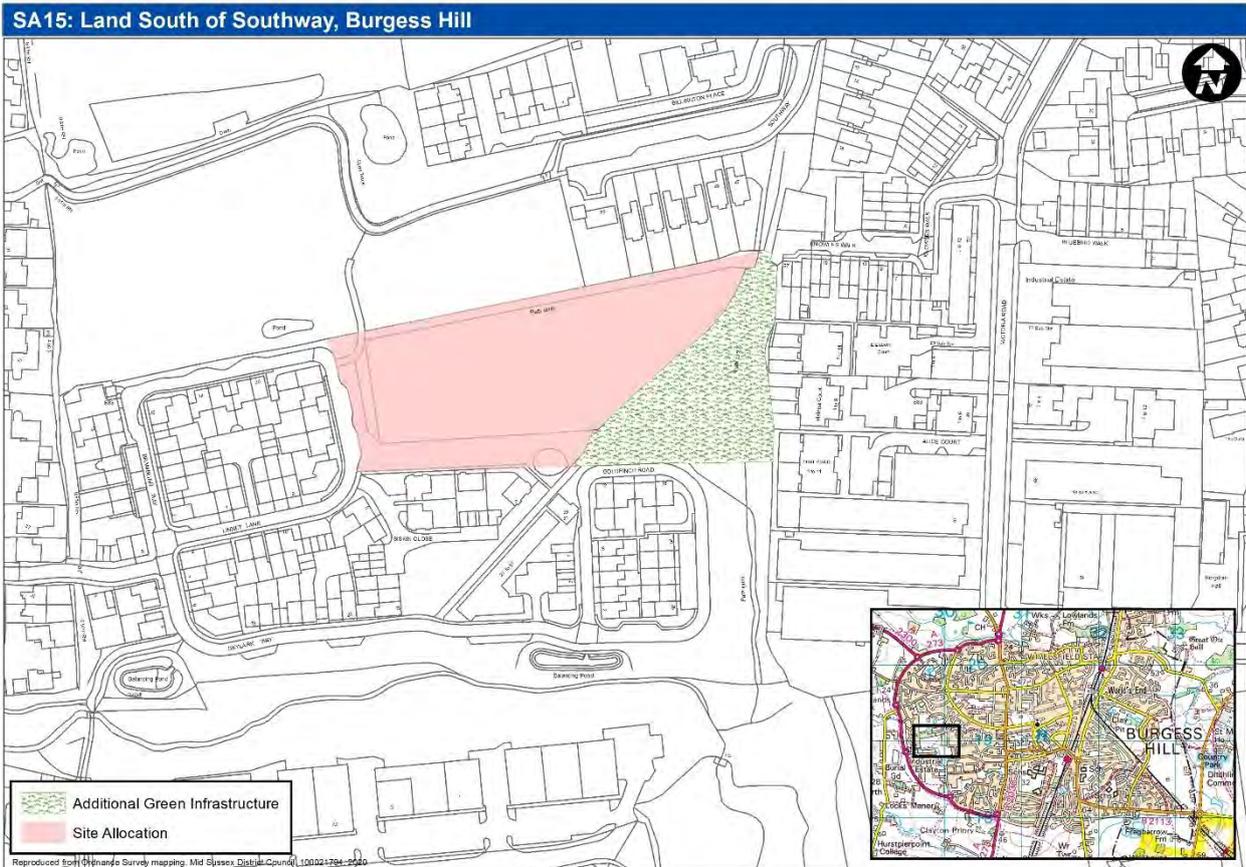
**AONB**

- Site is not in AONB.

**Landscape Considerations**

<ul style="list-style-type: none"> <li>• The south western corner of the site contains a number of trees covered by a group Tree Preservation Order. Retain and enhance existing mature trees and incorporate these into the landscaping proposals for the site.</li> </ul>
<p><b>Social and Community</b></p>
<ul style="list-style-type: none"> <li>• Include a community use as part of the development proposals as required by a restrictive covenant relating to this site.</li> <li>• Standard financial contributions apply.</li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p>
<ul style="list-style-type: none"> <li>• <del>No site specific issues of a historic or cultural nature identified.</del></li> </ul>
<p><b>Air Quality / Noise</b></p>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p>
<ul style="list-style-type: none"> <li>• Ensure there is a net gain in biodiversity through biodiversity enhancements and Green Infrastructure provision within the site and surrounding area, by incorporating new natural native habitats and native street trees into the landscaping proposals and designing buildings with integral bat boxes and bird nesting opportunities.</li> </ul>
<p><b>Highways and Access</b></p>
<ul style="list-style-type: none"> <li>• <del>Provide access from Hammonds Ridge or through the CALA Homes development at Edwin Street to the west, the details of which will need to be investigated further.</del></li> <li>• <u>Provide a Sustainable Transport Strategy to identify sustainable transport infrastructure improvements and demonstrate how the development will provide comprehensive sustainable links to the town centre and transport hubs, including safe and convenient routes for walking and cycling.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p>
<ul style="list-style-type: none"> <li>• Design surface water drainage to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.</li> </ul>
<p><b>Contaminated Land</b></p>
<ul style="list-style-type: none"> <li>• <del>No specific land contamination identified.</del></li> </ul>
<p><b>Minerals</b></p>
<ul style="list-style-type: none"> <li>• <u>The site is not in a Mineral Safeguarding Zone or Consultation Area. The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</u></li> </ul>
<p><b>Utilities</b></p>
<ul style="list-style-type: none"> <li>• <del>Southern Water’s Infrastructure crosses the site. Plan the layout to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible. •Standard utility requirements apply.</del></li> </ul>

<b>SA 15</b>			
Land South of Southway, Burgess Hill			
<b>SHELAA:</b>	594	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	1.2	<b>Number of Units:</b>	30 dwellings
<b>Description:</b>	Housing and open space allocations		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Overgrown and inaccessible land designated as <a href="#">part of a wider area of</a> Local Green Space in the Burgess Hill Neighbourhood Plan	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Private landowner in partnership with developer		



## Objectives

- ~~The site is allocated in the Burgess Hill Neighbourhood Plan as Local Green Space, part of a wider area of Local Green Space which includes Burgess Hill Rugby Club playing pitches and Snake Wood and Sparrow Way, (BHNP Policy G4: Local Green Space – Area 2 refers). The Neighbourhood Plan seeks to protect these areas from development. However, this site is currently an overgrown, inaccessible and unmanaged area of incidental land at the edge of the wider Local Green Space and has been promoted for development. It has a Public Right of Way enclosed by fencing running diagonally across the eastern area and informal paths running adjacent to the northern, western and eastern boundaries.~~
- This policy seeks to deliver a [high quality, sustainable residential scheme along with a number of public benefits in the form of an enhanced and accessible area of open space, that is connected to the surrounding network of adjacent open spaces; that improves improvements to the amenity of and setting to the right of way that crosses the site and the informal paths that border the site and the provision of a cycle route to connect to adjacent cycle routes as part of the Burgess Hill Place and Connectivity Programme; while also achieving a high quality, sustainable residential scheme.](#)

<p><b>Urban Design Principles</b></p> <ul style="list-style-type: none"> <li>• The site is in a sustainable location near to local services. Optimise the development potential of the site while making provision for open space and rights of way, as well as respecting the character of the surrounding townscape.</li> <li>• Orientate development to have a positive active frontage to the woodland to the north and existing Maltings Park development (south and west) to provide an attractive backdrop to the public realm, integrate with the existing settlement and avoid trees overshadowing back gardens.</li> </ul>
<p><b>AONB</b></p> <ul style="list-style-type: none"> <li>• <del>Site is not in AONB.</del></li> </ul>
<p><b>Landscape Considerations</b></p> <ul style="list-style-type: none"> <li>• Retain any important mature trees <a href="#">and safeguard existing trees covered by Tree Preservation Orders</a>, and incorporate these into the landscape structure of the development.</li> <li>• The layout of the development is to be informed by a landscape led masterplan.</li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li>• Compensate for the loss of Local Green Space (<a href="#">the southern most part of a larger area of Local Green Space as allocated in the Burgess Hill Neighbourhood Plan</a>) through the provision of new enhanced open space on site, that creates a connected network of open spaces and green corridors with the adjacent <del>open spaces</del> <a href="#">Local Green Space</a>, and which sensitively integrates the right of way and informal paths and enhances their amenity.</li> <li>• <a href="#">Upgrade the existing right of way that crosses the site to allow for cycling.</a></li> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• The site may contain buried archaeology. Carry out Archaeological Assessment and appropriate mitigation arising from the results.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• Industrial units are located to the <a href="#">westeast</a> of the site which may be source of noise. Provide appropriate mitigation to address any impacts.</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site that connect to the surrounding area.</li> <li>• Conserve and enhance areas of wildlife value <del>teand</del> <a href="#">ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for</a> any loss to biodiversity through ecological protection <a href="#">and good design. Where this is not possible, mitigate and as a last resort, compensate loss through ecological</a> enhancement and mitigation measures.</li> <li>• Incorporate SuDS within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• Provide access from Linnet <a href="#">Lanes Way</a>. The loss of the two visitor parking spaces to achieve this would need to be compensated for within the development. Detailed access arrangements will need to be investigated further.</li> <li>• <del>Provide good permeability across the site, providing safe and convenient routes for walking and cycling through the development, linking with adjacent existing networks. Provide a</del> <a href="#">Sustainable Transport Strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</a></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• Design surface water drainage to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination together with any remedial works that are required.</li> </ul>

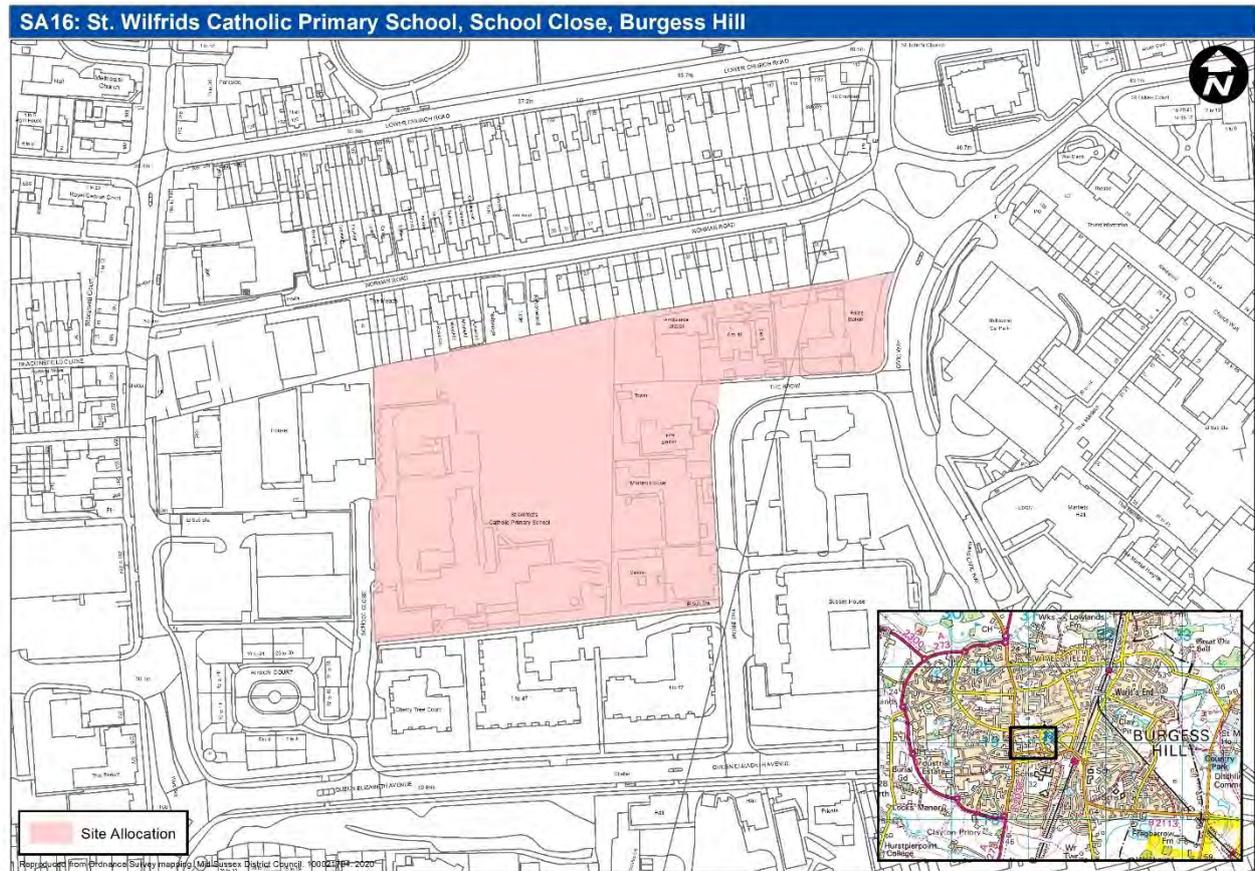
<b>Minerals</b>
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- |  |
|--|
| <ul style="list-style-type: none"><li>• <del>The site is not in a Mineral Safeguarding Zone or Consultation Area. The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li></ul> |
|--|

<b>Utilities</b>
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- |   |
|---|
| <ul style="list-style-type: none"><li>• <del>Standard utility requirements apply.</del></li></ul> |
|---|

<b>SA 16</b>			
<b>St. Wilfrids Catholic Primary School, School Close, Burgess Hill</b>			
<b>SHELAA:</b>	345	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	2.75	<b>Number of Units:</b>	<del>200 dwellings Mixed use with 200 dwellings plus 100 dwellings and community facilities committed in the Burgess Hill Neighbourhood Plan</del>
<b>Description:</b>	Mixed use allocation of residential and community facilities		
<b>Ownership:</b>	Public bodies and private landowners		
<b>Current Use:</b>		<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	Landowners to bring the development forward		



**Objectives**

- ~~The Burgess Hill Neighbourhood Plan identifies part of this site as a broader area for a mixed use development following the relocation of a number of public and community services (Policy BHNP – TC3, the Brow Quarter refers). The site is subject to an One Public Estate (OPE) bid by West Sussex County Council to prepare a Development Brief Supplementary Planning Document (SPD) to facilitate the delivery of this site as part of the Burgess Hill Strategic Growth Programme. The outcome of this work may revise the residential number indicated in this policy.~~
- ~~To achieve comprehensive redevelopment which encompasses the broad aspirations and objectives of Burgess Hill Neighbourhood Plan Policy BHNP – TC3 The Brow Quarter, optimising the town centre location by This policy seeks to delivering a high density, sustainable, mixed use development of residential and community facilities, with each part of the scheme designed as an integrated part of a comprehensive design that delivers a legible layout with improved connectivity ensuring the different areas are comprehensively developed and integrated with each other, and with the~~

town centre and wider area, in line with The Brow A masterplanned approach to the design shall be informed by preparation of The Brow Development Brief Supplementary Planning Document (SPD) for the site. Development Brief (SPD).

### Urban Design Principles

- Comprehensively masterplan development across the entire site, designing a fully integrated scheme which optimises the potential for the whole site as a single development, under the same planning application(s). Piecemeal development will be resisted.
- Provide a coherent master-plan for the whole site involving integrated design, establishing a strong sense of place, focused around a high quality area of open space and carefully landscaped public realm, providing an appropriate setting for the scale of development, landscaping, access, and open space arrangements in accordance with The Brow Development Brief (SPD).
- The site is in a highly sustainable town centre location. Optimise the development potential of the site by providing high density development, up to 6 storeys in height designed as perimeter blocks that clearly defines public and private realms while also delivering a legible/permeable layout and active frontages, in the form of a permeable, perimeter block layout, and design, that enhances connectivity within and beyond the site.
- Deliver high quality public realm which maximises connectivity through the site, minimising the impact of parking and vehicle movement, providing attractive, convenient and safe pedestrian and cycle routes across the site, with links to existing networks outside the site.
- Parking should be discreetly accommodated and mostly provided off-street.
- Development shall respond appropriately to adjacent existing development in order to safeguard neighbouring amenity; particularly to the north of the site where a lower scale will be required to avoid overwhelming the rear gardens and domestic-scaled houses on Norman Road.
- Layout and design shall take account of potential development opportunities that exist immediately beyond the site boundaries to ensure future redevelopment opportunities are not hindered.
- Provide taller development towards the south of the site, with lower scale development to the north, to reflect the general pattern of development in the surrounding townscape.
- Seek to provide wider public realm improvements as part of the redevelopment of the site.
- Retain, enhance and sensitively integrate existing rights of way into the development.

### AONB

- Site is not in AONB.

### Landscape Considerations

- Provide a comprehensive landscaping scheme for the site, that introduces new locally native trees and planting, in order to create an appropriate landscaped context for the new development. Open space is to form an integral part of the landscaping proposals and be prominent and accessible within the scheme.
- Consider important views into and out of the site, including the views of St John's Church to the north east and protect these through careful design and layout.

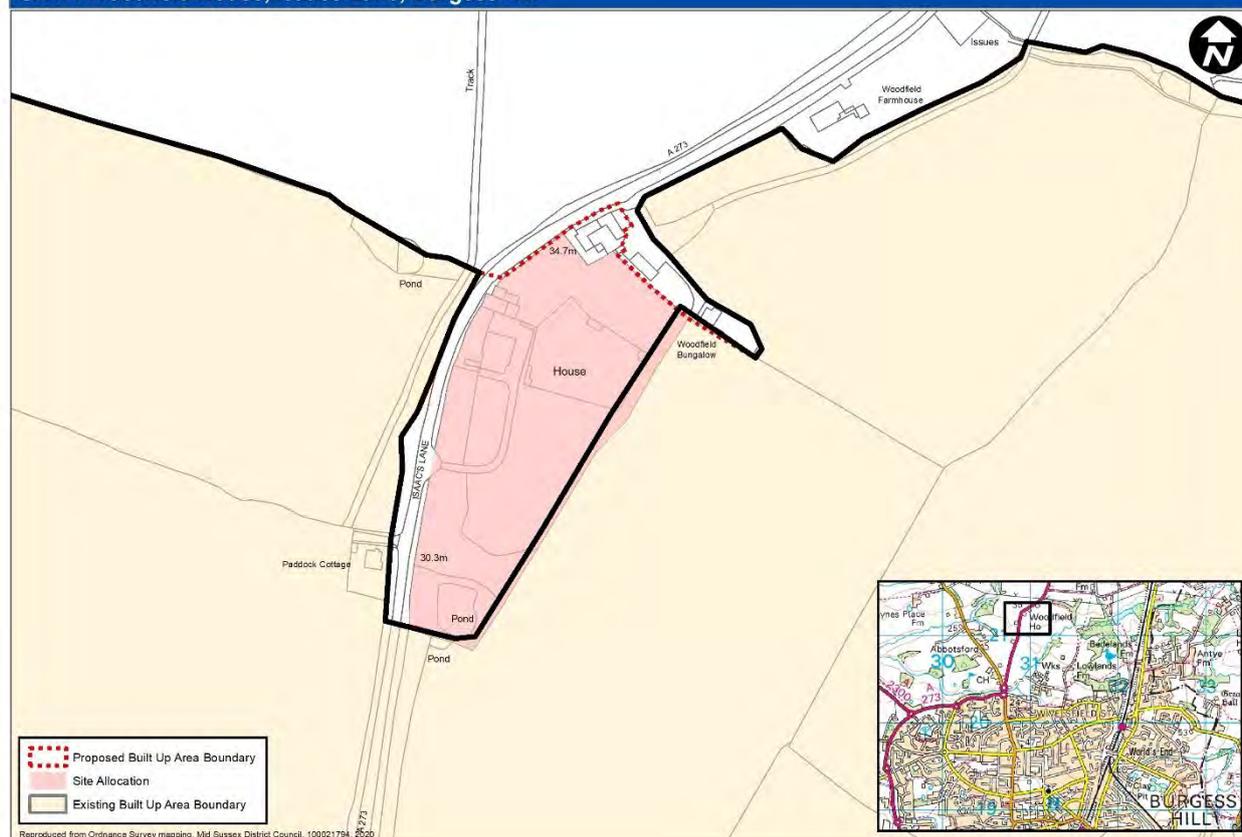
### Social and Community

- The existing uses on the site include the following community uses; a General Practice (GP) Surgery/Clinic, Fire and Rescue Service Fire Station, Ambulance Station and Police Headquarters and St Wilfrid's Roman Catholic Primary School and playing fields. Redevelopment proposals shall provide evidence that demonstrates how replacement community facilities will be provided to the satisfaction of the Council and relevant key stakeholders, in accordance with the requirements of District Plan Policy DP25 (Community Facilities and Local Services) have been fully met; evidence shall include re-provision of the school playing fields or justification of their loss to the satisfaction of the Council and Sport England.
- The satisfactory relocation of St Wilfrid's Primary School to St Paul's Catholic College site is required before development can commence on the school part of the site.
- Re-provide the emergency services accommodation in a new emergency service centre either on this site or elsewhere in the town.

<ul style="list-style-type: none"> <li>• <del>Contribute towards Sustainable Transport improvements to the bus and rail interchange and cycle parking at Burgess Hill Railway Station.</del></li> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p>
<ul style="list-style-type: none"> <li>• <del>No site specific issues of a historic or cultural nature identified. Protect important views from within the site of the Grade II* Listed St John's Church to the north east, through careful design and layout.</del></li> </ul>
<p><b>Air Quality / Noise</b></p>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p>
<ul style="list-style-type: none"> <li>• <del>Ensure there is Provide a net gain in biodiversity, taking account of the wider ecological context, through biodiversity enhancements and Green Infrastructure provision within the site and surrounding area, incorporating new natural native appropriate integral habitat in the construction of the buildings and inclusion of well designed and diverse landscaped areas with native street trees and planting into the landscaping proposals and designing buildings with integral bat boxes and bird nesting opportunities.</del></li> </ul>
<p><b>Highways and Access</b></p>
<ul style="list-style-type: none"> <li>• Investigate access arrangements, including any necessary improvements to the highway infrastructure. <del>Access arrangements are to be integrated between the development areas.</del></li> <li>• Provide a Sustainable Transport Strategy to identify <u>sustainable transport infrastructure improvements and demonstrate</u> how the development will provide comprehensive sustainable links to the town centre and transport hubs, including safe and convenient routes for walking and cycling.</li> </ul>
<p><b>Flood Risk and Drainage</b></p>
<ul style="list-style-type: none"> <li>• Design surface water drainage to minimise run off, incorporate SuDS and to ensure that Flood Risk is not increased.</li> </ul>
<p><b>Contaminated Land</b></p>
<ul style="list-style-type: none"> <li>• The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination together with any remedial works that are required.</li> </ul>
<p><b>Minerals</b></p>
<ul style="list-style-type: none"> <li>• <del>The site is not in a Minerals Safeguarding or Consultation Zone.</del></li> </ul>
<p><b>Utilities</b></p>
<ul style="list-style-type: none"> <li>• Southern Water's Infrastructure crosses the site therefore Easements may be required. Plan the layout to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible.</li> <li>• Standard utility requirements apply.</li> </ul>

<b>SA 17</b>			
Woodfield House, Isaacs Lane, Burgess Hill			
<b>SHELAA:</b>	840	<b>Settlement:</b>	Burgess Hill
<b>Gross Site Area (ha):</b>	1.4	<b>Number of Units:</b>	30 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Private dwelling house and garden	<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	Private landowner in partnership with developer		

SA17: Woodfield House, Isaacs Lane, Burgess Hill



**Objectives**

- To deliver a high quality, landscape led, sustainable extension to Burgess Hill, that is integrated with the Northern Arc Strategic Development, enabling residents to access facilities.

**Urban Design Principles**

- The Northern Arc Strategic Development surrounds the site. Connect and integrate the development of this site with the Northern Arc through careful masterplanning involving cohesive design, landscaping, open space and access arrangements that also includes cycle and walking routes.
- Orientate development to have a positive active frontage to the landscape features on the site and in relation to the Northern Arc Strategic Development.

**AONB**

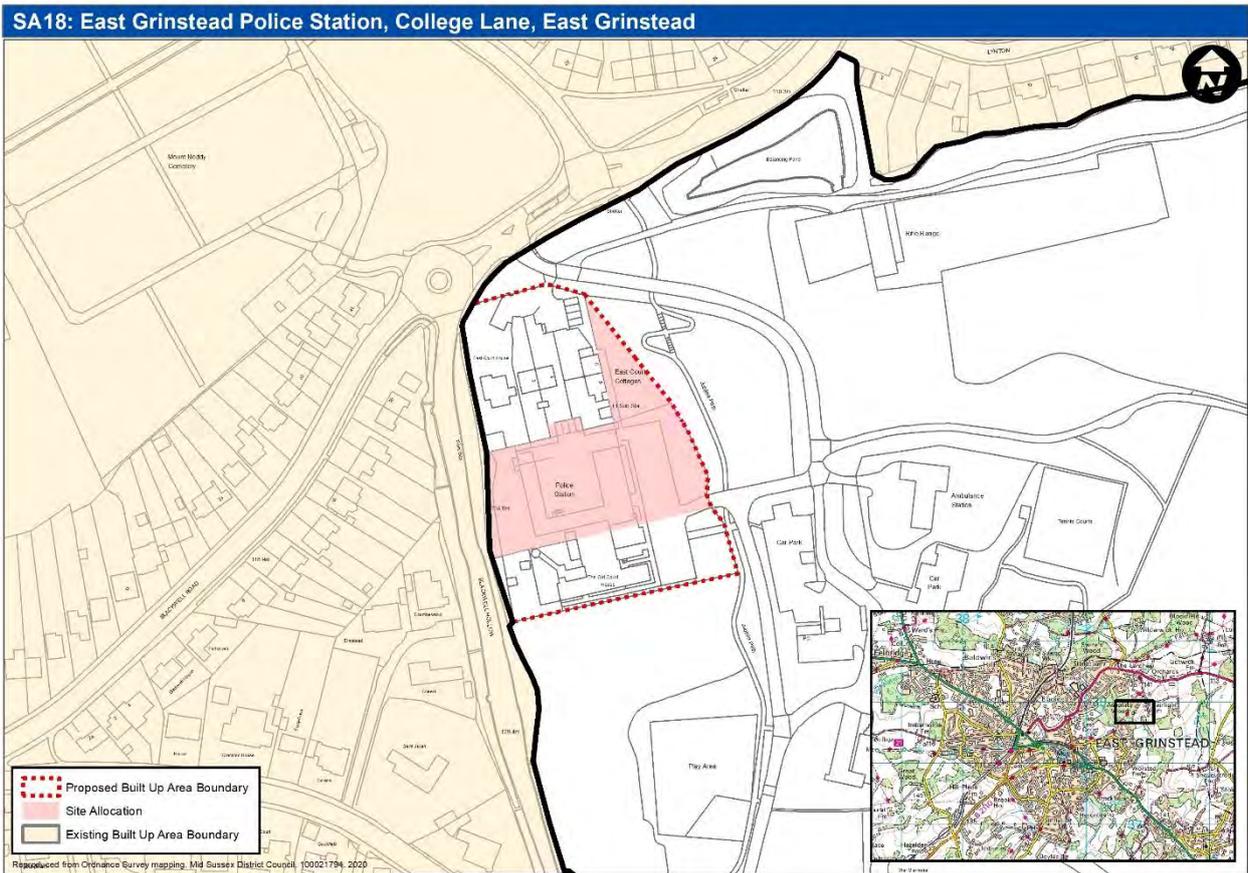
- ~~Site is not in AONB.~~

**Landscape Considerations**

- There is a group Tree Preservation Order in the southern and western areas of the site. High quality substantial new planting of native trees is required, should these be lost to provide access from Isaac's Lane. All other TPO trees on the site are to be retained.
- Retain and enhance important landscape features, mature trees, hedgerows and the pond at the south of the site and incorporate these into the landscape structure and Green Infrastructure

<p>proposals for the development. Open space is to be provided as an integral part of this landscape structure and should be prominent and accessible within the scheme.</p> <ul style="list-style-type: none"> <li>Identify and protect important views into and out of the site with proposals laid out so that views are retained and, where possible enhanced to improve both legibility and the setting of development.</li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li><del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>The site may contain buried archaeology. Carry out Archaeological Assessment and appropriate mitigation arising from the results.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li><del>No site specific sensitivities identified.</del></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site that connect to the surrounding area.</li> <li>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.</li> <li>Incorporate SuD<u>Ss</u> within the Green Infrastructure provision to improve biodiversity and water quality.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>Integrated access with the Northern Arc Development is strongly preferred, the details of which will need to be investigated further. <del>Access from Isaacs Lane will necessitate significant loss of trees due to the wide set back that is required to achieve the necessary visibility splays.</del></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>Provide a site specific Flood Risk Assessment (FRA) to consider how surface water will be disposed from the site.</li> <li>Incorporate Sustainable Drainage Systems as an integral part of the Green Infrastructure proposals to improve biodiversity and water quality.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li><del>No specific land contamination identified.</del></li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li><del>The site is within the Brick Clay (Weald) Mineral Safeguarding Area. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development. The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li><del>Standard utility requirements apply.</del></li> </ul>

<b>SA 18</b>			
East Grinstead Police Station, College Lane, East Grinstead			
<b>SHELAA:</b>	847	<b>Settlement:</b>	East Grinstead
<b>Gross Site Area (ha):</b>	0.4242	<b>Number of Units:</b>	2222 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Owned by Police		
<b>Current Use:</b>	Vacant Police Station	<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	Land owner has expressed an interest in bringing the site forward for development		



**Objectives**

- To deliver a high density development and comprehensive landscape scheme which respects the parkland setting of East Court and protects the setting of nearby heritage assets.

**Urban Design Principles**

- Optimise the development potential of the site through the provision of apartments of no more than 2 ½ storeys.
- Provide well integrated parking solutions to ensure parking areas do not dominate the public realm.
- Informed by a slope/land stability risk assessment report, provide an appropriate layout and scale of development and ensure any necessary mitigation is undertaken to the rear of the site adjacent to Blackwell Hollow.

**AONB**

- ~~Site is not in AONB.~~

**Landscape Considerations**

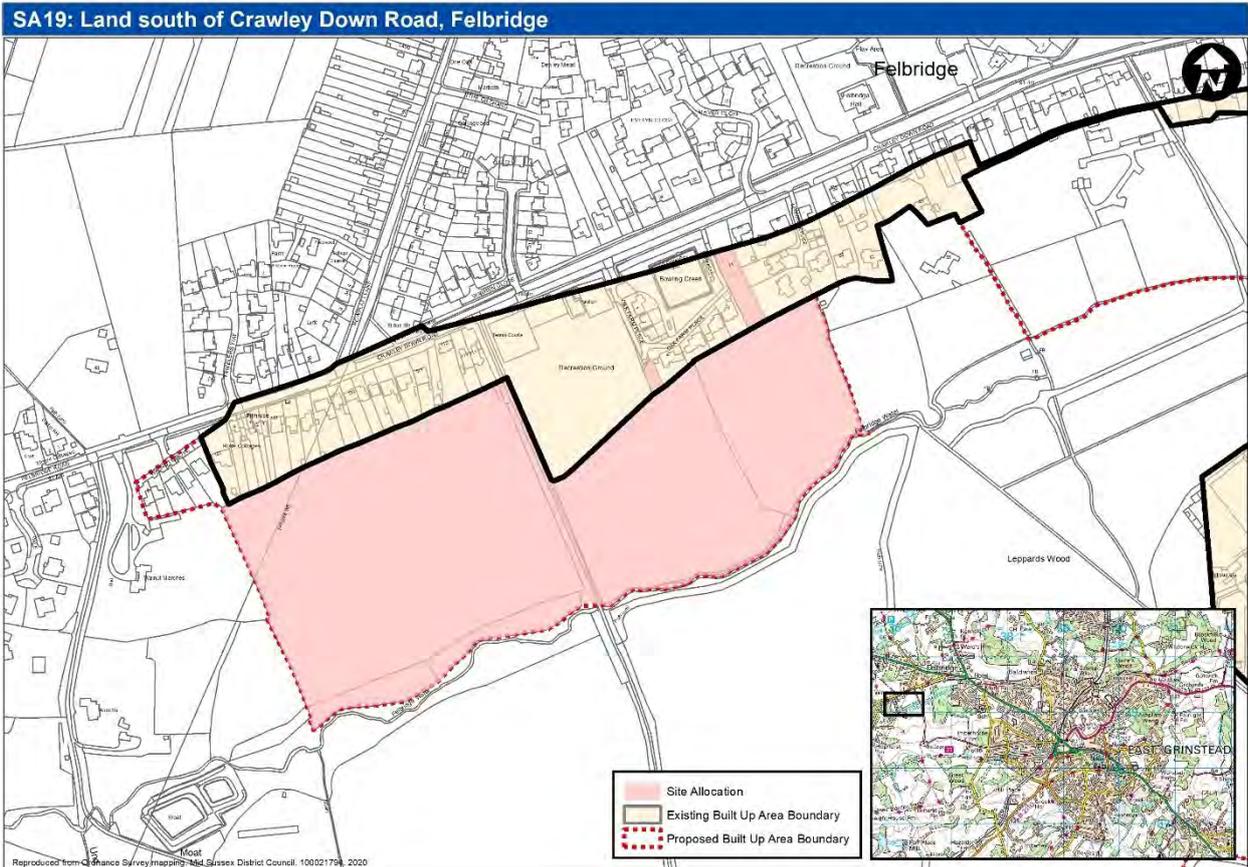
- The design shall respect the parkland setting, providing a comprehensive landscaping scheme that maintains the open frontage of the site, avoiding hard boundary treatment.

**Social and Community**

- ~~Standard financial contributions apply.~~

<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• <u>Informed by a Heritage Impact Assessment, Provide an appropriate design, layout and scale of development and landscaping scheme to protect the setting of the nearby Estcots and East Court Conservation Area and the Grade II Listed Council Offices.</u></li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Provide a net gain <u>infer</u> biodiversity, taking account of the wider ecological context, creating additional habitat in the construction of the building <del>with integral bat and bird boxes</del> and inclusion of well designed <u>and diverse</u> landscaped areas.</li> <li>• <del>Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.</del></li> <li>• Incorporate SuDS within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• <u>Utilise existing access arrangements and make any necessary safety improvements.</u></li> <li>• <u>Informed by a Transport Assessment, provide appropriate and well-integrated car parking.</u></li> <li>• <u>Make appropriate contributions towards sustainable transport infrastructure improvements.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• Surface Water Drainage to be designed to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• <del>No specific land contamination identified.</del></li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• <del>The site is not in a Mineral Safeguarding Zone or Consultation Area. The site lies within the brick clay (Wadhurst clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• <u>Occupation of the development will be phased to align with delivery of necessary sewerage infrastructure, in liaison with the service provider.</u></li> <li>• <del>Standard utility requirements apply.</del></li> </ul>

<b>SA 19</b>			
Land south of Crawley Down Road, Felbridge			
<b>SHELAA:</b>	196	<b>Settlement:</b>	East Grinstead
<b>Gross Site Area (ha):</b>	8.5	<b>Number of Units:</b>	200 dwellings
<b>Description:</b>	Housing allocation with onsite playspace and equipped children's playspace.		
<b>Ownership:</b>	Private land owner(s)		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	<a href="#">1 to 5</a> <del>6 to 10</del>
<b>Delivery Mechanisms:</b>	<a href="#">Land owner has expressed an interest in bringing the site forward for development</a> <a href="#">Land in control of site promotor and housebuilder</a>		



## Objectives

- To deliver a sympathetic extension to Felbridge, informed by a landscape led masterplan which optimises the opportunities provided by Felbridge Water to include an enhanced landscape buffer and notable biodiversity improvements.

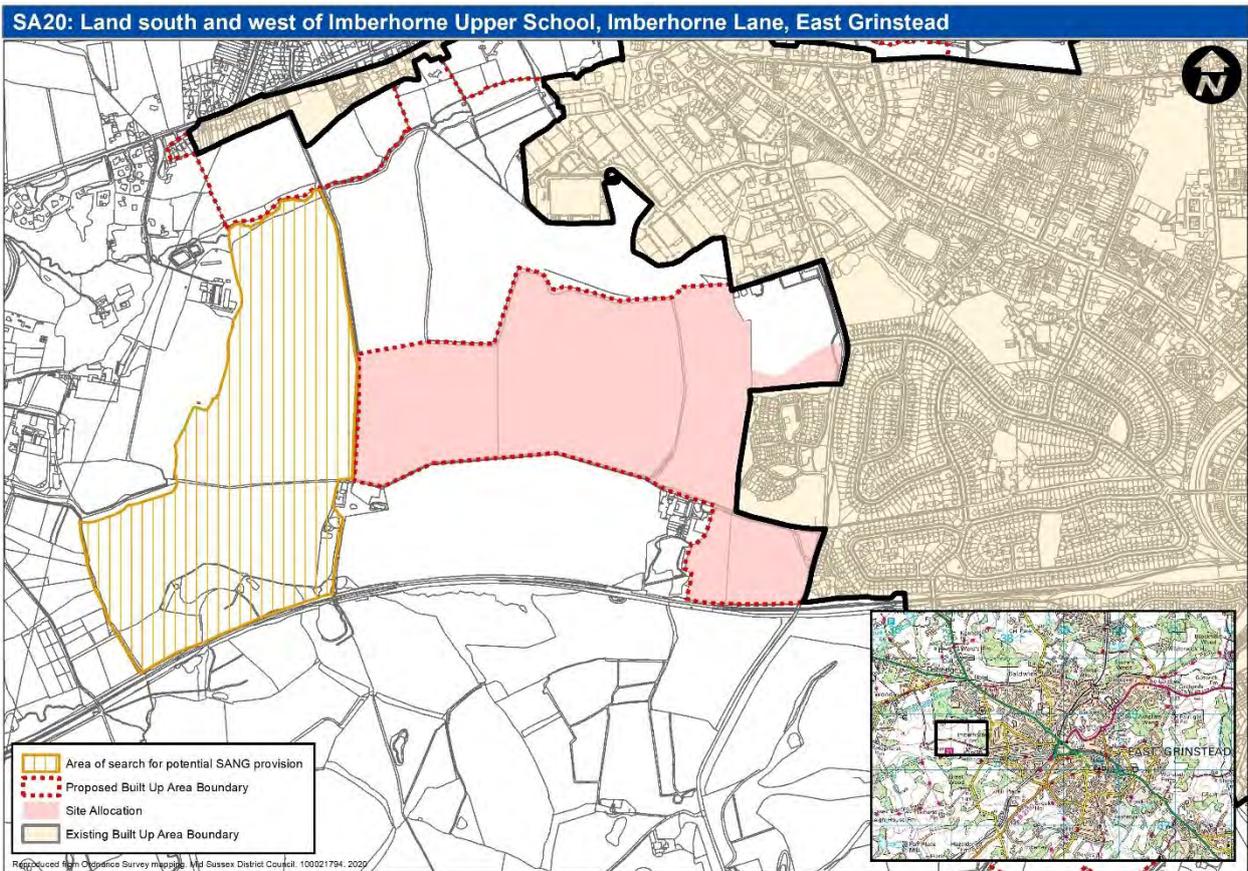
## Urban Design Principles

- Optimise the potential of the site through the masterplan process, whilst establishing a strong sense of place which is sympathetic to the landscape setting [and character of Felbridge](#), providing a focus by incorporating a central open space.
- [Ensure the site maximises connectivity with the existing settlement of Felbridge and maintains a permeable layout.](#)
- [Retain and enhance existing established trees and other landscape features and weave them into green infrastructure / open space / movement strategy that encourages pedestrian and cycle use.](#)
- Development shall be orientated to have a positive edge with the countryside to the south, the PRoW, existing Felbridge recreation ground and proposed public open space, with buildings fronting onto the tree lined field boundaries to provide an attractive backdrop and avoid trees overshadowing back gardens.
- Optimise [ing](#) the potential created by the necessary flood risk buffer to Felbridge Water, including the siting of any necessary [flood](#) attenuation pounds to create an attractive edge to the development and additional recreation area.

<b>AONB</b>
<ul style="list-style-type: none"> <li>• <del>Site is not in AONB.</del></li> </ul>
<b>Landscape Considerations</b>
<ul style="list-style-type: none"> <li>• Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to minimise impact on views from the wider countryside to the south.</li> <li>• Retain and <u>substantially</u> enhance existing <u>landscape structure, safeguarding</u> mature trees and landscaping along the boundaries, and within the site <u>and along historic field boundaries</u>; incorporating them into the landscape structure and layout of the development to contain <u>the</u> new housing, <u>particularly to the southern boundary</u> and limit the impact on the wider landscape; <u>particularly to the southern boundary</u>.</li> <li>• <del>Ensure the design and layout of the development works with the natural grain of the landscape following the slope contours of the site, minimising cut and fill.</del></li> <li>• Development proposals shall protect the character and amenity of existing PRoW which runs through the centre of the site and provide connections from the new development.</li> </ul>
<b>Social and Community</b>
<ul style="list-style-type: none"> <li>• Provide a suitably managed and designed public open space, <u>playspace</u> and equipped children's playspace.</li> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<b>Historic Environment and Cultural Heritage</b>
<ul style="list-style-type: none"> <li>• <del>No site specific issues of a historic or cultural nature identified.</del></li> </ul>
<b>Air Quality / Noise</b>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities.</del></li> </ul>
<b>Biodiversity and Green Infrastructure</b>
<ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure and corridors, including <u>retention of existing landscape features and enhancement with new native species-rich hedgerows, native tree planting and wildflower seeding in areas of open space to provide a matrix of habitats with links to the biodiversity and landscape enhancements within the site connecting to the surrounding landscape area.</u></li> <li>• <del>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss -through ecological protection, enhancement and mitigation measures.</del></li> <li>• <del>Provision of onsite SuDS will need to contribute to green infrastructure - the flood risk buffer along the Felbridge Water <u>needs to shall</u> be used to maximise potential to <u>enhance ecological connectivity</u>, increase biodiversity and habitat creation.</del></li> <li>• Potential impacts of the development on Hedgecourt Lake SSSI, which is accessible via existing PRoW to the north, should be understood and adequately mitigated.</li> <li>• Provision of <u>good quality</u> green space shall be made for people and wildlife to attract people away from the nearby Hedgecourt Lake SSSI.</li> <li>• <u>Provide necessary protection and mitigation, including measures to minimise public access to the woodland, provision of a woodland management plan and woodland enhancement package.</u></li> <li>• <u>Provide enhanced ecological corridors between the ancient woodland and wider landscape to ensure there is no ecological deterioration and fragmentaion of the woodland.</u></li> </ul>
<b>Highways and Access</b>
<ul style="list-style-type: none"> <li>• <del>A- Provide a <u>Sustainable tTransport sStrategy</u> <u>will be required which</u> -identifies <u>sustainable transport infrastructure infrastructure-improvements and demonstrates</u> how the development will integrate with <u>and enhance</u> the existing network providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</del></li> <li>• Investigate access arrangements onto Crawley Down Road working collaboratively with Surrey</li> </ul>

<p>and West Sussex County Council Highway Authorities; <del>explore the potential necessity for a ghost right turn</del> and make necessary safety improvements to secure appropriate visibility.</p> <ul style="list-style-type: none"> <li>• <del>The access shall include footpaths to either side to connect with the existing pedestrian network along Crawley Down Road.</del></li> <li>• <del>Mitigate development impacts by maximising sustainable transport enhancements; where addition impacts remain, highway mitigation measures will be considered.</del></li> <li>• <del>Taking account for sustainable transport interventions, contribute towards providing any necessary capacity and safety improvements to junctions impacted upon by the development in the vicinity of the site along the A22/A264 corridor.</del></li> <li>• <del>Contribute towards providing any necessary capacity and safety improvements to junctions impacted upon by the development in the vicinity of the site. Where it is not deemed appropriate to add capacity, solutions shall include measures to boost sustainable modes and/or re-route traffic.</del></li> <li>• <del>Access shall include footpaths to connect with the existing pedestrian network along Crawley Down Road.</del></li> <li>• <del>Contribute towards improvements and</del> <b>P</b>rotect the quality of the existing PRoW across the site and provide traffic calming measures where any vehicular access crosses the footpath.</li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• The Southern boundary of the site borders a watercourse (<u>Felbridge Water</u>) and its associated flood zones. <u>Informed by a Flood Risk Assessment, a sequential approach shall be applied to ensure</u> <del>All development shall avoid</del> the flood extent for the 1 in 100 year event <del>+including Climate Change allowances; and shall include an additional buffer zone.</del> <u>Hydraulic</u> modelling is likely to be required to identify the full extent of the area.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• <del>The land may be contaminated due to present or historical on-site or adjacent land uses.</del> Provide a detailed investigation into possible sources of <u>adjacent</u>/on-site contamination together with any remedial works that are required.</li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• <del>The site is not in a Mineral Safeguarding Zone or Consultation Area.</del></li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• Southern Water’s Infrastructure crosses the site. Easements may be required with the layout to be planned to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible.</li> <li>• <del>Standard utility requirements apply.</del></li> </ul>

<b>SA 20</b>			
Land south and west of Imberhorne Upper School, -Imberhorne Lane, East Grinstead			
<b>SHELAA:</b>	770	<b>Settlement:</b>	East Grinstead
<b>Gross Site Area (ha):</b>	64.8	<b>Number of Units:</b>	550 dwellings
<b>Description:</b>	Housing allocation with Local Centre and Care Community (C2), early years and primary school (2FE), <a href="#">strategic on-site SANG</a> , public open space and children's equipped playspace, provision of land for playing fields associated with Imberhorne School.		
<b>Ownership:</b>	Private land owner		
<b>Current Use:</b>	Greenfield/arable/pasture	<b>Indicative Phasing:</b>	<a href="#">1 to 5</a> <del>6 to 10</del>
<b>Delivery Mechanisms:</b>	In control of a land promoter		



**Objectives**

- To deliver a high quality and sustainable extension to East Grinstead, which facilitates the expansion of Imberhorne Upper School, and is informed by a landscape led masterplan creating a development which is sensitive to the rural setting of the nearby heritage assets, and includes generous green infrastructure corridors to contain the built form. The development shall ~~also~~ [establish a strong sense of place and include a neighbourhood centre, whilst providing good permeability across the site with attractive pedestrian and cycle routes throughout; and beyond the site so residents can access existing services and facilities and contributions will be sought towards sustainable transport and highway infrastructure improvements necessary highway infrastructure improvements](#) in the vicinity of the site. ~~Following further investigation and more detailed design work, the full extent of an suitable SANG provision needs to be identified on land on the western side of the site.~~

**Urban Design Principles**

- ~~The masterplan should ensure~~ [Optimise](#) the potential of the site [through the masterplan process, is optimised](#) whilst ~~ste~~ establishing a strong sense of place which is sympathetic to the existing local character of East Grinstead and the wider landscape setting.

- Development shall provide a pedestrian friendly neighbourhood centre that is centrally positioned and well integrated with the development and in close proximity to the main open space provision.
- Provide a positive and soft edge to Imberhorne Lane and the countryside with buildings that front on to the attractive tree-lined field boundaries allowing an attractive backdrop to the public realm, ~~and~~ avoiding trees overshadowing back gardens.
- ~~Design layout to r~~Retain and enhance existing established trees and other landscape features and weave them into green infrastructure / open space / movement strategy that encourages pedestrian and cycle use.
- ~~The size and location of the development is suited to h~~Focus higher density development with 3 to 4 storey frontages area in the most accessible part of the site around the neighbourhood centre; ~~where 3 to 4 storey frontages should be appropriate~~. Ensure car parking is carefully accommodated to ensure it does not dominate the public realm.
- Ensure the site maximises connectivity with the existing settlement and services within East Grinstead and utilises a permeable layout.

#### **AONB**

- ~~Site is not in AONB.~~

#### **Landscape Considerations**

- Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to minimise impact on the wider countryside.
- Retain and substantially enhance existing landscape structure, safeguarding mature trees and landscaping along the boundaries, and within the site and along historic field boundaries incorporating them into the landscape structure and layout of the development to contain the new housing, and limit the impact on the wider landscape.
- ~~Existing mature trees and landscaping along the boundaries and within the site shall be retained, enhanced and incorporated into the landscape structure and layout of the development to contain new development and limit the impact on the wider landscape.~~
- Ensure the design and layout of the development works with the natural grain of the landscape following the slope contours of the site, minimising cut and fill.
- Development proposals will need to protect the character and amenity of the existing PRow which runs through the site and the Worth Way which runs adjacent to the southern boundary.

#### **Social and Community**

- Provide a detailed phasing plan with agreement from key stakeholders to secure:
  - Land and financial contribution for early years and primary school (2FE) provision with Early Years pre-school and facilities for Special Educational Needs. – 2.2 ha
  - A land exchange agreement between WSCC and the developer ~~per~~ to secure 6 ha (gross) land to create new playing field facilities in association with Imberhorne Secondary School (c.4 ha net - excluding land for provision of a new vehicular access onto Imberhorne Lane).
  - AG community use agreement for the new playing fields/sports facilities at Imberhorne Upper School and for the Local Centre neighbourhood/local centre to be provided on site.
  - ~~Subject to further detailed work and investigation, within the wider area in the west of the site, p~~Provision of suitably designed and managed onsite strategic SANG – c.40 ha.
  - Provision of onsite suitably managed equipped children's playspace and public open space. In consultation with the Council, mitigate increased demand for formal sport.
  - Provision of a (C2) Care Community for older people. In consultation with the Clinical Commissioning Group (CCG), address increase demand for GP services either on-site or by financial contribution to support expansion of existing local GP practices. -with potential for GP surgery, subject to evidence to support need.
  - Gypsies and Travellers and Travelling Showpeople provision may be required in accordance with District Plan policies DP30: Housing Mix and DP33: Gypsies and Travellers and Travelling Showpeople.
- ~~Standard financial contributions apply.~~

#### **Historic Environment and Cultural Heritage**

- ~~Provide mitigation through landscaping design and layout to p~~Protect the rural setting of the

nearby Grade II\* listed Gullege, Grade II listed Imberhorne Farm and Grade II\* listed Imberhorne Cottages by masterplanning the layout, design and landscape structure to ensure the development is not dominant in views from these listed buildings.

- Archaeological pre-determination evaluation and appropriate mitigation may be required and a geophysical survey shall be undertaken, the results of which will identify appropriate archaeological mitigation.

### **Air Quality / Noise**

- ~~No site specific sensitivities identified.~~

### **Biodiversity and Green Infrastructure**

- Undertake an holistic approach to Green Infrastructure and corridors, maintaining existing habitat connectivity, including biodiversity and landscape enhancements incorporating existing retained trees and hedgerows within the site and connecting to the surrounding landscape area.
- ~~Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.~~
- Incorporate SuDSs within the Green Infrastructure to improve biodiversity and water quality.
- Provide necessary protection and mitigation, including measures to minimise public access to the woodland, provision of a woodland management plan and woodland enhancement package along with a substantial semi-natural a 15m buffer, in excess of the 15m minimum between development and areas of Ancient Woodland.
- ~~Provide enhanced ecological corridors between the ancient woodland and wider landscape to ensure there is no ecological deterioration and fragmentation of the woodland.~~
- ~~Retained trees and hedgerows shall be incorporated into the connected Green Infrastructure of the site and surrounding corridors.~~
- On site or adjacent provision of suitably appropriately managed strategic Suitable Alternative Natural Greenspace (SANG) to the satisfaction of the Local Planning Authority to attract people away from the nearby Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC); wider area to west of main site will be subject to further detailed work in order to define full extent of SANG provision.
- Potential impacts of the development on Hedgecourt Lake SSSI, which is accessible via existing PRow to the north and the Worth Way SNCI to the south should be understood and adequately mitigated.

### **Highways and Access**

- ~~Provide a sustainable transport strategy will be required which identifies sustainable transport infrastructure improvements and demonstrates how the development will integrate with and enhance the existing sustainable transport network providing appropriate enhancements to the existing public transport networks and safe and convenient routes for walking and cycling to key destinations and links to the existing networks.~~
- ~~Where sustainable transport interventions are unable to mitigate development impact, highway mitigation measures shall be considered. Mitigate development impacts by maximising sustainable transport enhancements; where addition impacts remain, highway mitigation measures will be considered.~~
- Working collaboratively with Surrey and West Sussex County Council Highway Authorities and taking account for sustainable transport interventions, contribute towards providing any necessary capacity and safety improvements to junctions impacted upon by the development in the vicinity of the site along the A22/A264 corridor, after all relevant sustainable travel interventions have been fully explored and their mitigation accounted for.
- ~~Inappropriate traffic routing shall be minimised through suitable highway management techniques.~~
- Vehicular access and necessary safety improvements will be provided to the east of the site on to Imberhorne Lane unless an alternative solution can be illustrate a more effective solution;

the access shall include footpaths to either side to connect with the existing pedestrian network along Imberhorne Lane. -

- Contribute towards improvements to and positively integrate the PRow which cross the site, including providing an access link into the Worth Way cycle/pedestrian path (Three Bridges – East Grinstead).

### **Flood Risk and Drainage**

- Provide a Flood Risk Assessment must be provided with the application assessing to identify the risk of flooding for different areas of the site. The A sequential approach to the location of development should be followed and -Retain sufficient space retained to allow for the natural flood flow routes that cross the site, taking account of those which come from off site.
- Existing watercourses running across the site need shall to be given a minimum 5m buffer from the top of bank and any other existing water features shall be retained and enhanced.
- Ensure that Retain and protect natural spring lines or flows are not blocked along the southern part of the site adjacent to the Worth Way in order to avoid creating future flood risk.
- The masterplan process shall include measures to intergrate Natural flood risk management techniques and infiltration SuDS shall be integrated into the layout and design of the development, informed by the masterplan process.

### **Contaminated Land**

- The land may be contaminated due to present or historical on-site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination, together with any remedial works that are required; particularly those associated with the historic landfill located around Imberhorne Farm to the south east of the site.-

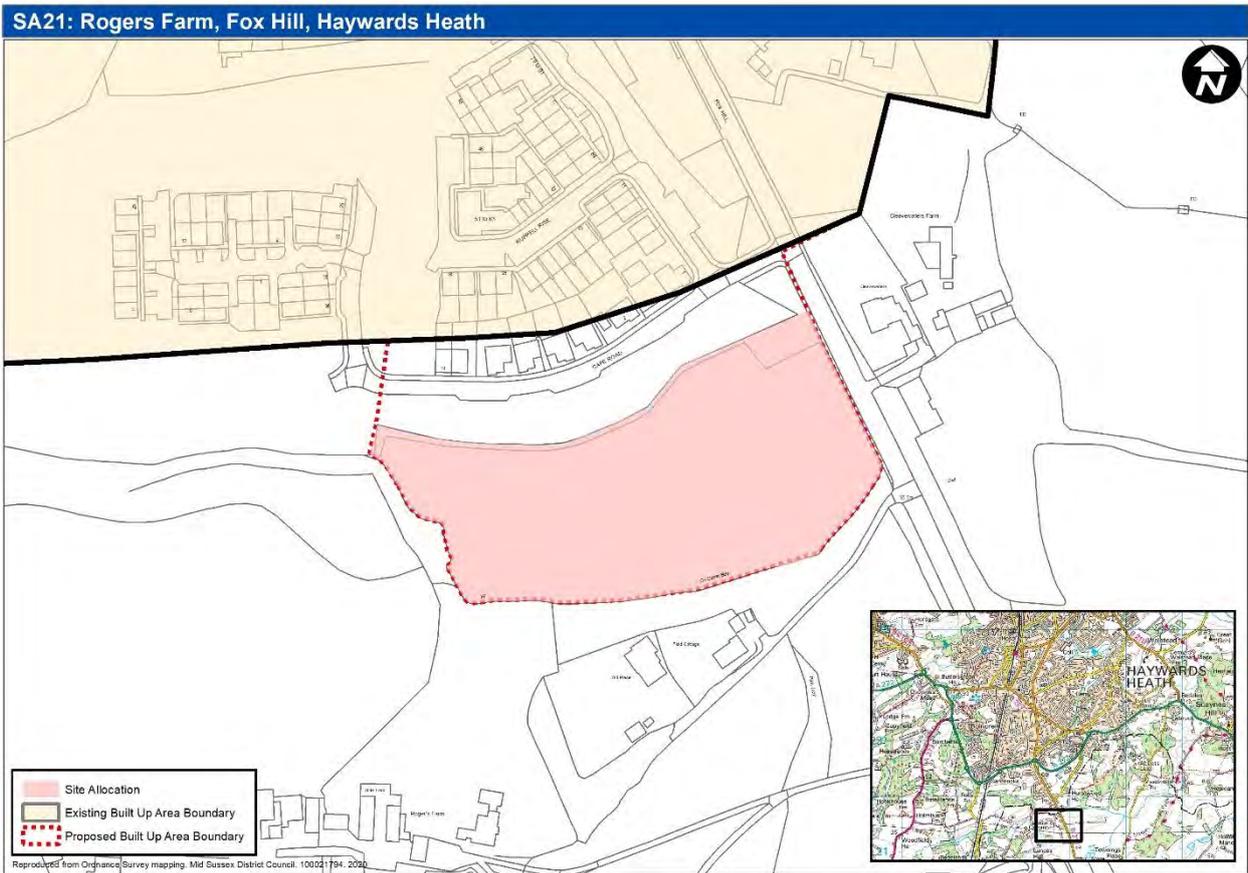
### **Minerals**

- The site is not in a Mineral Safeguarding Zone or Consultation Area. The site lies within the building stone (Ardingly stone) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

### **Utilities**

- Reinforcement of the sewerage network is required. Occupation of the development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.
- Standard utility requirements apply.

<b>SA 21</b>			
Rogers Farm, Fox Hill, Haywards Heath			
<b>SHELAA:</b>	783	<b>Settlement:</b>	Haywards Heath
<b>Gross Site Area (ha):</b>	1.30	<b>Number of Units:</b>	25 dwellings
<b>Description:</b>	Housing and open space allocations		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Greenfield/grazing	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Private landowner in partnership with Developer		



**Objectives**

- To deliver a high quality, landscape led, sustainable urban extension to Haywards Heath, which respects the character of this settlement edge and the surrounding countryside, and which is comprehensively integrated with the town so residents can access existing facilities.

**Urban Design Principles**

- Optimise the development potential of the site while protecting the sensitive rural edge to the town and the setting of listed buildings through careful masterplanning.
- Seek to enhance the connectivity of the site [with the adjacent Gamblemead site to the north and with Haywards Heath by providing pedestrian and/or cycle links to adjacent existing networks, including a connection to the bridleway to the south of the site.](#)
- Orientate development to have a positive active frontage in relation to the existing settlement, attractive tree boundaries and to define open spaces and routeways.

**AONB**

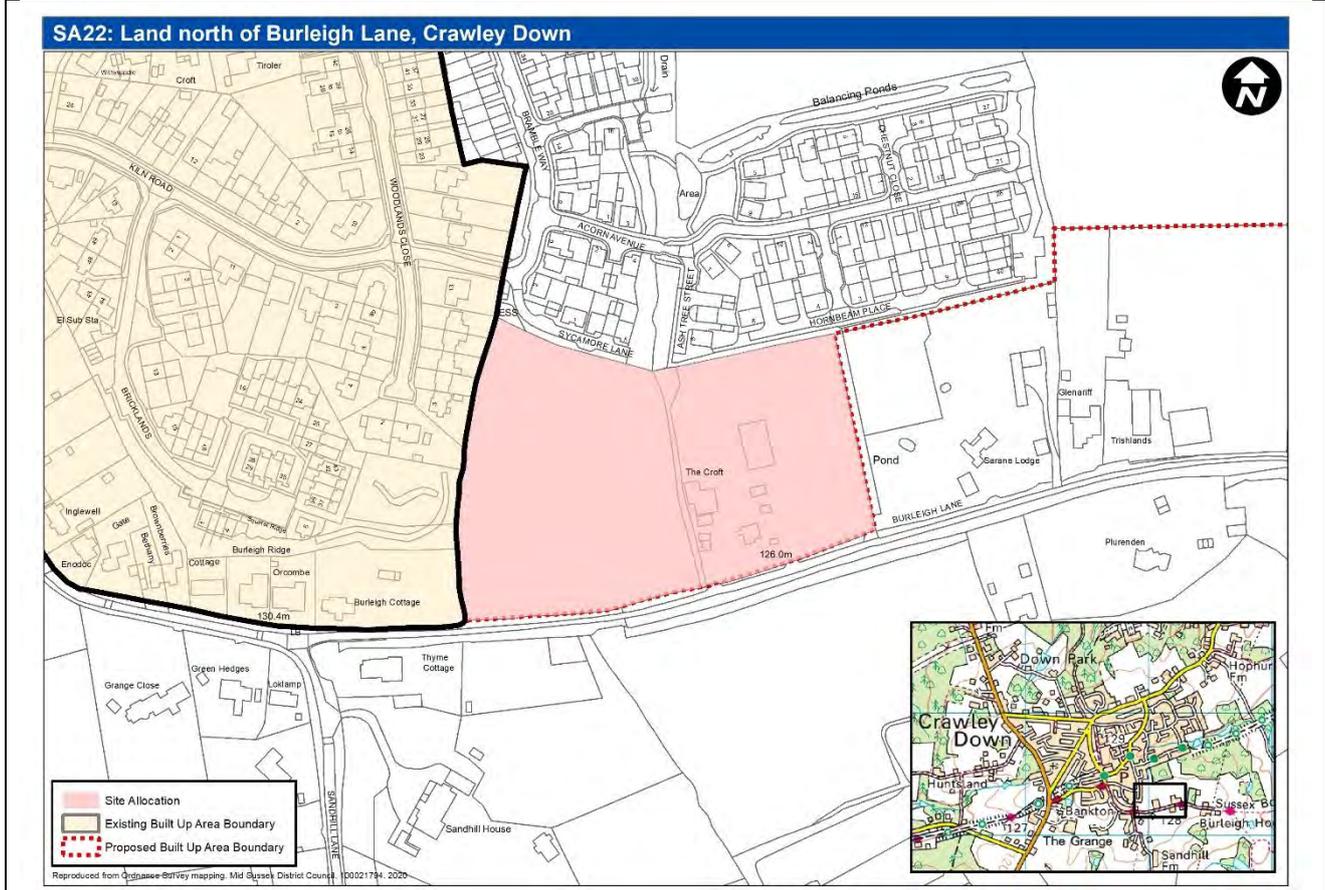
- [Site is not in AONB.](#)

**Landscape Considerations**

- Protect the rural character of this edge of settlement and southern approach to Haywards Heath by providing a sufficiently sized landscape buffer along the frontage (eastern) boundary together with a locally native hedgerow and tree screen.
- Retain and enhance mature trees and planting along the northern, western and southern

<p>boundaries of the site and incorporate these into the landscape structure and Green Infrastructure proposals for the development to limit impacts on the setting of listed buildings and the wider countryside.</p> <ul style="list-style-type: none"> <li>• Protect the character and amenity of existing public footpaths that are adjacent to the southern and western boundaries of the site and provide connections to these from the new development.</li> </ul>
<p><b>Social and Community</b></p>
<ul style="list-style-type: none"> <li>• Create a well connected network of open spaces, suitable for informal recreation on the north and western part of the site. This area is unsuitable for development due to flood risk.</li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p>
<ul style="list-style-type: none"> <li>• Preserve the rural setting of the Grade II listed Cleavewater opposite the site through sensitive design and landscaping, including by creating a sufficiently sized landscape buffer along the frontage (eastern) boundary and by providing a locally native hedgerow and tree screen.</li> <li>• Preserve the rural setting of the Grade II listed Rogers Farm and Old Cottage to the south and south west of the site by retaining and enhancing the tree belts along the southern and western boundaries.</li> <li>• The mitigation strategy is to be informed by a Heritage Impact Assessment.</li> <li>• The site may contain buried archaeology. Carry out Archaeological Assessment and appropriate mitigation arising from the results.</li> </ul>
<p><b>Air Quality / Noise</b></p>
<ul style="list-style-type: none"> <li>• No site specific sensitivities identified.</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p>
<ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site that connect to the surrounding area.</li> <li>• Conserve and enhance areas of wildlife value <u>teand</u> ensure there is a net gain to biodiversity. Avoid, <del>mitigate and compensate for</del> any loss to biodiversity through ecological protection <u>and good design. Where this is not possible, mitigate and as a last resort compensate through ecological</u> enhancement and mitigation measures.</li> <li>• Incorporate SuDS within the Green Infrastructure provision to improve biodiversity and water quality.</li> </ul>
<p><b>Highways and Access</b></p>
<ul style="list-style-type: none"> <li>• Provide access to Lunces Hill (B2112), the details of which will need to be investigated further.</li> <li>• <u>Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p>
<ul style="list-style-type: none"> <li>• The north western area of the site is at risk of surface water flooding due to the close proximity of watercourses and should not therefore be developed. Provide a Flood Risk Assessment (FRA) to inform the site layout and any necessary mitigation measures that may be required. Any existing surface water flow paths across the site must be maintained.</li> <li>• Incorporate Sustainable Drainage Systems as an integral part of the Green Infrastructure and open space proposals to improve biodiversity and water quality.</li> </ul>
<p><b>Contaminated Land</b></p>
<ul style="list-style-type: none"> <li>• No specific land contamination identified.</li> </ul>
<p><b>Minerals</b></p>
<ul style="list-style-type: none"> <li>• The site is not in a Minerals Safeguarding or Consultation Zone.</li> </ul>
<p><b>Utilities</b></p>
<ul style="list-style-type: none"> <li>• <u>Standard utility requirements apply.</u></li> </ul>

<b>SA 22</b>			
Land north of Burleigh Lane, Crawley Down			
<b>SHELAA:</b>	519	<b>Settlement:</b>	Crawley Down
<b>Gross Site Area (ha):</b>	2.25	<b>Number of Units:</b>	50 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Former commercial site now overgrown and unused	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Private landowner in partnership with developer		



**Objectives**

- To deliver a high quality, landscape led, sustainable extension to Crawley Down, which respects the character of the village and the surrounding countryside, and which is comprehensively integrated with the settlement so residents can access existing facilities.

**Urban Design Principles**

- Concentrate higher density development towards the northern part of the site to reflect the existing settlement pattern, with a lower density towards the southern edges to help create a successful transition with Burleigh Lane.
- Orientate development to have a positive active frontage in relation to the existing settlement, attractive tree boundaries and to define open spaces and routeways.
- Seek to enhance the connectivity of the site with Crawley Down village by providing pedestrian and/or cycle links to Sycamore Lane, Burleigh Way and adjacent existing networks.

**AONB**

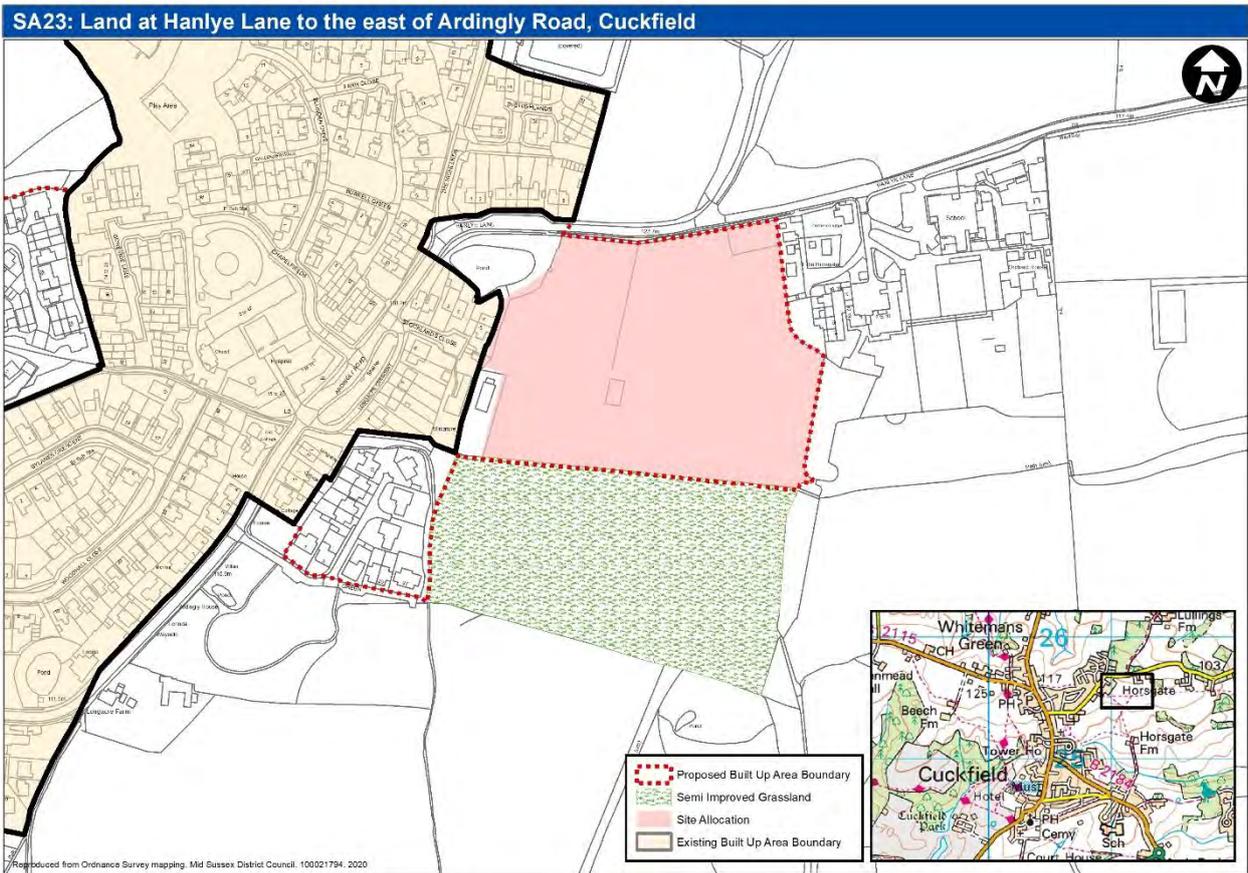
- ~~Site is not in AONB.~~

**Landscape Considerations**

- Retain and enhance existing mature trees and hedgerows on the site and around the boundaries and incorporate these into the landscaping structure for the site to limit impacts on the countryside. Open space should be provided as an integral part of this landscape structure

<p>and should be prominent and accessible within the scheme.</p> <ul style="list-style-type: none"> <li>• Protect the rural character of Burleigh Lane and views from the south by minimising loss of trees and hedgerows along the southern boundary and reinforcing any gaps with locally native planting.</li> <li>• Protect the character and amenity of existing public footpaths and seek to integrate these into the Green Infrastructure proposals for the site.</li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li>• Provide a Locally Equipped Accessible Play Space (LEAP) that is inclusive to the local community.</li> <li>• <a href="#">Standard financial contributions apply.</a></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• Provide appropriate mitigation to protect the rural setting of the Grade II listed Burleigh Cottage adjacent to the west of the site by enhancing the tree belt at the south western corner of the site, and creating a sufficiently sized landscape buffer between the listed building and the new development. The mitigation strategy should be informed by a Heritage Impact Assessment.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• No site specific sensitivities identified.</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site connecting to the surrounding area.</li> <li>• Conserve and enhance areas of wildlife value <del>to</del> <u>and</u> ensure there is a net gain to biodiversity. Avoid <del>mitigate and compensate for</del> any loss to biodiversity through ecological protection <u>and good design. Where this is not possible, mitigate and as a last resort compensate through ecological</u>, enhancement and mitigation measures.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• <u>Provide access from Sycamore Lane or Woodlands Close. Detailed access arrangements will need to be investigated further.</u></li> <li>• <u>Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• Existing surface water flow paths cross the site and there is <del>a</del> watercourse adjacent to the east of the site. Provide a Flood Risk Assessment (FRA) to inform the site layout and any necessary mitigation measures that may be required.</li> <li>• Design Surface Water Drainage to minimise run off to adjacent land, to incorporate SuDS and to ensure that Flood Risk is not increased.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination together with any remedial works that are required.</li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• The site is not in a Minerals Safeguarding or Consultation Zone.</li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• Upgrade to the Sewerage infrastructure network is required. <u>Occupation of development should be phased to align with the delivery of sewerage infrastructure in liaison with the service provider.</u></li> </ul>

<b>SA 23</b>			
Land at Hanlye Lane to the east of Ardingly Road, Cuckfield			
<b>SHELAA:</b>	479	<b>Settlement:</b>	Cuckfield
<b>Gross Site Area (ha):</b>	5.75	<b>Number of Units:</b>	55 dwellings
<b>Description:</b>	Housing allocation and formal and informal open space		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	1 to 5 years
<b>Delivery Mechanisms:</b>	Landowner in partnership with Developer		



**Objectives**

- To deliver a high quality, landscape led, sustainable extension to Cuckfield, which provides enhanced and accessible open space; respects the character of the village and the setting of the High Weald AONB; and which is comprehensively integrated with the settlement so residents can access existing facilities.

**Urban Design Principles**

- Concentrate higher density development towards Provide development on the northern part of the site, creating a suitable development edge and transition with the open space that is to be retained to the south. As shown on the policy map, no development is to be provided on the southern field, south of the row of Tree Preservation Orders, which is unsuitable for development as it is more exposed to views from the south, contributes to settlement separation and is crossed by rights of way providing scenic views towards the South Downs.
- Enhance the connectivity of the site with Cuckfield village by providing pedestrian and/or cycle links to Ardingly Road, Longacre Crescent and adjacent existing networks.
- Orientate development to have a positive active frontage in relation to the existing settlement and the wider countryside through careful masterplanning.

**AONB**

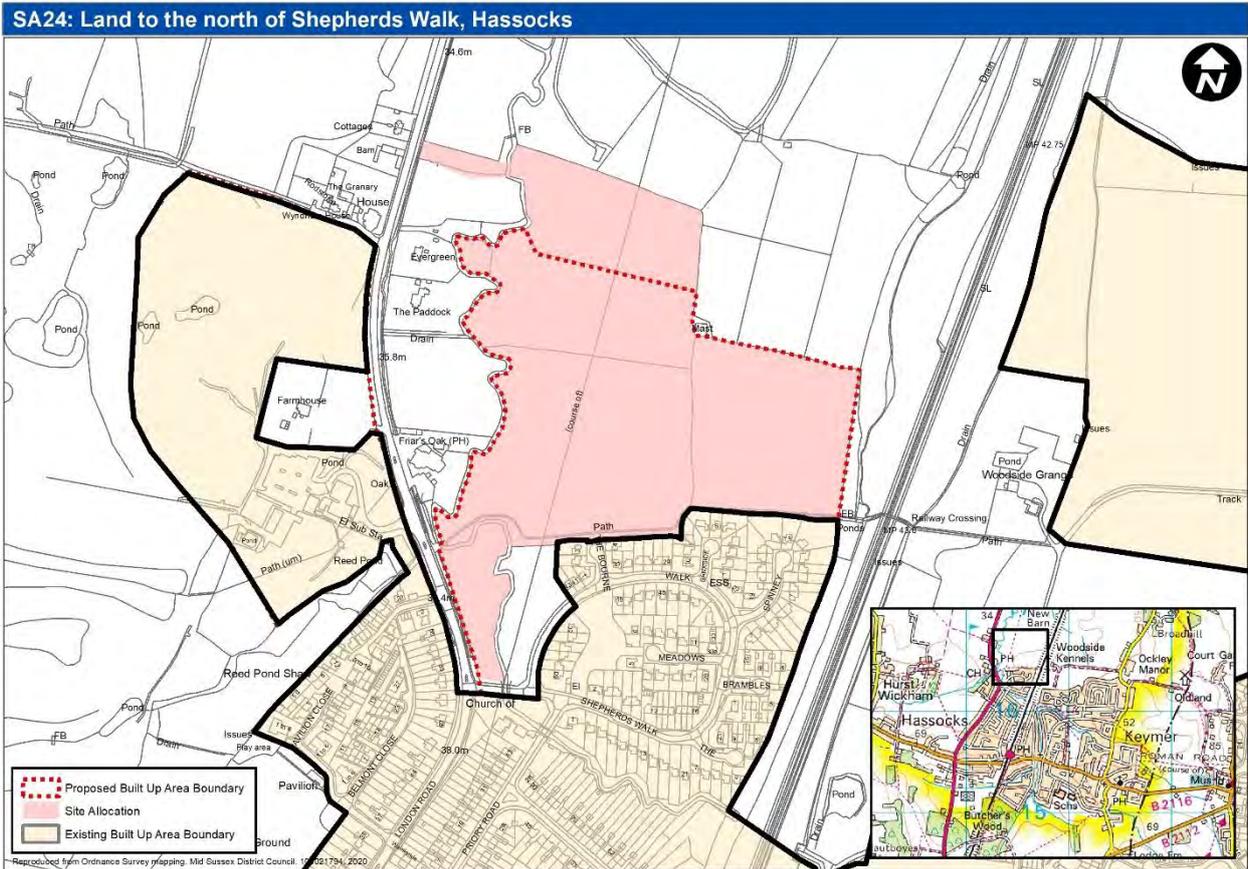
- Site is not in AONB.

**Landscape Considerations**

<ul style="list-style-type: none"> <li>• Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements to minimise impacts on the setting of the High Weald AONB adjacent to the north and on the wider countryside.</li> <li>• Protect the rural character of Hanlye Lane and the approach to Cuckfield village by minimising the loss of the existing hedgerow and trees along the northern boundary.</li> <li>• Sensitively design the layout to take account of the topography of the site, and views into and out of the site.</li> <li>• The site contains a number of trees many with Tree Preservation Orders. Retain and enhance existing mature trees and hedgerows on the site, and on the boundaries, and incorporate these into the landscaping structure and Green Infrastructure proposals for the site in order to minimise impacts on the wider countryside. Open space should be provided as an integral part of this landscape structure.</li> <li>• Protect the character and amenity of the existing public footpaths that cross the site and seek to integrate these with the Green Infrastructure proposals and the footpath to the north.</li> </ul>
<b>Social and Community</b>
<ul style="list-style-type: none"> <li>• Create a well connected area of open space on the land to the south, suitable for informal and formal recreation, that enhances and sensitively integrates the existing rights of way.</li> <li>• Standard financial contributions apply.</li> </ul>
<b>Historic Environment and Cultural Heritage</b>
<ul style="list-style-type: none"> <li>• The site is located near the crest of a sandstone ridge, in the High Weald a favourable location for archaeological sites. Carry out Archaeological assessment and appropriate mitigation arising from the results.</li> </ul>
<b>Air Quality / Noise</b>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<b>Biodiversity and Green Infrastructure</b>
<ul style="list-style-type: none"> <li>• <u>The land to the south, as indicated on the Policies Map, is designated as a Semi Improved Grassland Priority Habitat. Manage this area to promote its conservation, restoration and enhancement in accordance with the Natural England management objectives for this type of habitat.</u></li> <li>• Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site that connect to the surrounding area.</li> <li>• Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid <del>mitigate and compensate for</del> any loss to biodiversity through ecological protection <u>and good design. Where this is not possible, mitigate and as a last resort, compensate loss through ecological</u> enhancement and mitigation measures.</li> <li>• <u>Incorporate SuDSs within the Green Infrastructure to improve biodiversity and water quality.</u></li> <li>• <u>Maintain a minimum buffer of 15 metres between the development and the north of Horsegate Wood ancient woodland.</u></li> </ul>
<b>Highways and Access</b>
<ul style="list-style-type: none"> <li>• Provide access from Hanlye Lane, the details of which need to be investigated.</li> <li>• <u>Investigate whether any Highway measures will be required to mitigate impacts at the intersection of London Road (B2036) and Ardingly Road (B2114).</u></li> <li>• <u>Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</u></li> </ul>
<b>Flood Risk and Drainage</b>
<ul style="list-style-type: none"> <li>• The site is situated next to the village pond. The culverted pipe taking the outflow of the pond to the watercourse along the western boundary of the site to the southern field is in poor condition. Consider drainage works to improve the situation such as creating an open watercourse to avoid future blockage and capacity issues.</li> <li>• Design surface water drainage to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.</li> <li>• Incorporate Sustainable Drainage Systems in the southern part of the site as an integral part of</li> </ul>

the Green Infrastructure proposals to improve biodiversity and water quality.
<b>Contaminated Land</b>
<ul style="list-style-type: none"> <li>The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination together with any remedial works that are required.</li> </ul>
<b>Minerals</b>
<ul style="list-style-type: none"> <li><del>Part of the site is within Ardingly Building Stone Minerals Safeguarding Area and all of the site is within the Ardingly Building Stone Consultation Area. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development. The site lies within the building stone (Cuckfield and Ardingly stone) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li> </ul>
<b>Utilities</b>
<ul style="list-style-type: none"> <li>Reinforcement of the sewerage network is required.</li> <li>Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.</li> </ul>

<b>SA 24</b>			
Land to the north of Shepherds Walk Hassocks			
<b>SHELAA:</b>	221	<b>Settlement:</b>	Hassocks
<b>Gross Site Area (ha):</b>	10.5	<b>Number of Units:</b>	130 dwellings
<b>Description:</b>	Housing allocation with on site open space and equipped children's play area.		
<b>Ownership:</b>	Private land owner(s)		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Site in control of house builder.		



**Objectives**

- To deliver a high quality development, informed by a landscape led masterplan, which optimises the opportunities provided by Herring's Stream, to include notable biodiversity improvements, whilst creating a sympathetic extension to the settlement of Hassocks which protects the integrity of the Local Gap to the north.

**Urban Design Principles**

- Optimise the potential of the site through the masterplan process, whilst establishing a strong sense of place which is sympathetic to the landscape setting creating a central open space that gives the layout a focus.
- Provide a positive edge to the countryside by fronting-on to (and safeguarding) the field boundary/ mature trees.
- Ensure the site maximises connectivity with the existing settlement of Hassocks.
- Optimise the potential created by the landscape buffer through the creation of an additional [recreation area and biodiversity enhancements and opportunities for informal recreation adjacent](#) to Herring's Stream.

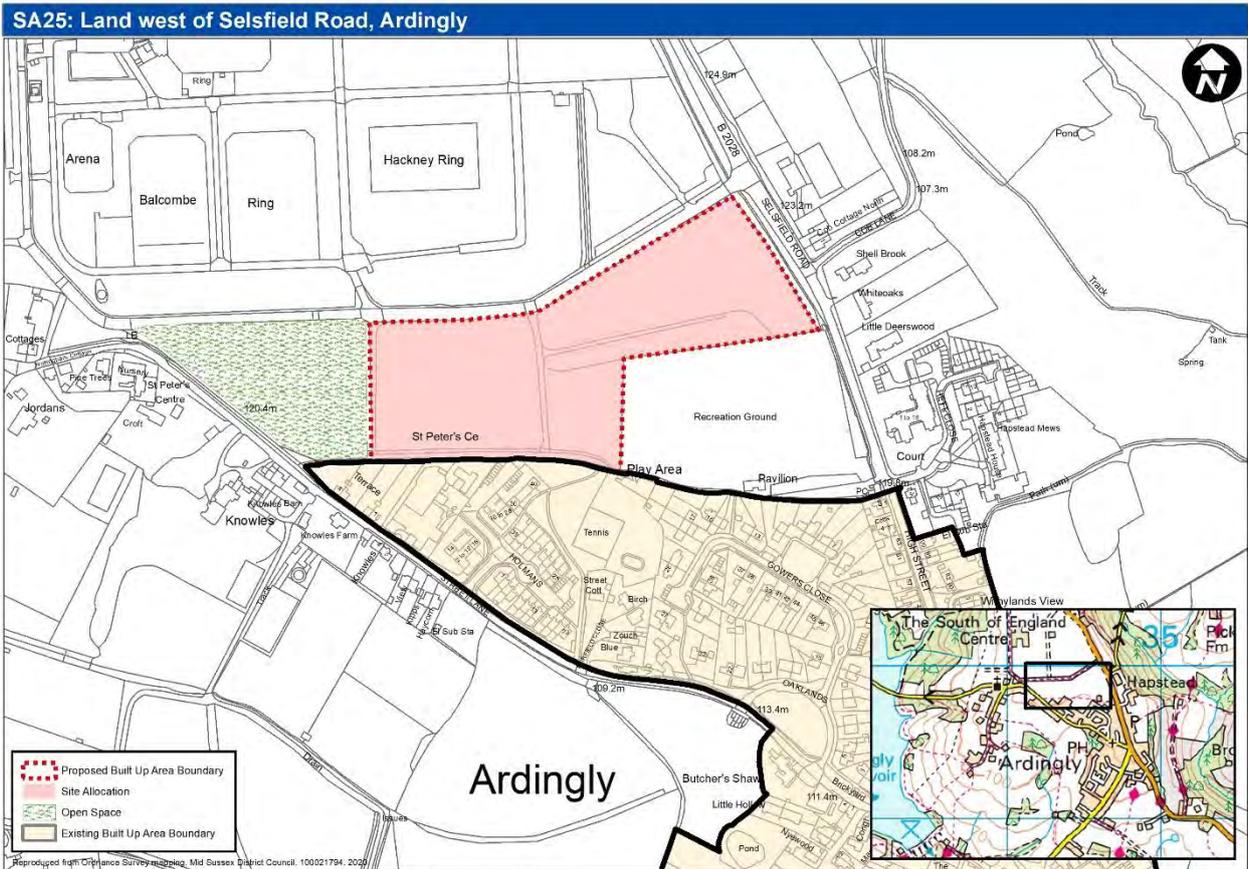
**AONB**

- [Site is not in AONB.](#)

<p><b>Landscape Considerations</b></p> <ul style="list-style-type: none"> <li>• Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to minimise impact on the wider countryside.</li> <li>• There are a number of trees covered by Tree Preservation Orders on the site. Existing hedgerows, mature and protected trees along the boundaries and within- the site shall be retained, enhanced incorporating landscape buffers and incorporated into the landscape structure and layout of the development.</li> <li>• Development proposals will need to protect the amenity and character of the existing public footpath which runs across the southern portion of the site, including where any diversion is necessary, providing new connections from the development where appropriate.</li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li>• Provide an extension to Shepherds Walk open space to include an equipped children’s playspace. The land is to be transferred to MSDC with an agreed commuted sum to cover future management.</li> <li>• Ensure safe inclusive access across the railway line on the east boundary of the site through the provision of <u>either</u> a tunnel <u>or</u> footbridge.</li> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• Pre-determination evaluation and appropriate mitigation may be required.</li> <li>• Archaeological field evaluation (geophysical survey) shall be undertaken to inform an archaeological mitigation strategy.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• An Air Quality Impact Assessment is required in accordance with up to date local guidance to assess the potential impacts on the Stonepound Crossroads Air Quality Management Area (AQMA) and shall identify practical mitigation where appropriate.</li> <li>• A noise assessment will be required to inform mitigation measures to reduce the impact of noise from the adjacent railway line</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure and corridors, including biodiversity and landscape enhancements and protection of the flood plain area adjacent to Herrings Stream which runs along the western boundary of the site as a Green Infrastructure corridor.</li> <li>• <del>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss -through ecological protection, enhancement and mitigation measures.</del></li> <li>• Incorporate SuDSs within the Green Infrastructure - provide a wildlife buffer and appropriate enhancements to Herrings Stream to improve biodiversity and habitat creation.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• <del>A-Provide a Sustainable transport strategy will be required</del> identifying <u>sustainable transport infrastructure improvements and demonstrating</u> how the development will integrate with the existing network <u>and</u> providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</li> <li>• Investigate access arrangements onto London Road and make necessary safety improvements.</li> <li>• Access shall include footpaths to connect with the existing pedestrian network along London Road and improved pedestrian links to the existing Friar’s Oak bus stop.</li> <li>• Contribute towards improvements of Public Rights of Way (PRoW) across and in the vicinity of the site, including provision of safe access over the railway line on the east boundary of the site.</li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• The <u>western boundary of the site borders designated Main River (Herrings Stream) and its associated flood zones. runs along the western boundary of the site and is a designated Main River and has flood zones associated with it. The layout should be i</u> Informed by a Flood Risk Assessment which <del>shall</del> identify <u>sy</u> the flood extent, <u>a sequential approach shall be applied to ensure within which</u> development <del>shall be</del> avoided <u>sed the flood extent</u> and shall include additional</li> </ul>

<p>buffer zones for the 1 in 100 year event <del>+and include</del> Climate Change allowances.</p> <ul style="list-style-type: none"> <li>• Access to the site is across the flood plain and shall be appropriately designed to ensure that flood risk is not increased and any necessary flood plain compensation is provided.</li> <li>• <del>Safeguard</del> Herrings Stream <del>will be safeguarded</del> as part of any redevelopment and <del>the proposal shall include</del> <u>secure</u> the long term protection and maintenance of the watercourse and landscape around it.</li> <li>• Surface Water Drainage shall be designed to incorporate SuDS and minimise run off from the site to ensure that Flood Risk is not increased.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• <del>No specific land contamination identified.</del></li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• <del>The site is within the Brick Clay (Weald) Mineral Safeguarding Area. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development. The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• Southern Water’s Infrastructure crosses the site. Easements may be required with the layout to be planned to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible.</li> <li>• <del>Standard utility requirements apply.</del></li> </ul>

<b>SA 25</b>			
Land west of Selsfield Road, Ardingly			
<b>SHELAA:</b>	832	<b>Settlement:</b>	Ardingly
<b>Gross Site Area (ha):</b>	5.17	<b>Number of Units:</b>	70400 dwellings
<b>Description:</b>	Housing allocation with on site public open space, <del>equipped children's playspace and scout hut and parking.</del>		
<b>Ownership:</b>	Private land owner		
<b>Current Use:</b>	Greenfield/parking for showground	<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	Land owner has confirmed intent to bring the site forward for development.		



**Objectives**

- To deliver a sympathetic and well integrated extension to the village of Ardingly informed by a landscape led masterplan, which respects the High Weald AONB and the setting of nearby heritage assets.

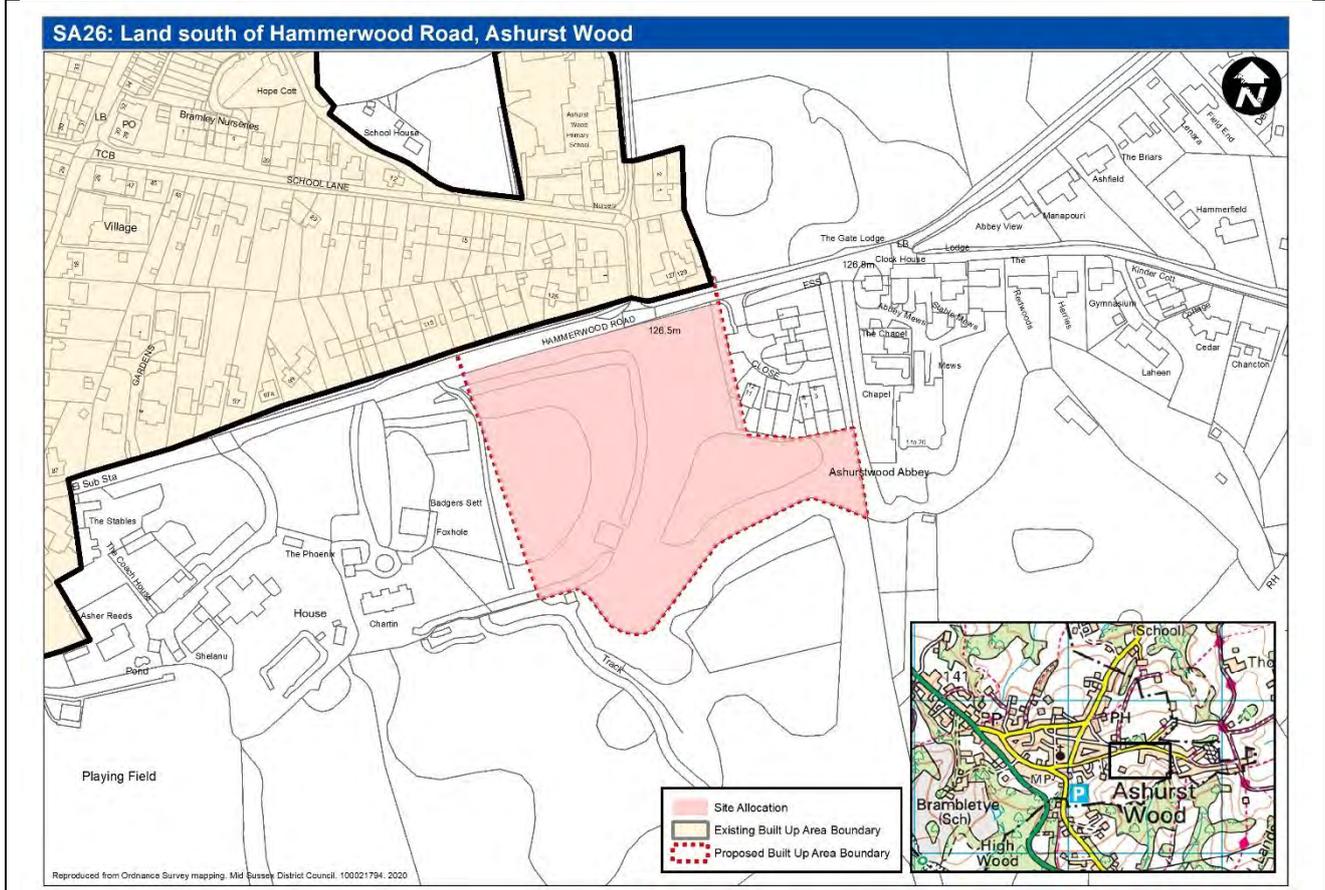
**Urban Design Principles**

- Respect the distinctive character of the village and the existing settlement pattern.
- ~~Development should be orientated~~ development to positively address existing and proposed areas of open space.
- ~~Orientate development to have~~ Provide a positive and soft edge to all site boundaries and with buildings that front on to the boundaries of the adjacent recreation ground, facilitated by and including the removal of the existing bund.
- ~~Providing a focal point for the development where sensitively designed higher density housing could be located; close boarded fencing should be avoided where visible from outside the site, to protect the character of the rural approach to Ardingly Village from the north and along Street Lane through enhanced boundary planting.~~
- ~~Provide a permeable layout and~~ Seek to enhance the connectivity of the site with Ardingly village and existing PRow.

<p><b>AONB</b></p> <ul style="list-style-type: none"> <li>• Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to conserve and enhance the landscape of the High Weald AONB, and minimise impacts on its special qualities, as set out in the High Weald AONB Management Plan.</li> <li>• <del>Retain and</del> <u>substantially enhance existing trees and hedgerows mature trees and landscaping along the boundaries and within the site incorporating them into the landscape structure and layout of the development and reinstate the historic field boundary through the centre of the site adjacent to the area of open space, with native species-rich hedgerow and native trees, incorporating the existing mature tree, and</u></li> <li>• <del>Incorporate these retained landscape features</del> into a strong new landscape setting, containing the new housing and limiting the impact on the wider landscape.</li> <li>• <del>Development proposals shall p</del> <u>protect and enhance</u> the character and amenity of existing PRoW which runs <u>s</u> along the northern and southern boundaries and provide connections from the new development.</li> </ul>
<p><b>Landscape Considerations</b></p> <ul style="list-style-type: none"> <li>• <del>See AONB requirements.</del></li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li>• <del>In consultation with the Local Planning Authority, address requirements for Provision of</del> suitably managed open space and equipped children’s playspace, <u>either on-site or by financial contribution to upgrade existing adjacent facilities.</u></li> <li>• <del>Provision of replacement Scout hut and associated parking.</del></li> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• Provide appropriate design, layout and landscaping mitigation <u>to protect the rural setting of the adjacent Ardingly Conservation Area and nearby listed St Peter’s Church (Grade I) and the listed group which surrounding the Church (Grade II);</u> <del>by ensuring ensure</del> development is not dominant in views from within the conservation area and the setting of the listed buildings.</li> <li>• <del>Retain T</del> <u>he western end of the site as an undeveloped triangular portion of the site area of public open space shall remain undeveloped open space</u> in order to protect the rural setting of these assets <u>and maintain separation of the two historic cores of the village.</u></li> <li>• Archaeological pre-determination evaluation and appropriate mitigation may be required and a geophysical survey shall be undertaken, the results of which will identify appropriate archaeological mitigation.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• Noise assessment shall inform any necessary mitigation required to provide an acceptable standard of accommodation for each of the dwellings, arising from the Ardingly Showground operations.</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure and corridors, including <u>biodiversity and landscape enhancements within the site connecting to the surrounding area retention of existing landscape features and enhancement with new native species-rich hedgerows, native tree planting and wildflower seeding in areas of open space to provide a matrix of habitats with links to the surrounding landscape.</u></li> <li>• <del>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures.</del></li> <li>• Incorporate SuDSs within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• <u>Provide a sustainable Transport Strategy which identifies sustainable transport infrastructure improvements and demonstrates how the development will integrate with and enhance the existing network providing safe and convenient routes for walking, cycling and public transport</u></li> </ul>

<p><u>through the development and linking with existing networks in Ardingly.</u></p> <ul style="list-style-type: none"> <li>• <u>Mitigate development impacts by maximising sustainable transport enhancements; where addition impacts remain, highway mitigation measures will be considered.</u></li> <li>• Investigate access arrangements onto Selsfield Road and make necessary safety improvements.</li> <li>• <u>Optimise connectivity with nearby settlement of Ardingly for sustainable modes of transport including providing any necessary pedestrian crossings and contributing towards improvements of the Public Rights of Way (PRoW) adjacent to the vicinity of the site.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• <u>This site is situated on a Cuckfield Stone Member – Sandstone so there is potential for the use of infiltration SuDS. There do not appear to be any other options for the disposal of surface water from the site so gProvide a Flood Risk Assessment which includes details of ground investigations and permeability testings to inform an appropriate method for disposal of surface water and explores the potential use of infiltration SuDS. -should be carried out and be submitted as part of the required flood risk assessment.</u></li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• <u>The land may be contaminated due to present or historical on-site or adjacent land uses.</u> Provide a detailed investigation into possible sources of <u>adjacent/on-site</u> contamination together with any remedial works that are required.</li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• <u>The site is not in a Mineral Safeguarding Zone or Consultation Area. The site lies within the building stone (Cuckfield and Ardingly stone) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</u></li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• <u>Reinforcement of the sewerage network is required. Occupation of development will be phased to align with the delivery of necessary sewerage infrastructure, in liaison with the service provider.</u></li> <li>• Southern Water’s Infrastructure crosses the site. Easements may be required with the layout to be planned to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible.</li> <li>• <u>Standard utility requirements apply.</u></li> </ul>

<b>SA 26</b>			
Land south of Hammerwood Road, Ashurst Wood			
<b>SHELAA:</b>	138	<b>Settlement:</b>	Ashurst Wood
<b>Gross Site Area (ha):</b>	1.71	<b>Number of Units:</b>	12 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private land owner(s)		
<b>Current Use:</b>	Workshop, <a href="#">woodland and grassland.</a>	<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	Land owner has confirmed intent to bring the site forward for development		



### Objectives

- To deliver a sensitive extension to Ashurst Wood which [reflects local distinctiveness](#), [preserves the character](#) and [sites well within the landscape](#) of [setting of](#) the High Weald AONB, and retains the sylvan, [Parkland landscape character](#) and semi-rural character of this section of Hammerwood Road [whilst enhancing biodiversity on the site.](#)

### Urban Design Principles

- Retain and protect the rural character of Hammerwood Road by [minimising the loss of retaining](#) the existing hedgerow and trees along the northern boundary and compliment and integrate the positive characteristics of Ashurst Wood in the design [and layout.](#)
- Concentrate development towards the northern part of the site, creating a soft transition with the countryside to the south.
- [Orientate development to have a positive edge to Hammerwood Road and to the wider countryside to the south to](#) [avoid the use of](#) hard boundary treatment along the [se north and south site](#) boundaries.

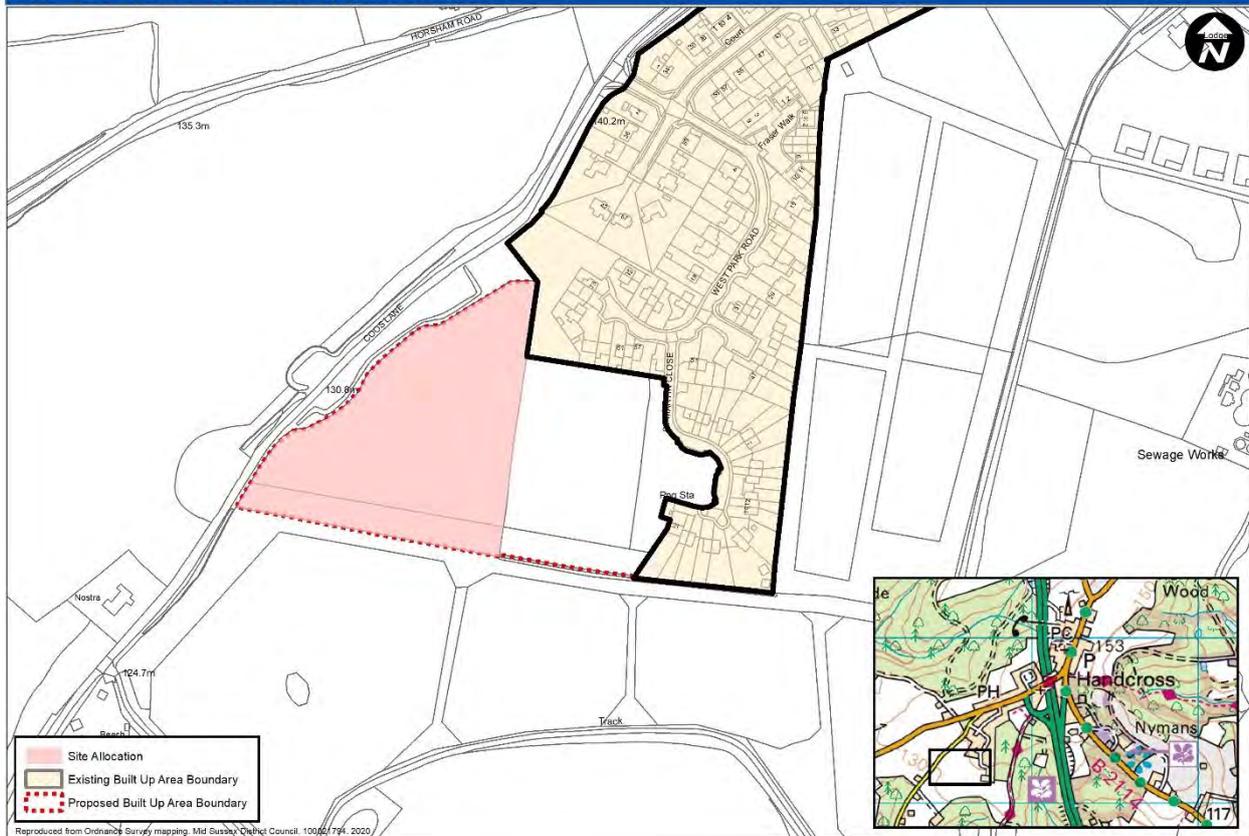
### AONB

- [Undertake a](#) [Undertake a](#) Landscape and Visual Impact Assessment (LVIA) [to](#) [to](#) inform the site layout, capacity and mitigation requirements, in order to protect and enhance the landscape and natural beauty of the High Weald AONB.
- [Incorporate](#) existing trees of significance and landscaping [within the site shall be retained,](#)

<p><u>enhanced and incorporated into the layout of development and provide new specimen tree planting, mixed native and evergreen planting into the the-landscape structure and layout of the development in order to retain the parkland setting and conserve the sense of place.</u></p>
<p><b>Landscape Considerations</b></p>
<ul style="list-style-type: none"> <li>• <u>See AONB requirements.</u></li> </ul>
<p><b>Social and Community</b></p>
<ul style="list-style-type: none"> <li>• <u>Standard financial contributions apply</u></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p>
<ul style="list-style-type: none"> <li>• <u>No site specific issues of a historic or cultural nature identified.</u></li> </ul>
<p><b>Air Quality / Noise</b></p>
<ul style="list-style-type: none"> <li>• <u>No site specific sensitivities identified.</u></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p>
<ul style="list-style-type: none"> <li>• <u>Impact on the nearby Herries Pasture a Local Wildlife Site (LWS) and on site wildlife habitat shall be fully considered and appropriate mitigation measures specified.</u></li> <li>• <u>Part of the site is designated as Deciduous Woodland Priority Habitat; Development should seek opportunities to restore and manage the areas of designated Deciduous Woodland Priority Habitat, this habitat.</u></li> <li>• <u>Undertake an holistic approach to Green Infrastructure and corridors, including biodiversity and landscape enhancements within the site introducing new parkland style mixed native planting and enhancing green corridors connecting to the surrounding landscape area and conserve and enhance habitats for native species.</u></li> <li>• <u>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures.</u></li> </ul>
<p><b>Highways and Access</b></p>
<ul style="list-style-type: none"> <li>• <u>Investigate the most suitable vehicular access arrangements on from either Yewhurst Close or Hammerwood Road, taking account of landscape impacts Hammerwood Road and make necessary safety improvements and contributions towards sustainable transport infrastructure improvements.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p>
<ul style="list-style-type: none"> <li>• <u>Ensure Following any necessary remediation of previously contaminated land, Surface Water Drainage shall be designed to incorporate SuDS and for the sit minimises run-off, provides sustainable drainage systems and to ensure flood risk is not increased elsewhere.</u></li> <li>• <u>Incorporate SuDSs as an integral part of the Green Infrastructure proposals to improve biodiversity and water quality.</u></li> </ul>
<p><b>Contaminated Land</b></p>
<ul style="list-style-type: none"> <li>• <u>The land may be contaminated due to present or historical on site or adjacent land uses and is positioned over a secondary aquifer. Provide a detailed investigation into possible sources of adjacent/on-site contamination together with any remedial works that are required to ensure there is no risk to human health and/or groundwater supplies. The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of on site contamination together with any remedial works that are required.</u></li> </ul>
<p><b>Minerals</b></p>
<ul style="list-style-type: none"> <li>• <u>The site is not in a Mineral Safeguarding Zone or Consultation Area. The site lies within the brick clay (Wadhurst clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</u></li> </ul>
<p><b>Utilities</b></p>
<ul style="list-style-type: none"> <li>• <u>Standard utility requirements apply.</u></li> </ul>

<b>SA 27</b>			
<b>Land at St. Martin Close Handcross</b>			
<b>SHELAA:</b>	127	<b>Settlement:</b>	Handcross
<b>Gross Site Area (ha):</b>	1.9	<b>Number of Units:</b>	35 dwellings at St Martin Close (West) plus 30 dwellings allocated at St Martin Close (East) in the Slaugham Neighbourhood Plan
<b>Description:</b>	Housing and open space allocations		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Grazing land	<b>Indicative Phasing:</b>	35 units 6 to 10
<b>Delivery Mechanisms:</b>	Landowner in partnership with developer		

SA27: Land at St. Martin Close, Handcross



**Objectives**

- Slaugham Neighbourhood Plan allocates St Martin Close (East) for 30 dwellings (SNP: Policy 9 refers) and St Martin Close (West) as a Reserve site for 35 dwellings (SNP: Policy 10 refers). The Neighbourhood Plan identifies that the release of the Reserve site is to be triggered by a number of potential events, including the adoption of the emerging Mid Sussex Site Allocations DPD and the need to allocate the site to meet the residual District housing requirement.
- This policy allocates St Martin Close (West) for housing and open space, subject to phasing as set out in the Neighbourhood Plan i.e. to come forward later within the Plan period following the delivery of St Martin Close (East). It seeks to ensure that a high quality, landscape led and coherent sustainable extension to Handcross is delivered, including integrated open space and access arrangements with that of St Martin Close (East).

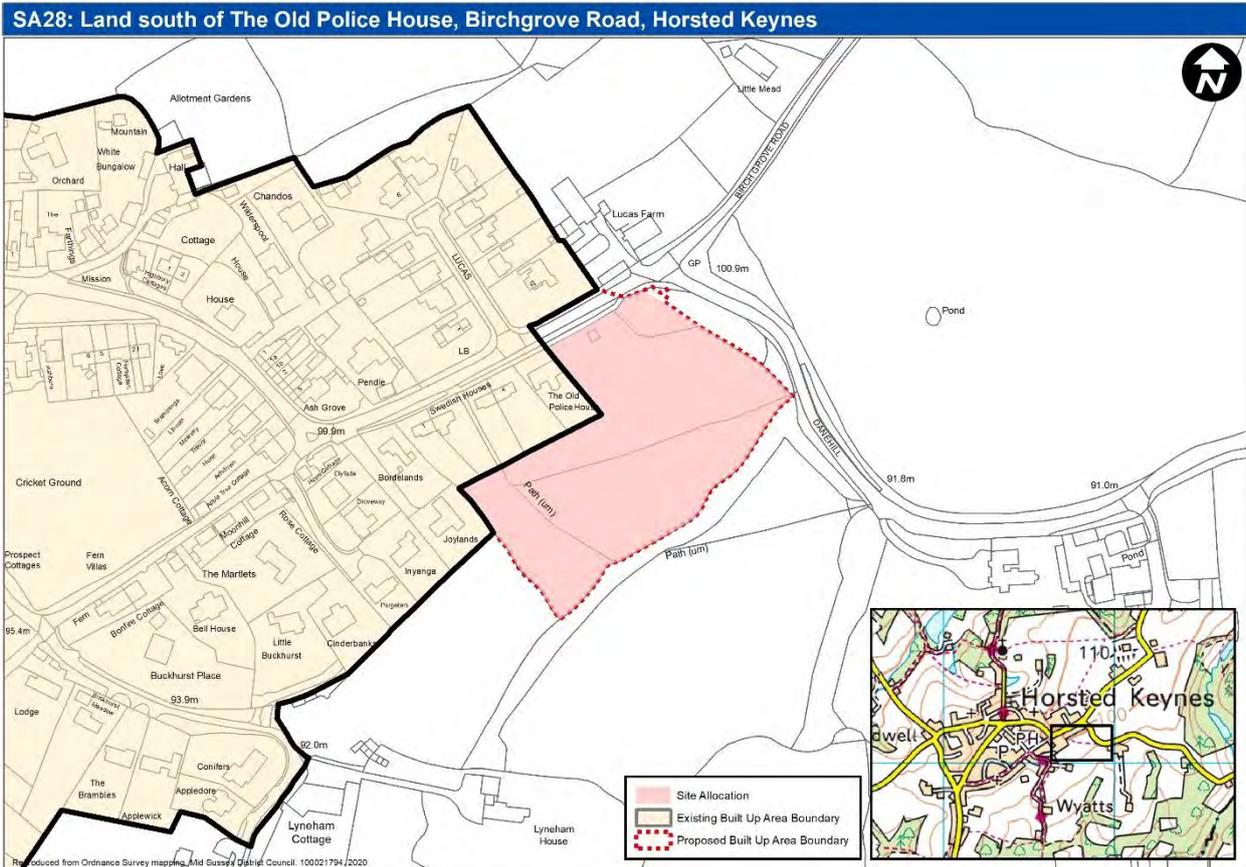
**Urban Design Principles**

- Provide a landscape led, coherent master-plan that involves integrated design, landscaping, access and open space arrangements with that of St Martin Close (East).

<ul style="list-style-type: none"> <li>Contribute towards local character and local needs of Handcross village and the High Weald AONB by providing a mix of dwelling types and sizes, including smaller terraces or flats, ensuring contextual architectural style and detailing.</li> <li>Enhance the connectivity of the site with Handcross village by providing pedestrian and/or cycle links to St Martin Close, West Park Road and Coos Lane.</li> <li>Orientate development with building frontages facing the tree lined field boundaries and open space to provide an attractive backdrop to the public realm and to avoid trees overshadowing back gardens.</li> </ul>
<b>AONB</b>
<ul style="list-style-type: none"> <li><u>Undertake a Landscape and Visual Impact Assessment (LVIA) to inform</u> <u>Ensure that</u> the site layout, capacity and <u>landscape</u> mitigation requirements <u>are informed by the recommendations of a Landscape and Visual Impact Assessment (LVIA)</u>, in order to conserve and enhance the landscape of the High Weald AONB, and to minimise impacts on its special qualities as set out in the High Weald AONB Management Plan.</li> <li>Retain and enhance mature trees and planting along the boundaries of the site, incorporating these into the landscape structure and Green Infrastructure provision of the development to limit impacts on the wider countryside.</li> </ul>
<b>Landscape Considerations</b>
<ul style="list-style-type: none"> <li>See AONB requirements.</li> </ul>
<b>Social and Community</b>
<ul style="list-style-type: none"> <li>Integrate the provision of open space between the two sites, and with the existing open space at West Park Road, to provide enhanced and connected open space facilities. The open space is to be accessible and inclusive to the local community.</li> <li>Standard financial contributions apply.</li> </ul>
<b>Historic Environment and Cultural Heritage</b>
<ul style="list-style-type: none"> <li>The site is located near the crest of a sandstone ridge in the High Weald, a favourable location for archaeological sites, requiring Archaeological Assessment and appropriate mitigation arising from the results.</li> </ul>
<b>Air Quality / Noise</b>
<ul style="list-style-type: none"> <li>No site specific sensitivities identified.</li> </ul>
<b>Biodiversity and Green Infrastructure</b>
<ul style="list-style-type: none"> <li>Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site connecting to the surrounding area.</li> <li>Conserve and enhance areas of wildlife value <del>to</del> <u>and</u> ensure there is a net gain to biodiversity. Avoid, <del>mitigate and compensate for</del> any loss to biodiversity through ecological protection <u>and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological</u>, enhancement and mitigation measures.</li> <li>Incorporate SuDSs within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<b>Highways and Access</b>
<ul style="list-style-type: none"> <li>Provide integrated access with St Martin Close (East). Access from Coos Lane is not acceptable for highway and landscape reasons.</li> </ul>
<b>Flood Risk and Drainage</b>
<ul style="list-style-type: none"> <li><u>Design surface water drainage to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.</u></li> <li><u>Layout to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes. A 15 metre gap between the pumping station and any sensitive development (such as housing) should be taken into consideration in the site layout.</u></li> </ul>
<b>Contaminated Land</b>
<ul style="list-style-type: none"> <li>No specific land contamination identified.</li> </ul>
<b>Minerals</b>
<ul style="list-style-type: none"> <li>The site is not in a Mineral Safeguarding Zone or Consultation Area.</li> </ul>
<b>Utilities</b>
<ul style="list-style-type: none"> <li><del>Standard utility requirements apply.</del> <u>Underground wastewater infrastructure crosses the site.. Ensure that the layout of the development enables future access to existing wastewater</u></li> </ul>

[infrastructure for maintenance and upsizing purposes.](#)

<b>SA 28</b>			
Land South of The Old Police House, Birchgrove Road, Horsted Keynes			
<b>SHELAA:</b>	807	<b>Settlement:</b>	Horsted Keynes
<b>Gross Site Area (ha):</b>	1.23	<b>Number of Units:</b>	25 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Private landowner in partnership with Developer		



**Objectives**

- To deliver a high quality, landscape led, sustainable extension to Horsted Keynes, which respects the character of the village and the High Weald AONB, and which is comprehensively integrated with the settlement so residents can access existing facilities.

**Urban Design Principles**

- Contribute towards local character and local needs of Horsted Keynes village by providing a mix of dwelling types and sizes, including a proportion of smaller terraces or flats, ensuring contextual architectural style and detailing in the design.
- Concentrate higher density development towards the northern part of the site to reflect the existing settlement pattern with a lower density around the edges to help create a suitable transition with the countryside.
- Seek to enhance the connectivity of the site with Horsted Keynes village by providing pedestrian and/or cycle links to adjacent networks.
- Orientate development to have a positive active frontage in relation to the existing settlement and to define open spaces and routeways.

**AONB**

- [Undertake a Landscape and Visual Impact Assessment \(LVIA\) to inform](#) Ensure that the site layout, capacity and [landscape mitigation requirements are informed by the recommendations of a Landscape and Visual Impact Assessment \(LVIA\)](#), in order conserve and enhance the landscape of the High Weald AONB, and minimise impacts on its special qualities, as set out in

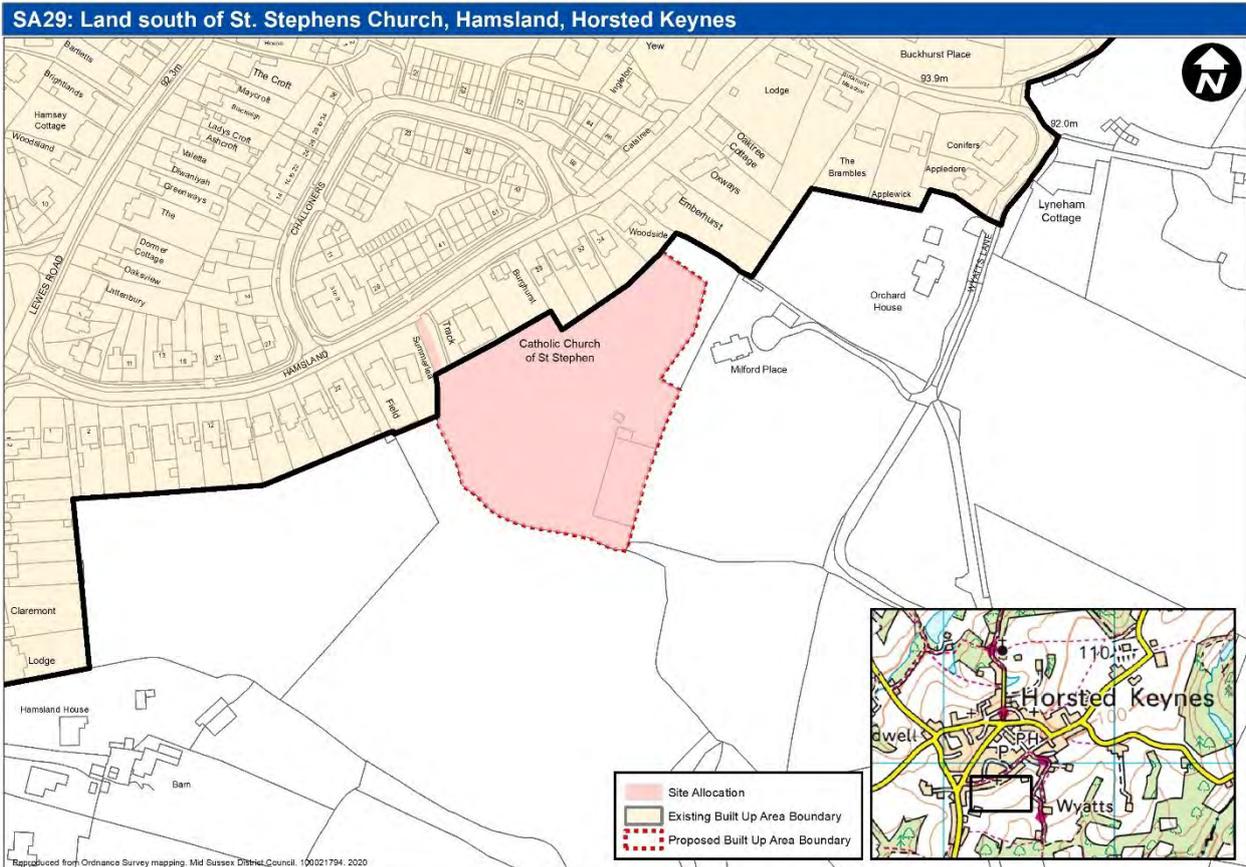
<p>the High Weald AONB Management Plan.</p> <ul style="list-style-type: none"> <li>Identify and protect important views into and out of the site with proposals laid out so that views are retained and, where possible, enhanced to improve both legibility and the setting of development.</li> <li>Protect the rural character of Birchgrove Road and this edge of settlement by retaining, where possible, the Oak tree and hedgerow on the frontage of the site.</li> <li>Retain important mature trees and hedgerows along the eastern, southern and western boundaries of the site, and incorporate these into the landscape structure and Green Infrastructure proposals of the development to limit impacts on the wider countryside. Open space should be provided as an integral part of this landscape structure and should be prominent and accessible within the scheme.</li> <li>Protect the character and amenity of the existing public footpath (<a href="#">a historic routeway</a>) that crosses the site and seek to integrate this with the Green Infrastructure proposals for the site.</li> </ul>
<p><b>Landscape Considerations</b></p> <ul style="list-style-type: none"> <li><del>See AONB requirements.</del></li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li><del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>Provide appropriate mitigation to protect the rural setting <a href="#">and historic farmstead</a> of the Grade II listed Lucas Farm to the north of the site by creating a sufficiently sized landscape buffer at the north eastern corner of the site and by retaining and enhancing the tree belt on the eastern boundary. The mitigation strategy should be informed by a Heritage Impact Assessment.</li> <li>Conserve the setting of the Horsted Keynes Conservation Area by ensuring that development is not dominant in views through appropriate design and landscaping. The mitigation strategy should be informed by a Heritage Impact Assessment.</li> <li>The site is located near the crest of a sandstone ridge in the High Weald, a favourable location for archaeological sites, requiring Archaeological Assessment and appropriate mitigation arising from the results.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li><del>No site specific sensitivities identified.</del></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site that connect to the surrounding area.</li> <li>Conserve and enhance areas of wildlife value <a href="#">teand</a> ensure there is a net gain to biodiversity. Avoid, <del>mitigate and compensate for</del> any loss to biodiversity through ecological protection <a href="#">and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological</a> enhancement and mitigation measures.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li><del>Provide access from Birchgrove Road, ensuring sufficient visibility splays are provided with the junction with Danehill Lane.</del></li> <li><a href="#">Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</a></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>The site lies within a Groundwater Source Protection Zone <a href="#">43</a>. Development proposals will need to demonstrate that there is no significant harm caused to groundwater resources.</li> <li>Manage surface water to minimise flood risk and flows to watercourses and incorporate SuDS <del>in the southern part of the site</del> as an integral part Green Infrastructure provision to improve biodiversity and water quality. The design and layout of the SuDS will need to be informed by ground investigation and permeability testing, and take into account the location of the site within a Groundwater Source Protection Zone.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li><del>No specific land contamination identified.</del></li> </ul>
<p><b>Minerals</b></p>

- The site is not in a Mineral Safeguarding Zone or Consultation Area.

**Utilities**

- ~~Standard utility requirements apply.~~

<b>SA 29</b>			
Land south of St. Stephens Church, Hamsland, Horsted Keynes			
<b>SHELAA:</b>	184	<b>Settlement:</b>	Horsted Keynes
<b>Gross Site Area (ha):</b>	1.13	<b>Number of Units:</b>	30 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Greenfield/pasture	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Private landowner in partnership with Developer		



**Objectives**

- To deliver high quality, landscape led, sustainable extension to Horsted Keynes, which respects the character of the village and the High Weald AONB, and which is comprehensively integrated with the settlement so residents can access existing facilities.

**Urban Design Principles**

- Contribute towards the local character and local needs of Horsted Keynes village and the High Weald AONB by providing a mix of dwelling types and sizes, including a proportion of smaller terraces or flats, ensuring contextual architectural style and detailing in the design of the development.
- Enhance the connectivity of the site with Horsted Keynes village by providing pedestrian and/or cycle links to Hamsland and adjacent networks.
- Orientate development to provide a positive active frontage in relation to the existing settlement, open space and attractive tree belts.
- Concentrate higher density development towards the northern part of the site, reflecting the existing settlement pattern, with a lower density around the edges to create a suitable transition with the countryside.

**AONB**

- [Undertake a Landscape and Visual Impact Assessment \(LVIA\) to inform](#) Ensure that the site layout, capacity and [landscape mitigation requirements are informed by the recommendations of a Landscape and Visual Impact Assessment \(LVIA\)](#); in order to conserve and enhance the

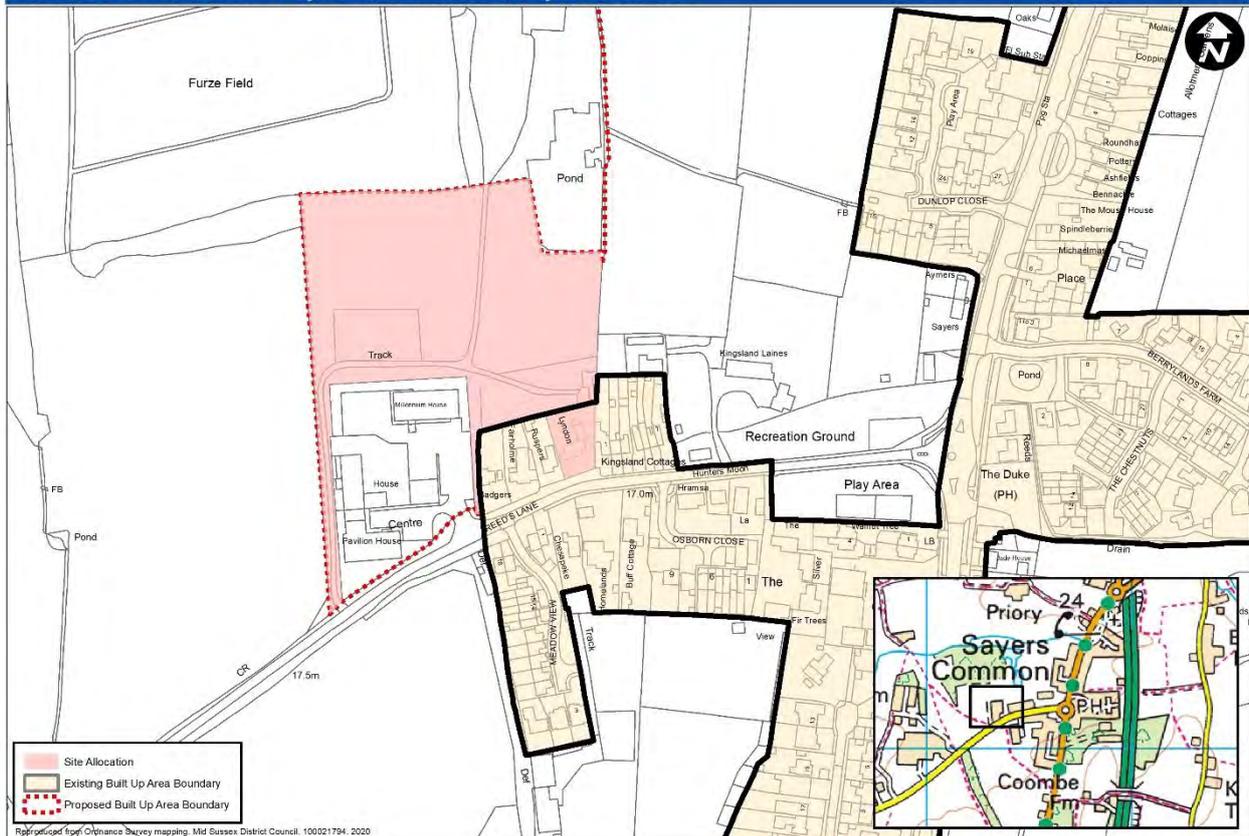
<p>landscape of the High Weald AONB, and minimise impacts on its special qualities as set out in the High Weald AONB Management Plan.</p> <ul style="list-style-type: none"> <li>Identify and protect important views into and out of the site with proposals laid out so that views are retained and, where possible enhanced to both improve legibility and the setting of development.</li> <li>Retain and enhance important landscape features, mature trees and hedgerows and incorporate these into the landscape structure and Green Infrastructure proposals for the development to limit impacts on the wider countryside. Open space is to be provided as an integral part of this landscape structure and should be prominent and accessible within the scheme.</li> </ul>
<p><b>Landscape Considerations</b></p> <ul style="list-style-type: none"> <li><del>See AONB requirements.</del></li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li><del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>Provide appropriate mitigation to protect the rural setting of the Grade II listed Wyatts to the south of the site by enhancing the boundary tree belt at the south western corner, and ensuring that development is not dominant in views from the listed building. The mitigation strategy is to be informed by a Heritage Impact Assessment.</li> <li>The site is located near the crest of a sandstone ridge in the High Weald, a favourable location for archaeological sites, requiring Archaeological Assessment and appropriate mitigation arising from the results.</li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>No site specific sensitivities identified.</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site connecting to the surrounding area.</li> <li>Conserve and enhance areas of wildlife value <del>teand</del> ensure there is a net gain to biodiversity. Avoid, <del>mitigate and compensate for</del> any loss to biodiversity through ecological protection <u>and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological</u> enhancement and mitigation measures.</li> <li>Incorporate SuDSs within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>Access is to be provided from Hamsland. Detailed access arrangements will need to be investigated further.</li> <li><u>Investigate opportunities to set the access away from the trees on the site boundary to protect the existing trees.</u></li> <li>Improve local traffic conditions by setting back the existing on-street parking spaces in Hamsland <del>Read</del> into the verge opposite the site.</li> <li><u>Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>Design Surface Water Drainage to minimise run off, to incorporate SuDS and to ensure that Flood Risk is not increased.</li> <li>Provide SuDSs in the southern part of the site as an integral part of the Green Infrastructure proposals to improve biodiversity and water quality.</li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination together with any remedial works that are required.</li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>The site is not in a Minerals Safeguarding or Consultation Zone.</li> </ul>

**Utilities**

- ~~Standard utility requirements apply.~~

<b>SA 30</b>			
Land to the north Lyndon, Reeds Lane, Sayers Common			
<b>SHELAA:</b>	829	<b>Settlement:</b>	Sayers Common
<b>Gross Site Area (ha):</b>	2.01	<b>Number of Units:</b>	35 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private landowner		
<b>Current Use:</b>	Former brickyard now greenfield	<b>Indicative Phasing:</b>	1 to 5
<b>Delivery Mechanisms:</b>	Private landowner in partnership with Developer		

**SA30: Land to the north of Lyndon, Reeds Lane, Sayers Common**



**Objectives**

- To deliver a high quality, landscape led, sustainable extension to Sayers Common, which respects the character of the village and the setting of the adjacent countryside, and which is comprehensively integrated with the settlement so residents can access existing facilities.

**Urban Design Principles**

- Ensure the design and layout of this site respects that of the adjacent site at Kingsland Laines to the west through careful masterplanning.
- Enhance connectivity between the two developments and that with Sayers Common village by providing pedestrian and/or cycle links to adjacent existing networks.
- Orientate development to provide a positive active frontage in relation to the existing settlement, neighbouring site to the west and to define open spaces and routeways.

**AONB**

- Site is not in AONB.

**Landscape Considerations**

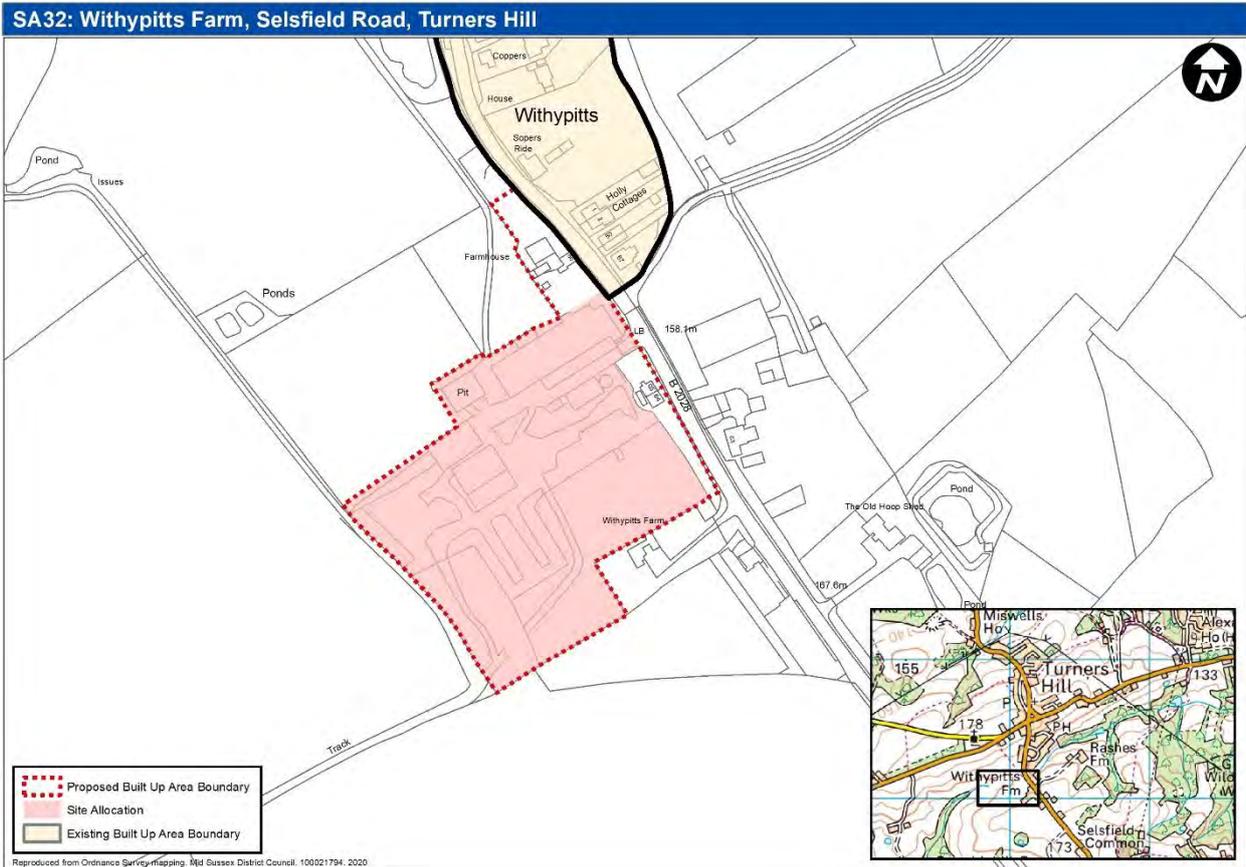
- Retain and enhance existing mature trees and hedgerows on the site and on the boundaries, and incorporate these into the landscaping structure and Green Infrastructure proposals for the site to limit impacts on the wider countryside.
- Open space is to be provided as an integral part of this landscape structure, making a feature of trees and landscaping and should be prominent and accessible within the scheme.

<b>Social and Community</b>
<ul style="list-style-type: none"> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<b>Historic Environment and Cultural Heritage</b>
<ul style="list-style-type: none"> <li>• The site may contain buried archaeology. Carry out archaeological assessment and appropriate mitigation arising from the results.</li> </ul>
<b>Air Quality / Noise</b>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<b>Biodiversity and Green Infrastructure</b>
<ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure provision through biodiversity and landscape enhancements within the site connecting to the surrounding area.</li> <li>• Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.</li> <li>• Incorporate SuDS within the Green Infrastructure to improve biodiversity and water quality.</li> </ul>
<b>Highways and Access</b>
<ul style="list-style-type: none"> <li>• Access to the site will require the demolition of the bungalow Lyndon that fronts onto Reeds Lane. Detailed access arrangements will need to be investigated further.</li> </ul>
<b>Flood Risk and Drainage</b>
<ul style="list-style-type: none"> <li>• The site is adjacent to watercourses that also take surface water run-off from other parts of Sayers Common. This flood risk will reduce the developable areas and affect how surface water is disposed from the site. Provide a site specific Flood Risk Assessment (FRA) to identify areas which are susceptible to surface water flooding to inform the site layout and any necessary mitigation measures.</li> <li>• Consider the method of disposal of surface water from this site taking into account that the watercourses are in an area of high surface water flood risk.</li> <li>• Incorporate SuDS as an integral part of the Green Infrastructure proposals to improve biodiversity and water quality.</li> </ul>
<b>Contaminated Land</b>
<ul style="list-style-type: none"> <li>• <del>No specific land contamination identified.</del></li> </ul>
<b>Minerals</b>
<ul style="list-style-type: none"> <li>• <del>The site is within the Brick Clay (Weald) Mineral Safeguarding Area. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development. The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li> </ul>
<b>Utilities</b>
<ul style="list-style-type: none"> <li>• <del>Standard utility requirements apply.</del></li> </ul>



<p>tree boundaries to contain new housing and limit the impact on the wider landscape.</p> <ul style="list-style-type: none"> <li>• Development proposals will need to protect the character and amenity of existing PRow which runs along Clearwater Lane to the south, containing development within a new landscape setting.</li> </ul>
<p><b>Social and Community</b></p>
<ul style="list-style-type: none"> <li>• <del>Standard financial contributions apply.</del></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p>
<ul style="list-style-type: none"> <li>• <del>No site specific issues of a historic or cultural nature identified.</del></li> </ul>
<p><b>Air Quality / Noise</b></p>
<ul style="list-style-type: none"> <li>• <del>No site specific sensitivities identified.</del></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p>
<ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure and corridors, including biodiversity and landscape enhancements within the site connecting to the surrounding area.</li> <li>• <del>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.</del> <u>Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures.</u></li> <li>• <u>Retain and enhance existing hedgerows retaining a minimum of a 5 metre buffer to development and provide new native tree planting and species-rich hedgerows to provide a green corridor network.</u></li> <li>• <u>Exploit the undeveloped south-eastern area of the site for landscape and ecological enhancements and public open space.</u></li> <li>• Undertake an assessment of any impacts on Scaynes Hill Common Local Wildlife Site (LWS) and Costells, Henfield and Nashgill Woods SNCI shall be made and appropriately mitigated against. Unavoidable damage to biodiversity must be off-set through ecological enhancement and mitigation measures to ensure there is a net gain in biodiversity.</li> </ul>
<p><b>Highways and Access</b></p>
<ul style="list-style-type: none"> <li>• Investigate access arrangements onto Church Road and make necessary safety improvements <u>and provide safe and convenient routes for walking and cycling through the site and contribute towards sustainable transport infrastructure.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p>
<ul style="list-style-type: none"> <li>• <u>Informed by permeability testing, design surface water drainage to minimise run off and incorporate SuDS to ensure that Flood Risk is not increased.</u></li> <li>• <u>Any SuDS shall be an integral part of the Green Infrastructure proposals to improve biodiversity and water quality.</u></li> <li>• <del>Infiltration SuDS shall be incorporated for surface water disposal informed by permeability testing.</del></li> </ul>
<p><b>Contaminated Land</b></p>
<ul style="list-style-type: none"> <li>• <del>No Land contamination has been identified.</del></li> </ul>
<p><b>Minerals</b></p>
<ul style="list-style-type: none"> <li>• <del>The site is within Building Stone Mineral Consultation Area and part within Building Stone (Cuckfield) Mineral safeguarding Area. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development. The site lies within the building stone (Cuckfield and Ardingly stone) Mineral Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</del></li> </ul>
<p><b>Utilities</b></p>
<ul style="list-style-type: none"> <li>• <del>Standard utility requirements apply.</del></li> </ul>

<b>SA 32</b>			
Withypitts Farm, Selsfield Road, Turners Hill			
<b>SHELAA:</b>	854	<b>Settlement:</b>	Turners Hill
<b>Gross Site Area (ha):</b>	1.7	<b>Number of Units:</b>	16 dwellings
<b>Description:</b>	Housing allocation.		
<b>Ownership:</b>	Private land owner		
<b>Current Use:</b>	Active farmstead	<b>Indicative Phasing:</b>	6 to 10
<b>Delivery Mechanisms:</b>	Land owner has confirmed intent to bring the site forward for development.		



**Objectives**

- To deliver a farmstead character redevelopment which retains existing buildings of historic value and capable of conversion, which conserves and enhances character of the High Weald AONB.

**Urban Design Principles**

- Enhance local landscape character and views with a high quality development with a farmstead character utilising any existing buildings which are capable of being retained, set within a landscape setting.
- Ensure the design and layout of the development should works with the natural grain of the landscape following the slope contours of the site, minimising cut and fill.

**AONB**

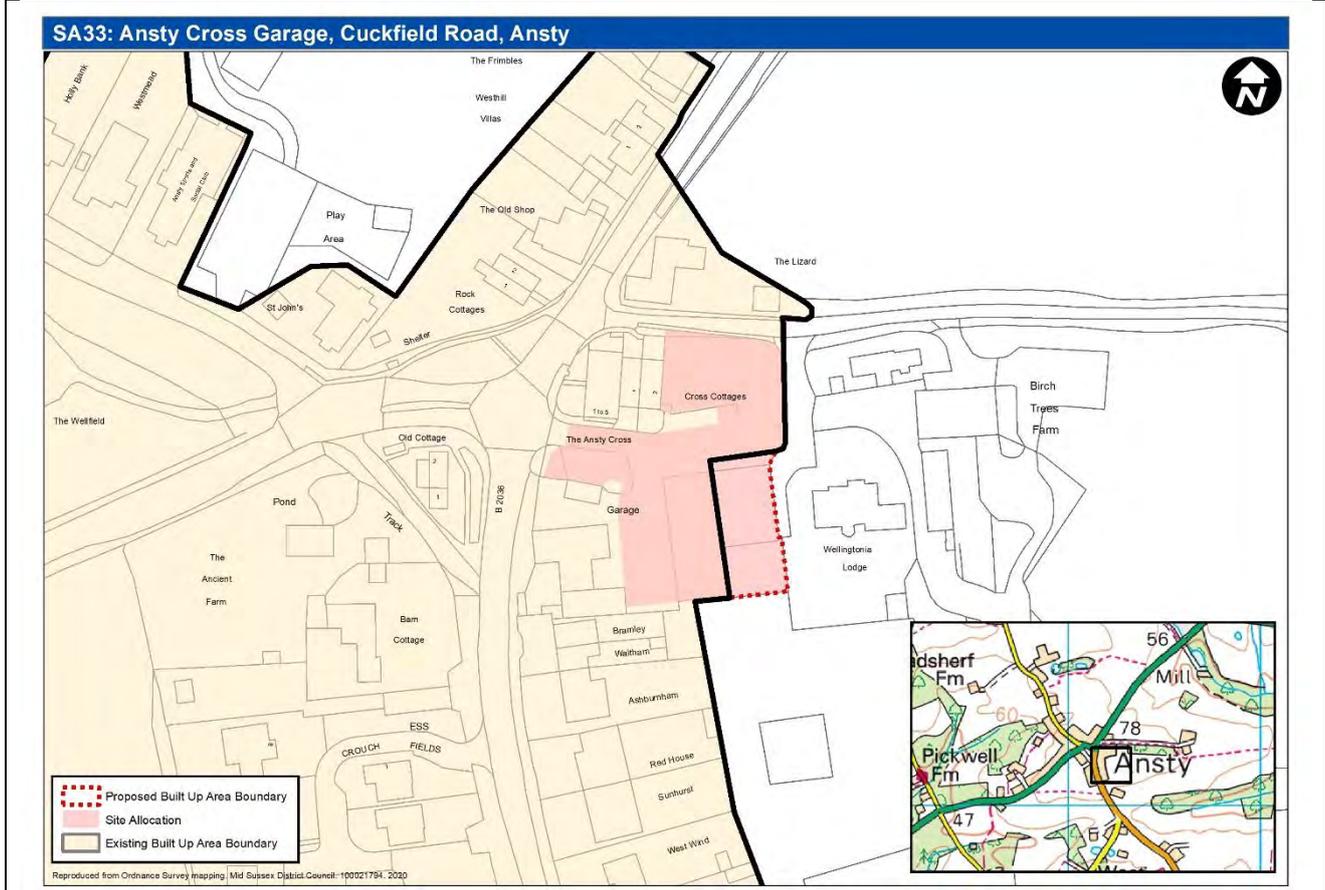
- Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements, in order to conserve and enhance the landscape of the High Weald AONB, and minimise impacts on its special qualities, as set out in the High Weald AONB Management Plan.
- Avoid development on the southern portion of the site in order to maintain views to the landscape and protect the existing skyline views from the south.
- Existing mature trees and landscaping along the boundaries and within the site shall be retained and, enhanced with native tree species the and incorporatethe existing Scots Pine tree belt on the western boundaryd into the landscape structure and layout of the development

<p><u>and provide additional tree planting along the southern and eastern boundaries.-</u></p> <ul style="list-style-type: none"> <li>• <u>Provide a robust native hedge with trees along the north boundary of the site to reinforce the field patterns and soften the visible built form.</u></li> <li>• <u>Avoid use of close boarded fencing adjacent to any site boundaries where it will be visible in wider views.</u></li> <li>• Development proposals will need to protect the character and amenity of existing PRoW to the north of the site.</li> </ul>
<p><b>Landscape Considerations</b></p> <ul style="list-style-type: none"> <li>• <u>See AONB requirements.</u></li> </ul>
<p><b>Social and Community</b></p> <ul style="list-style-type: none"> <li>• <u>Standard financial contributions apply.</u></li> </ul>
<p><b>Historic Environment and Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• <u>Informed by a Heritage Assessment and structural survey, utilise existing buildings of historic value that are capable of conversion; <u>new development should be focused on areas with existing built form.</u></u></li> <li>• Provide a layout that retains the farmstead character of the site. Any new development should respect this character in the design, <u>incorporating layout and materials which compliment those on the existing historic buildings of the buildings.</u></li> </ul>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• <u>No site specific sensitivities.</u></li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Undertake an holistic approach to Green Infrastructure and corridors, including biodiversity and landscape enhancements within the site connecting to the surrounding area.</li> <li>• <u>Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures. Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss of biodiversity through ecological protection and good design. Where it is not possible, mitigate and as a last resort compensate for any loss through ecological protection, enhancement and mitigation measures.</u></li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• <u>Investigate access arrangements onto Selsfield Road and make necessary safety improvements and contribute towards sustainable transport improvements.</u></li> <li>• <u>Provide safe and convenient routes for pedestrians and cyclists through the site.</u></li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• <u>Surface Water Drainage to be designed to minimise run off, to incorporate infiltration SuDS for surface water disposal and to ensure that Flood Risk is not increased. Following any necessary remediation of previously contaminated land and informed by permeability testing, Surface Water drainage shall be designed to incorporate SuDS and minimise run-off to ensure that Flood Risk is not increased.</u></li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• <u>The land may be contaminated due to present or historical on site or adjacent land uses. Provide a detailed investigation into possible sources of adjacent/on-site contamination together with any remedial works that are required. The land may be contaminated due to present or historical on-site or adjacent land uses. Provide a detailed investigation into possible sources of on-site contamination together with any remedial works that are required.</u></li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• <u>The site is within the Brick Clay (Wadhurst) and Building Stone (Ardingly and Cuckfield) and part within Brick Clay (Wadhurst) Mineral Consultation Area. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development. The site lies within the brick clay (Wadhurst clay) and the Building Stone (Ardingly and Cuckfield) Minerals Safeguarding Areas, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</u></li> </ul>

**Utilities**

- ~~Standard utility requirements apply.~~

<b>SA 33</b>			
Ansty Cross Garage, Cuckfield Road, Ansty			
<b>SHELAA:</b>	644	<b>Settlement:</b>	Ansty
<b>Gross Site Area (ha):</b>	0.24	<b>Number of Units:</b>	12 dwellings
<b>Description:</b>	Housing allocation		
<b>Ownership:</b>	Private land owner		
<b>Current Use:</b>	Commercial garage and car parking	<b>Indicative Phasing:</b>	<u>1 to 5</u> to <u>10</u>
<b>Delivery Mechanisms:</b>	Land owner has confirmed intent to bring the site forward for development		



**Objectives**

- To optimise the capacity of the site and deliver a development which positively addresses Cuckfield Road and relates well to the adjacent Cross Cottages whilst retaining the rural character of the lane to the north of the site.

**Urban Design Principles**

- Retain the existing mature vegetation adjacent to the rural lane to the north of the site and avoid hard boundary treatment, protecting the rural character.
- Provide Aa comprehensive landscape scheme shall be provided to enhance the setting and provide an appropriate buffer to the service station.
- Carefully integrate parking into the layout to ensure it does not dominate the development.

**AONB**

- Site not in AONB.

**Landscape Considerations**

- Protect the rural character of the lane to the north of the site.

**Social and Community**

- Standard financial contributions apply

**Historic Environment and Cultural Heritage**

- Protect the remaining rural character of the setting of the adjacent Grade II listed buildings at

<p>The Ancient Farm and Old Cottage by careful treatment of the frontage to the west of the site.</p>
<p><b>Air Quality / Noise</b></p> <ul style="list-style-type: none"> <li>• A noise assessment -shall inform any necessary mitigation required to provide an acceptable standard of accommodation for each of the dwellings, arising from the Ansty Service Station operations.</li> </ul>
<p><b>Biodiversity and Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Provide net gains for biodiversity, taking account of the wider ecological context, creating additional habitat in the construction of the building, <u>including where appropriate</u> with integral bat and bird boxes and inclusion of well designed <u>biodiverse</u> landscaped areas <u>with native species</u>.</li> </ul>
<p><b>Highways and Access</b></p> <ul style="list-style-type: none"> <li>• Investigate access onto the Cuckfield Road and make necessary safety improvements avoiding creating a new access onto the narrow lane to the north <u>and contribution towards sustainable transport infrastructure improvements</u>.</li> </ul>
<p><b>Flood Risk and Drainage</b></p> <ul style="list-style-type: none"> <li>• <u>Following any necessary remediation of previously contaminated land</u>, Surface Water Drainage <del>shall be</del> be designed to <u>incorporate SuDS and</u> significantly reduce any runoff and to ensure Flood Risk is not increased. <del>Any contamination needs to be remediated prior to installation of infiltration SuDS.</del></li> </ul>
<p><b>Contaminated Land</b></p> <ul style="list-style-type: none"> <li>• The land may be contaminated due to present or historical on site or adjacent land uses <u>and is positioned over a secondary aquifer</u>. Provide a detailed investigation into possible sources of <u>adjacent/on-site</u> contamination together with any remedial works that are required <u>to ensure there is no risk to human health and/or groundwater supplies</u>.</li> </ul>
<p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>• The site is not in a Mineral Safeguarding Zone or Consultation Area.</li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• Southern Water’s Infrastructure crosses the site. Easements may be required with the layout to be planned to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible.</li> <li>• <del>Standard utility requirements apply.</del></li> </ul>

### 3. Development Policies

- 3.1 The District Plan 2014-2031 sets out a comprehensive suite of forty two strategic policies to inform development across the district. The plan’s policies seek to achieve a balance between delivering new housing, supporting economic growth and protecting the district’s high quality natural and built environment.
- 3.2 In addition to the Sites DPD policies relating to site allocations (Policies SA 1 to 33), the District Plan policies are complemented, by five additional strategic policies that are set out in the following section. These policies help to ensure that the Development Plan supports the delivery of sustainable development when considered as a whole. In the case of **SA38: Air Quality**, this policy replaces the relevant Air Quality section of **DP29: Noise, Air and Light Pollution**.
- 3.3 The additional policies included within the Sites DPD cover the following areas:
- **SA34: Existing Employment Sites**
  - **SA35: Safeguarding of Land for Strategic Highway Improvements**
  - **SA36: Wivelsfield Railway Station**
  - **SA37: Burgess Hill/ Haywards Heath Cycle Network**
  - **SA38: Air Quality**
- 3.4 There are also ten policies from the Mid Sussex Local Plan (2004) that continue to be saved (**Appendix A**).
- 3.5 The review of the District Plan, to commence in 2021, will provide a further opportunity to update the Council’s policies to support sustainable development if required.

## Existing Employment Sites

- 3.6 District Plan Policy **DP1: Sustainable Economic Development** sets out the policy position related to making effective use of employment land and premises. The policy provides broad support for intensification, conversion, redevelopment and/or extension provided it is in accordance with other policies in the plan. It also seeks to protect allocated and existing employment land.
- 3.7 Since the District Plan was adopted in March 2018, the Council have approved an updated Economic Development Strategy (EDS) (April 2018). The aim of the EDS is to make Mid Sussex a vibrant and attractive place for businesses and people to grow and succeed. The EDS sets out a number of success measures, broadly within four priority themes:
- Places
  - People
  - Premises
  - Promotion
- 3.8 Regarding the Premises theme, the EDS aims to increase the amount of business floorspace in the District, as well as minimising the loss of floor space. The following policy (**SA34: Existing Employment Sites**) supplements District Plan Policy DP1 by providing additional policy requirements relating to the protection of existing sites, whilst supporting their growth where appropriate.

## SA34: Existing Employment Sites

### Existing Employment Sites – Protection, Intensification and Redevelopment

Existing Employment Sites, [classified as those in use classes B1: Business, B2: General Industrial or B8: Storage or Distribution](#) (as shown in **Appendix D-A** and on the policies map) are protected; proposals that would involve their loss will be resisted. Proposals on Existing Employment Sites that would involve the loss of employment land or premises will only be supported where it can be clearly demonstrated by the applicant that the site/premises is no longer needed and/or viable for employment use.

Proposals for intensification within the boundary of Existing Employment Sites will be supported providing it is in accordance with other development plan and national policies.

Redevelopment for employment use within the boundary of Existing Employment Sites (as shown in **Appendix D-A** and on the Policies Map) will be supported where it does not result in the overall loss of employment floorspace. Proposals for alternative uses, with the exception of residential use, within Existing Employment Sites will only be supported where it can be demonstrated that the sequential approach has been applied to the redevelopment of the site, and the proposals support their integrity and function as centres of employment.

### Existing Employment Areas – Expansion

Within the built-up area, expansion of Existing Employment Sites and premises [for B1/B2/B8 uses](#) will be supported where the business requirements cannot be met within the existing site/premises through acceptable on-site expansion or intensification; and that relocation to existing stock is not preferable.

Outside the built-up area, expansion of Existing Employment Sites [for B1/B2/B8 uses](#) will only be supported where:

- Detailed layout and design is in keeping with its countryside location
- The expansion is contiguous with the boundary of an existing employment site
- Where the impacts of expansion is assessed in-combination with the existing site, and the overall impact of existing plus expansion is considered acceptable.

## Safeguarding of Land for Strategic Highway Improvements

3.9 Mid Sussex is well placed to allow easy movement for people, giving good access to jobs, with many commuting to London and the area benefits from excellent rail-based public transport connectivity, particularly along the Brighton Main Line that connects to Gatwick Airport, London and the south coast. However, the district's location within the Gatwick Diamond, particularly with high volumes of commuters and freight passing through, has led to a number of transport related constraints. In particular, these include:

- road congestion during peak periods affects many parts of the highway network throughout the district; ~~most notably~~ ~~in particular~~:
  - M23/A23 corridor which is congested at key junctions; A23/A2300 Hickstead, A23/A272 Bolney, A23/A264 Pease Pottage and M23 J10 Copthorne
- East Grinstead is affected by the A264 and the A22 passing through the town centre and high car dependency due partially to the lack of a direct rail connection to the Crawley / Gatwick Airport area and bus journey times can be uncompetitive;
- Haywards Heath is particularly affected by the A272 passing around the town and high car dependency;
- Burgess Hill suffers from congestion due to the lack of crossing points for vehicles crossing the Brighton Main Line within the town and high car dependency; and
- there is a lack of good public transport operating within the rural locations meaning that individuals with no access to private cars have limited options for accessing key services such as hospitals, shops and leisure facilities.

3.10 A Strategic Objective of the District Plan 2014 - 2031<sup>14</sup> is to ensure that development is accompanied by the necessary infrastructure to support new development and **DP 21: Transport** ensures that development supports the objectives of the West Sussex Transport Plan 2011 – 2026 and contributes towards delivering sustainable development and appropriate infrastructure.

3.11 The West Sussex Transport Plan 2011 – 2026<sup>15</sup> outlines a strategy for Mid Sussex that seeks to tackle the identified transport issues, partly through seeking external funding sources to deliver new infrastructure and by ensuring that new development contributes to delivering the strategy. It is stated that all new developments should contribute to:

- improving public transport facilities and networks
- increasing the use of sustainable modes of transport
- improving network efficiency in order to reduce delays and emissions
- improving safety for all road users, and
- improving the public rights of way network in accordance with the RoWIP.

3.12 Development identified in the District Plan 2014 – 2031 is accompanied by a committed list of highway infrastructure to be constructed in Mid Sussex and neighbouring districts by 2031. These schemes have been identified in partnership with West Sussex County Council and other key stakeholders. Details of the highway

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<sup>14</sup> Mid Sussex District Council. (2018). *Mid Sussex District Plan 2014-2031*. p.8.

<sup>15</sup> West Sussex County Council. (2011). *West Sussex Transport Plan 2011-2026*.

and transport infrastructure already identified is as set out within the Transport Assessment Report<sup>16</sup>.

- 3.13 Highway infrastructure mitigation is only considered once all relevant sustainable travel interventions (for the relevant corridor) have been fully explored and have been taken into account in terms of their level of mitigation.
- 3.14 The additional development proposed by the Site Allocations DPD has been subject to further technical investigations, working in partnership with West Sussex County Council and further highway and transport infrastructure has been identified to ensure that proposed development is sustainable.
- 3.15 The planning and funding of highway and transport infrastructure can take time to prepare and it is therefore important the Development Plan is not compromised by inappropriate development occurring in the interim that may prevent highway schemes being delivered.
- 3.16 To support the delivery of strategic highway and sustainable transport infrastructure, land will be identified for safeguarding in accordance with **SA35: Safeguarding of Land for and Delivery of Strategic Highway Improvements** for the following schemes, subject to further detailed work. This approach will ensure the long-term delivery of these schemes is not prejudiced whilst more detailed feasibility work is undertaken in partnership with West Sussex County Council, [relevant neighbouring authorities](#) and other key stakeholders.
- upgrades to the A23 Junction at Hickstead to increase the capacity of this junction in the longer-term, which could include extending the slip roads, particularly for accessing the A2300.
  - upgrades to the A264 Copthorne Hotel Junction and to the A22 Felbridge, Imberhorne Lane and Lingfield Road Junctions. These upgrades are necessary to [support planned growth increase capacity and improve highway safety](#) within Mid Sussex and [support planned growth in](#) Tandridge and are being developed in partnership with West Sussex and Surrey County Councils.
- 3.17 The areas to be safeguarded will be informed by more detailed design and feasibility work, to be carried out in consultation with West Sussex County Council and other relevant parties; ~~– This will be [clearly set out in the next iteration of the Sites DPD and](#) subject to further consultation. ~~Any areas to be safeguarded will be kept to the [minimum necessary to deliver the identified transport schemes. Appendix E illustrates the broad locations to be subject to further investigation.](#)~~~~

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<sup>16</sup> Mid Sussex District Council (2019). Mid Sussex Transport Study - Transport Impacts Scenarios Reports.

### **SA35: Safeguarding of Land for and Delivery of Strategic Highway Improvements**

Land will be identified for future safeguarding to support the delivery of the ~~identified~~ transport schemes listed below\*:

- A22 Corridor upgrades at Felbridge, Imberhorne Lane and Lingfield Junctions
- A264 Corridor upgrades at Cophorne Hotel Junction
- A23 junction upgrades at Hickstead

If necessary, the Council, working in partnership with West Sussex County Council and relevant neighbouring authorities, will use Compulsory Purchase Powers to enable delivery and bring forward the identified transport schemes, to support delivery of the Development Plan.

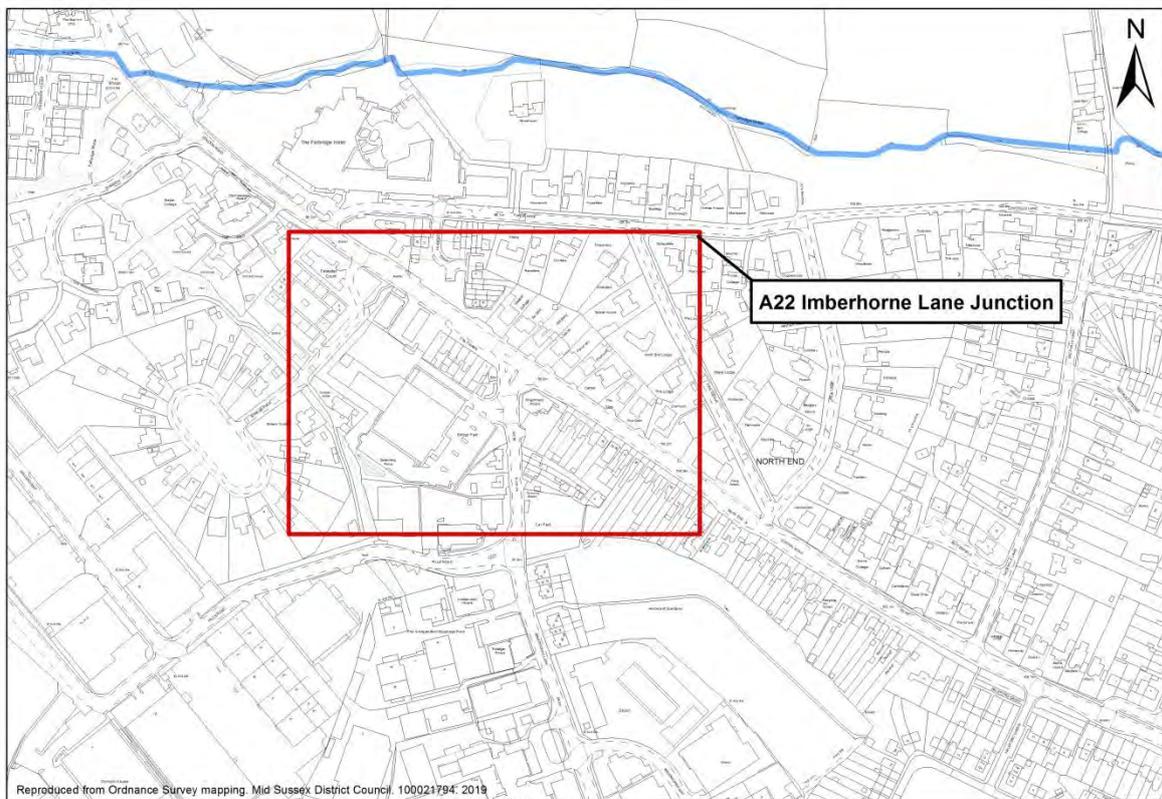
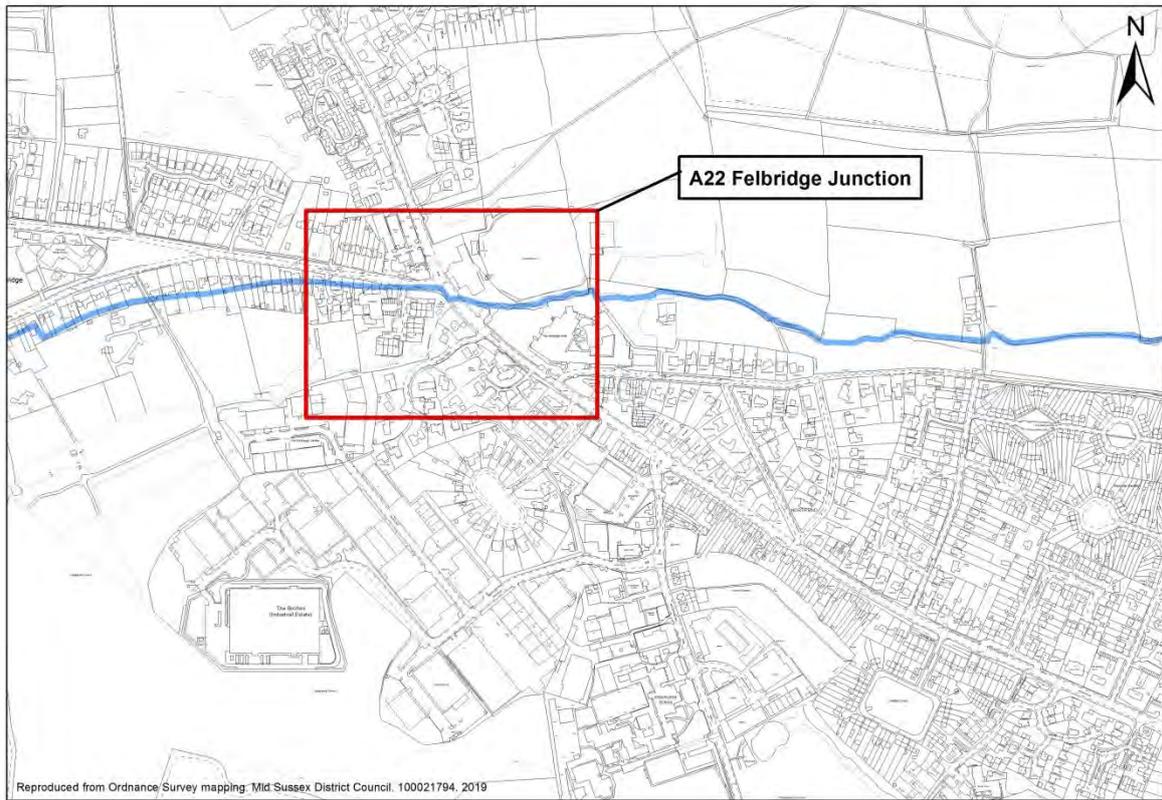
Any proposals for development that may reasonably be considered to impact the delivery of the identified transport schemes, as listed above is required to~~should~~ demonstrate the proposal would not harm their delivery.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes s listed.

New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.

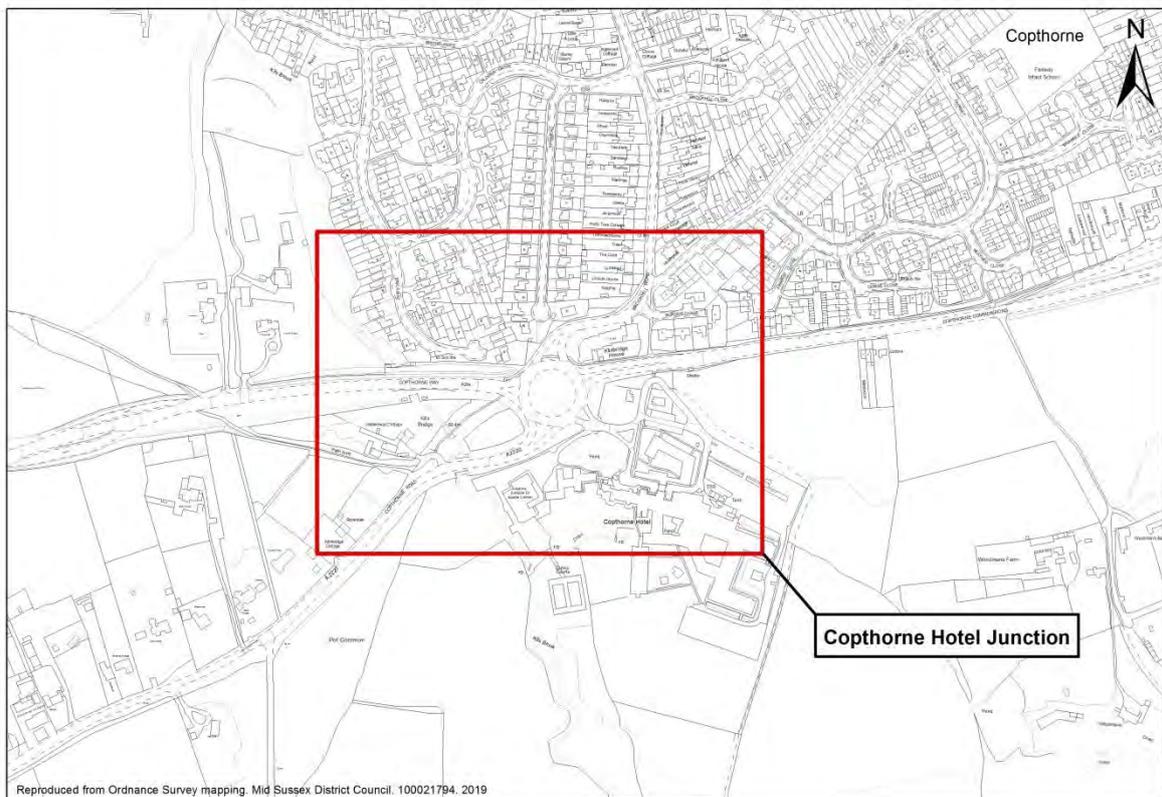
\* The areas to be safeguarded will be informed by more detailed design and feasibility work to be carried out in consultation with WSCC and other relevant parties and be clearly set out in the next iteration of the Sites DPD and to will be subject to further consultation.

## A22 Corridor upgrades at Felbridge, Imberhorne Lane and Lingfield Junctions

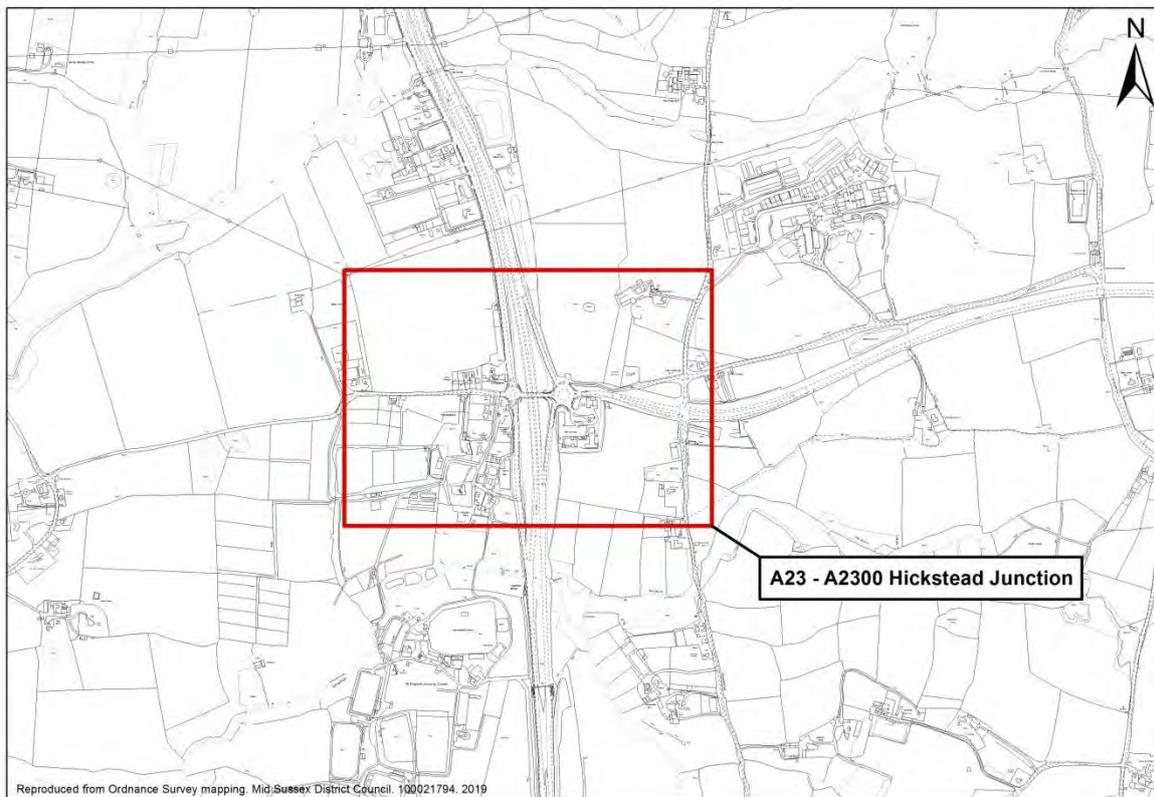




### A264 Corridor upgrades at Copthorne Hotel Junction



## A23 junction upgrades at Hickstead



## Wivelsfield Railway Station

- 3.18 Wivelsfield Railway Station is located on the Brighton Mainline and serves as a public transport hub. This role will significantly increase due to its proximity to the strategic residential and employment allocations to the north and north-west of Burgess Hill and east of Burgess Hill as set out in the District Plan 2014-2031.
- 3.19 The Council has a long-standing ambition to expand and upgrade facilities at Wivelsfield Railway Station to improve the [efficientefficiency](#) and effective operation of the station and increase the use of sustainable modes of travel and make it more attractive to users. This ambition includes station platform and ticket office accessibility, station area public realm enhancements; car and cycle parking provision with electric charging points; passenger pick up and drop off points, upgraded bus stop infrastructure; and the provision of cycle links to directly connect with on-going cycle routes to key locations.
- 3.20 Whilst the area in question is identified within the Burgess Hill Neighbourhood Plan as Local Green Space, the proposed enhancements to the station are consistent with the Neighbourhood Plan Policy S2: Wivelsfield Station and Worlds End -that supports 'enhancements to the accessibility of Wivelsfield Station for all users will be encouraged and supported to enhance the sustainability of the town'. [As](#) [i](#)Improvements to the station would not be deliverable without using the land in question, [as it which](#) adjoins the existing railway station, it is therefore proposed that the areas covered by Policy SA36 would supersede the LGS designation.
- 3.21 Achieving the ambition will require the use of land located to the west of the station. Land to the west of Wivelsfield Railway Station is therefore safeguarded to support the delivery of a package of improvements in accordance with **SA36: Wivelsfield Railway Station**. This approach ensures that [a](#)-multi-phased [approach to the](#) delivery of the scheme is not prejudiced.
- 3.22 It is important to note that any areas safeguarded are indicative and will be subject to detailed design work.

## SA36: Wivelsfield Railway Station

The Council continues to support the expansion and upgrade of Wivelsfield Railway station, and will work with others to ensure opportunities to deliver a package of improvements are prioritised and maximised.

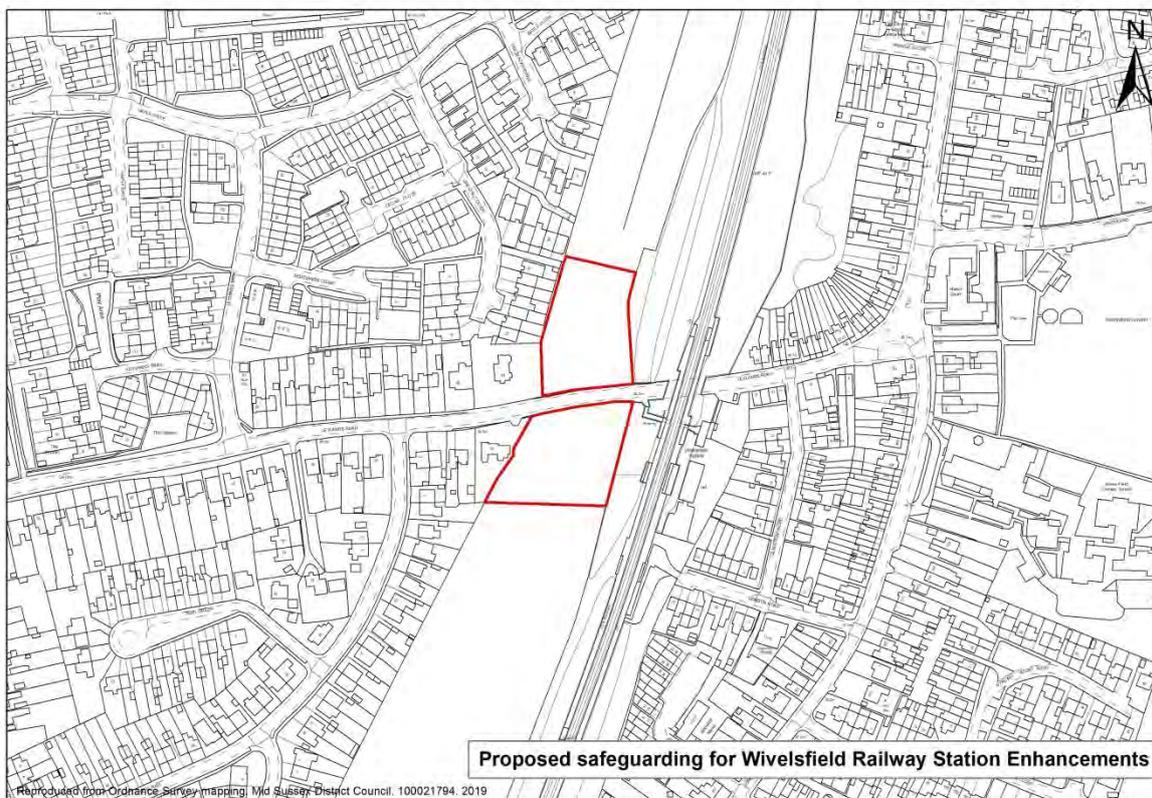
Land to the west of Wivelsfield Railway Station is safeguarded to support the delivery of a package of improvements to expand and upgrade Wivelsfield Railway Station.

The area ~~shown by~~ identified at Appendix E and on the Policies Map illustrates where **SA36** will apply. ~~It does not seek to show a~~ precise alignment for the scheme, which will need to ~~will~~ be informed by detailed design work.

Any proposals for development that may reasonably be considered to impact upon the delivery of the station expansion and upgrade (as shown by Appendix E and on the ~~Adopted~~ Policies Map) should will be required to demonstrate the proposal would not harm delivery of the scheme.

Planning permission will not be granted for development that would prejudice the delivery or effective operation of the expansion and upgrade to Wivelsfield Station.

If necessary, the Council, working in partnership with West Sussex County Council, will use Compulsory Purchase Powers to enable delivery and bring forward the identified transport schemes, to support delivery of the Development Plan.



## **Burgess Hill to Haywards Heath Multifunctional Network**

- 3.23 The Council is committed to delivering an ambitious programme of sustainable transport infrastructure improvements to support development, particularly strategic development at Burgess Hill as set out in the District Plan 2014-2031.
- 3.24 Despite Burgess Hill and Haywards Heath being less than three miles apart, there is no realistic traffic free means of travelling between the two towns. Delivering a strategic multifunctional (walking/cycling/equestrian) network between Burgess Hill and Haywards Heath would have multiple benefits including the potential to promote road safety by taking such uses away from the road highway; provide commuting alternatives and support local businesses, reduce the use of the private car and tackle congestion, promote social mobility and cohesion and support healthy lifestyles.
- 3.25 Work has progressed to bring forward a package of sustainable transport infrastructure improvements to Burgess Hill. This has identified the potential for a dedicated multifunctional network between Burgess Hill and Haywards Heath.
- 3.26 A number of route options are being investigated to the east and west of the Brighton main railway line and these include, for example, opportunities to connect strategic development to the north and north west of Burgess Hill, including a new secondary school to be developed, and with Haywards Heath that is away from the road highway.
- 3.27 To support the delivery of the Burgess Hill/ Haywards Heath Multifunctional Network, land is therefore safeguarded in accordance with **SA37: Burgess Hill/ Haywards Heath Multifunctional Network**. This approach ensures that ~~a~~ multi-phased ~~approach to the~~ delivery of the scheme is not prejudiced.
- 3.28 It is important to note that any areas safeguarded are indicative and will be subject to detailed design work. [In addition, the Council does not consider the use of Compulsory Purchase of private property appropriate to facilitate any route.](#)

### SA37: Burgess Hill/ Haywards Heath Multifunctional Network

The Council continues to support the delivery of a dedicated multifunctional network, ~~ideally~~ within the lifetime of this ~~plan, and plan and~~ will work with ~~others~~ key stakeholders to ensure opportunities to deliver the scheme are prioritised and maximised.

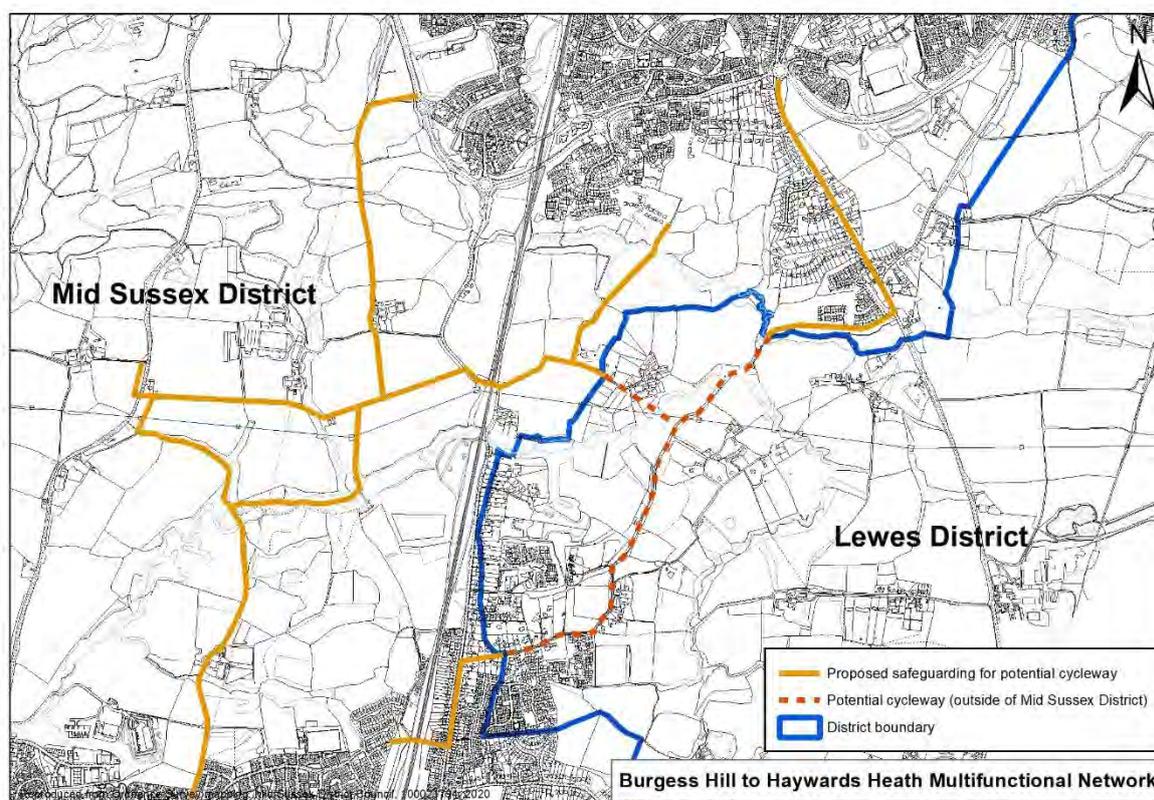
Land is safeguarded to support the delivery of the Burgess Hill/ Haywards Heath multifunctional network.

The area shown ~~by Appendix E and on~~ the ~~Adopted~~ Policies Map illustrates where **SA37** will apply. ~~It does not seek to show a~~ precise alignment for the scheme, ~~which will need~~ to be informed by detailed design work.

Any proposals for development that may reasonably be considered to impact the delivery of the multifunctional network (~~as shown by Appendix E and on~~ the Policies Map) ~~should~~ will be required to demonstrate the proposal would not harm delivery of the scheme.

Planning permission will not be granted for development that would prejudice the delivery or effective operation of the proposed multifunctional network.

~~If necessary, the Council, working in partnership with West Sussex County Council, will use Compulsory Purchase Powers to enable delivery and bring forward the identified transport schemes, to support delivery of the Development Plan.~~



## Air Quality

- 3.29 National planning policy is clear on the importance of taking into account the potential impacts on air quality when assessing development proposals. In particular, national policy identifies the importance of preventing new and existing development from either contributing to or being put at unacceptable risk from pollution and that new development is appropriate taking into account any likely effects.<sup>17</sup>
- 3.30 Furthermore, legislative<sup>18</sup> limits are set for concentrations of major air pollutants that may impact on public health, amenity and local biodiversity, such as airborne particulate matter and nitrogen dioxide.
- 3.31 Air quality within Mid Sussex District is predominantly good and there is only one currently known location where air pollution exceeds the levels set by European and UK regulations. For this reason, the Council has declared one Air Quality Management Area (AQMA) that relates to elevated levels of nitrogen dioxide (NO<sub>2</sub>) at Stonepound Crossroads, Hassocks.
- 3.32 Development proposals located in proximity to an AQMA will need to assess the impact on air quality and have regard to the Council's Air Quality Action Plan<sup>19</sup>.
- 3.33 Any development that is likely to generate traffic will need to assess its impact on air quality. The level of assessment will be based on the proposed development's proximity to an AQMA and the amount of increase in traffic for human health protection and potential impact on protected sites such as Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Sites of Special Scientific Interest (SSSIs).
- 3.34 Proposals will also be considered in accordance with **SA38: Air Quality** that replaces District Plan Policy DP29 in relation to air quality. Early engagement with the Council's air quality officer is encouraged to help ensure the approach taken is acceptable.
- 3.35 It is likely that a detailed Air Quality Assessment will be required, where proposals are of a large scale and/ or likely to have a significant or cumulative impact upon air quality, particularly where development is located in, or within relevant proximity, to an AQMA. The level of assessment will depend on the nature, extent and location of the development. Besides a development-related traffic emissions assessment, a dust construction assessment may also be required.
- 3.36 Any air quality assessments and other related work should be undertaken by a competent person/ company<sup>20</sup> in line with best practice and the Air Quality and Emissions Mitigation Guidance for Sussex 2019<sup>21</sup>, or its replacements. This guidance requires that appropriate levels of mitigation are detailed to reduce air quality impacts.
- 3.37 Increased traffic emissions as a consequence of new development may result in atmospheric pollution on the Ashdown Forest Special Protection Area (SPA) and

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<sup>17</sup> *National Planning Policy Framework (NPPF)*. (2019). para. 181.

<sup>18</sup> *The Air Quality Standards Regulations 2010*

<sup>19</sup> Mid Sussex District Council. (2018). *Air Quality Action Plan*.

<sup>20</sup> Such as holding membership of the Institute for Air Quality Management.

<sup>21</sup> *Air Quality and Emissions Mitigation Guidance for Sussex Authorities*. (2019).

Special Area of Conservation (SAC)<sup>22</sup>. The main impacts of interest are acid deposition and eutrophication by nitrogen deposition, as well as NO<sub>x</sub> concentrations. High levels of nitrogen may detrimentally affect the composition of an ecosystem and lead to loss of species, whilst high levels of NO<sub>x</sub> concentrations may lead to leaf damages and reduced growth. The District Council has undertaken a Habitats Regulations Assessment of the implications of the Site Allocations DPD for the Ashdown Forest SPA and SAC in view of that protected site's conservation objectives and to ensure no significant adverse effect on the integrity of the Ashdown Forest SPA and SAC. However, in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), development proposals will need to consider any potential impacts, including in combination with other development. Additional information may need to be provided by the applicant for the purposes of undertaking a Habitats Regulations Assessment in accordance with SA38 and **DP 17: Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC)**.

### **SA38: Air Quality**

The Council will require applicants to demonstrate that there is not unacceptable impact on air quality. The development should minimise any air quality impacts, including cumulative impacts from committed developments, both during the construction process and lifetime of the completed development, either through a redesign of the development proposal or, where this is not possible or sufficient, through appropriate mitigation.

Where sensitive development is proposed in areas of existing poor air quality and/ or where major development is proposed, including the development types set out in the Council's current guidance (Air Quality and Emissions Mitigation Guidance for Sussex (2019 or as updated)) an air quality assessment will be required.

Development proposals that are likely to have an impact on local air quality, including those in or within relevant proximity to existing or potential Air Quality Management Areas (AQMAs), will need to demonstrate measures/ mitigation that are incorporated into the design to minimise any impacts associated with air quality.

Mitigation measures will need to demonstrate how the proposal would make a positive contribution towards the aims of the Council's Air Quality Action Plan and be consistent with the Council's current guidance as stated above.

Mitigation measures will be secured either through a negotiation on a scheme, or via the use of planning condition and/ or planning obligation depending on the scale and nature of the development and its associated impacts on air quality.

In order to prevent adverse effects on the Ashdown Forest SPA and SAC, new development likely to result in increased traffic may be expected to demonstrate how any air quality impacts, including in combination impacts, have been considered in relation to the Ashdown Forest SAC. Any development likely to have a significant effect, either alone or in combination with other development, will be required to demonstrate that adequate measures are put in place to avoid or mitigate for any potential adverse effects.

<sup>22</sup> This may also apply to other protected sites (SPA, SAC, Ramsar and SSSI) within 200m from roads where significant increased traffic emissions are expected.

## 4. Implementing the Plan

- 4.1 One of the key tests of an effective development plan is that it is deliverable. The Council has a range of mechanisms which it can use to ensure the Site Allocations DPD objectives and policies are effective, including partnership working with landowners, developers and strategic stakeholders, and use of its own powers, land and assets.
- 4.2 In line with the NPPF and in order to foster sustainable development the Council has a positive approach to decision taking over planning applications which accord with the development plan.
- 4.3 However, it recognises that there are many factors that can influence the timely development of sites including land assembly, changes in ownership, changes in the economy and speed of delivery of required infrastructure. In order to address these risks and maintain a rolling 5-year housing land supply the Council will:
- continue to closely monitor the commitment and completion of sites;
  - continue to work closely with developers, landowners and promoters of sites to ensure delivery within agreed timescales;
  - work with Town and Parish Councils to bring forward Neighbourhood Plan allocations in line with District Plan policies DP4: Housing and DP6: Settlement Hierarchy and support further Neighbourhood Plan preparation;
  - continue working with a Developers' Liaison Group in order to understand issues regarding site supply and development constraints; and
  - prepare, maintain and publish and update regularly a Brownfield Sites Register.
- 4.4 The Council has worked in partnership with a range of strategic organisations (including the Coast to Capital LEP; the Gatwick Diamond Initiative; and the West Sussex and Greater Brighton Strategic Planning Board) to make sure that sub-regional issues are addressed.

## Monitoring of the Site Allocations DPD

- 4.5 Monitoring is an essential component of the plan-making process. The purpose of monitoring is to assess whether the policies of the documents produced as part of the Development Plan are achieving the objectives and intended policy outcomes, whether they are having any unintended consequences and whether they are still relevant or require a review. It is important that there are mechanisms in place for the Council to identify changing circumstances and take appropriate action if required.
- 4.6 The Mid Sussex District Plan 2014-2031 sets out a comprehensive Spatial Strategy and Strategic Policies that shapes the pattern, amount and type of future development in the District. These policies are subject to their own monitoring framework, in Chapter 5 of the District Plan. As a supplementary document to the District Plan, the additional allocations and policies in the Site Allocations DPD complement the Spatial Strategy and Strategic Policies set out in the District Plan. Therefore, monitoring of the Site Allocations DPD will also build upon the monitoring framework established in the District Plan.
- 4.7 The monitoring schedule (**Appendix F**) sets out a range of indicators that assess the impact of policies in the Site Allocations DPD. It is important that the indicators chosen can be monitored in a robust and consistent way. The indicators are reported through the Council's monitoring information and will be made available as soon as

possible. If it appears that policies are not being effective or are no longer appropriate in the light of more recent national policies or local circumstances, then action will be taken to review the policy or policies concerned.

## **APPENDICES**

**Appendix A:** Existing Employment Sites

**Appendix B:** Monitoring Framework

**Glossary**

## Appendix A: Existing Employment Sites

### Albourne Court, Henfield Road, Albourne

<b>SHELAA:</b> 861	<b>Settlement:</b> Albourne	<b>Gross Site Area (ha):</b> 0.6
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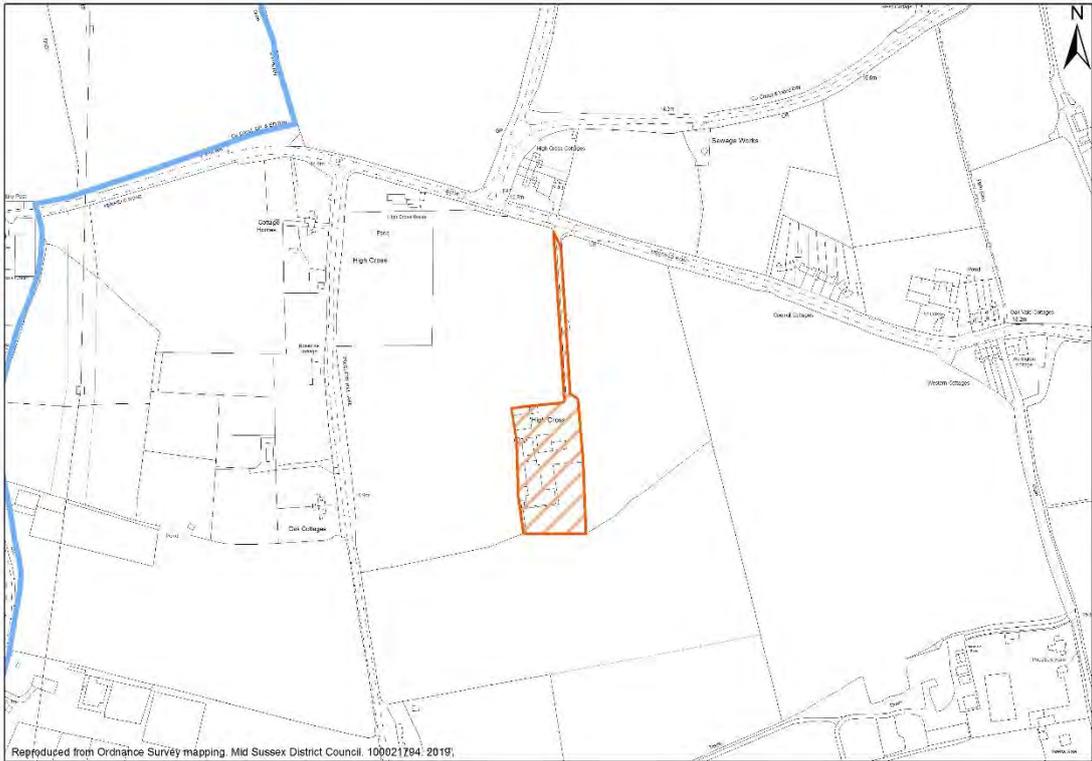
### Box House Poultry Farm, Albourne Road

<b>SHELAA:</b> 859	<b>Settlement:</b> Albourne	<b>Gross Site Area (ha):</b> 0.68
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### High Cross Farm, Henfield Road, Albourne

**SHELAA:** 860    **Settlement:** Albourne    **Gross Site Area (ha):** 0.7



### Jammeson's Farm, Muddleswood Road, Albourne

**SHELAA:** 941    **Settlement:** Albourne    **Gross Site Area (ha):** 1.8



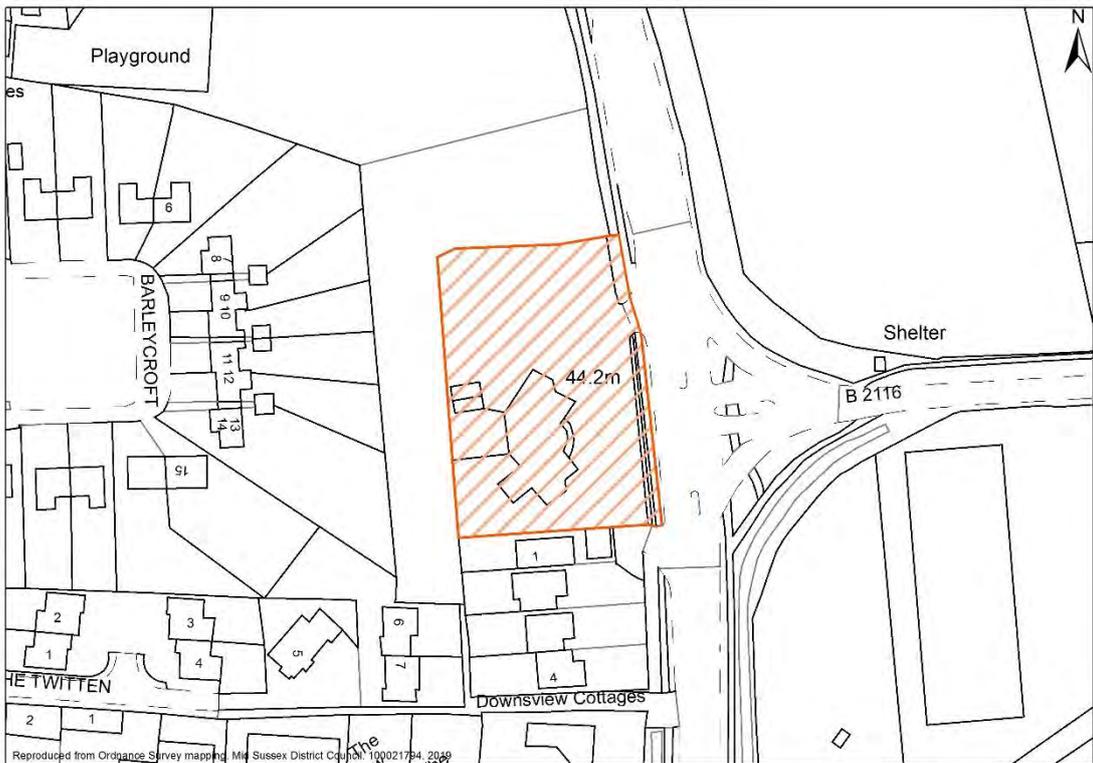
### Sovereign House, London Road, Albourne

**SHELAA:** 942    **Settlement:** Albourne    **Gross Site Area (ha):** 0.7



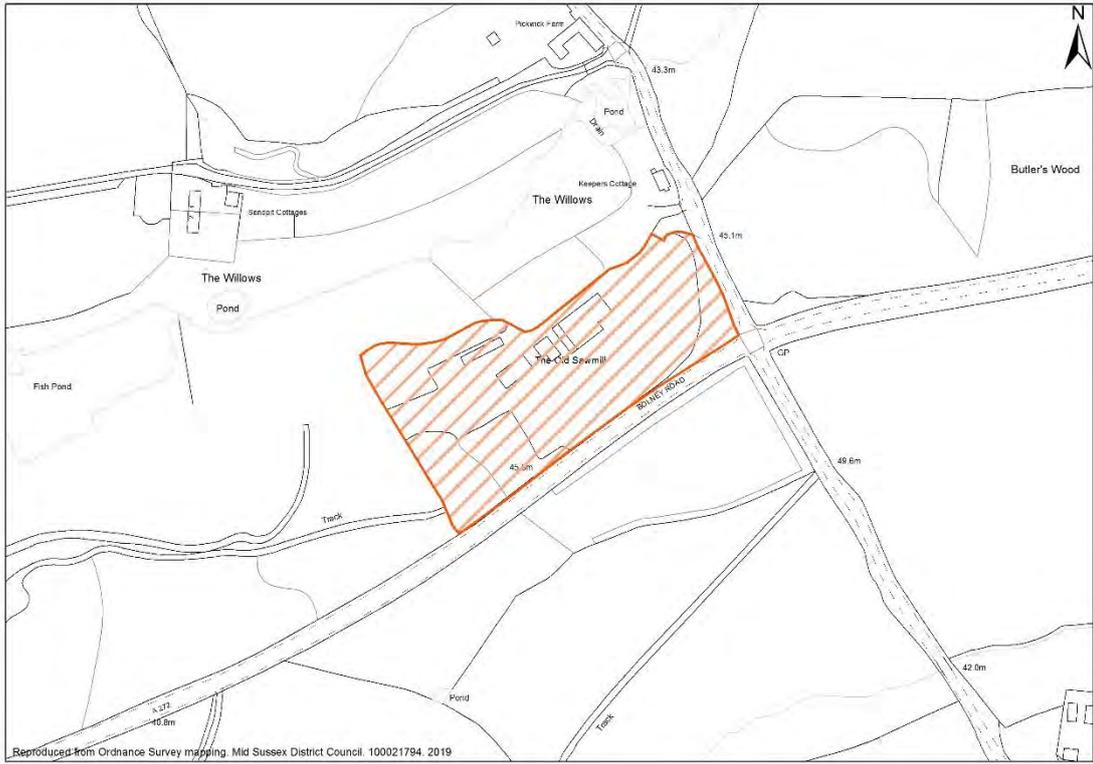
### Softech House, London Road, Albourne

**SHELAA:** 943    **Settlement:** Albourne    **Gross Site Area (ha):** 0.3



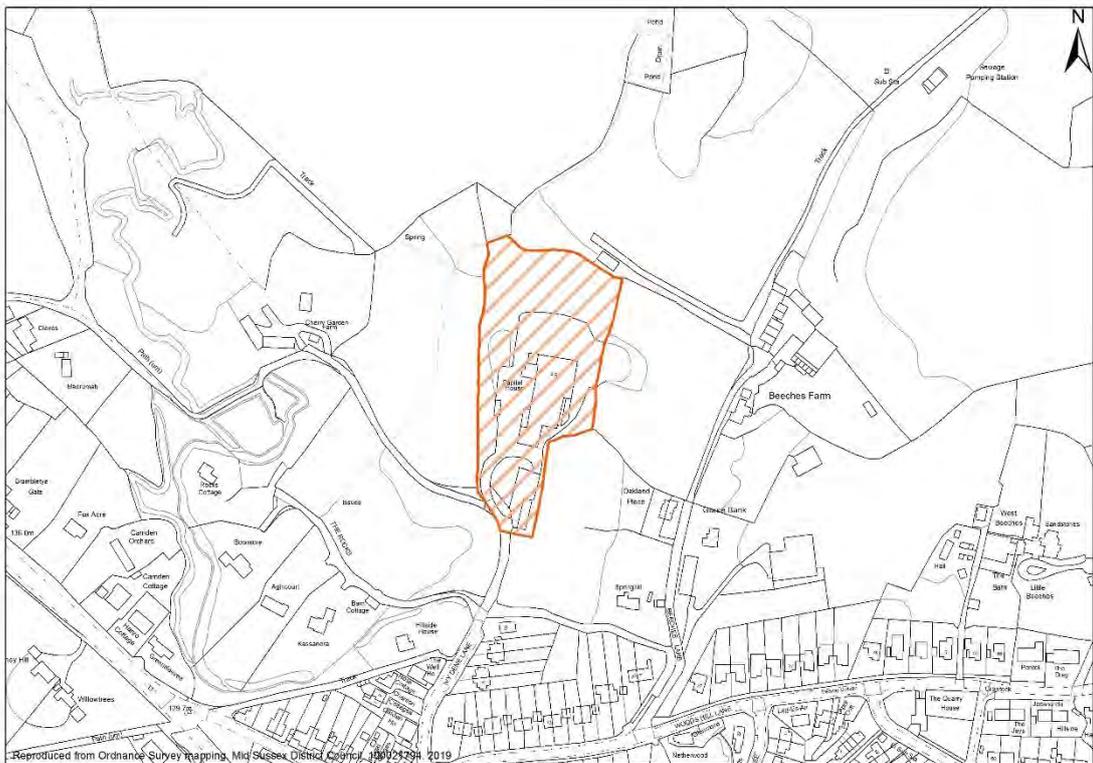
**The Old Sawmill, Pickwell Lane, Ansty**

**SHELAA: 934 Settlement: Ansty Gross Site Area (ha): 1.5**



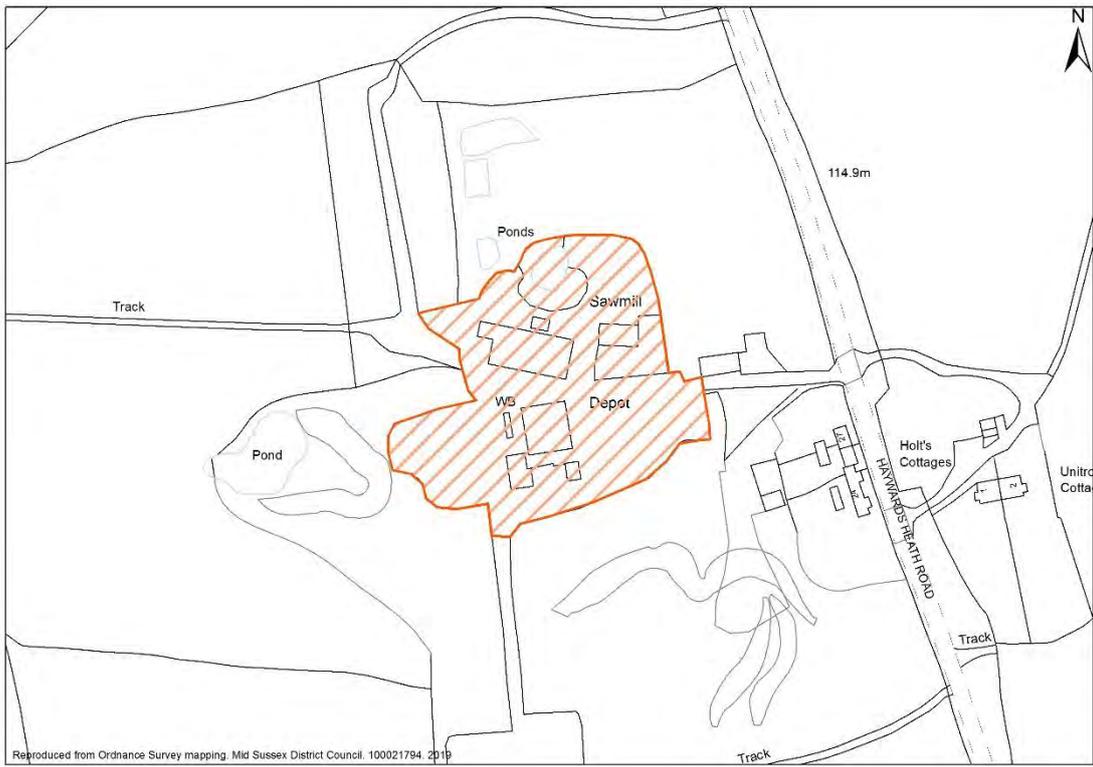
**Ivy Dene Industrial Estate, Ivy Dene Lane, Ashurst Wood**

**SHELAA: 182 Settlement: Ashurst Wood Gross Site Area (ha): 1.1**



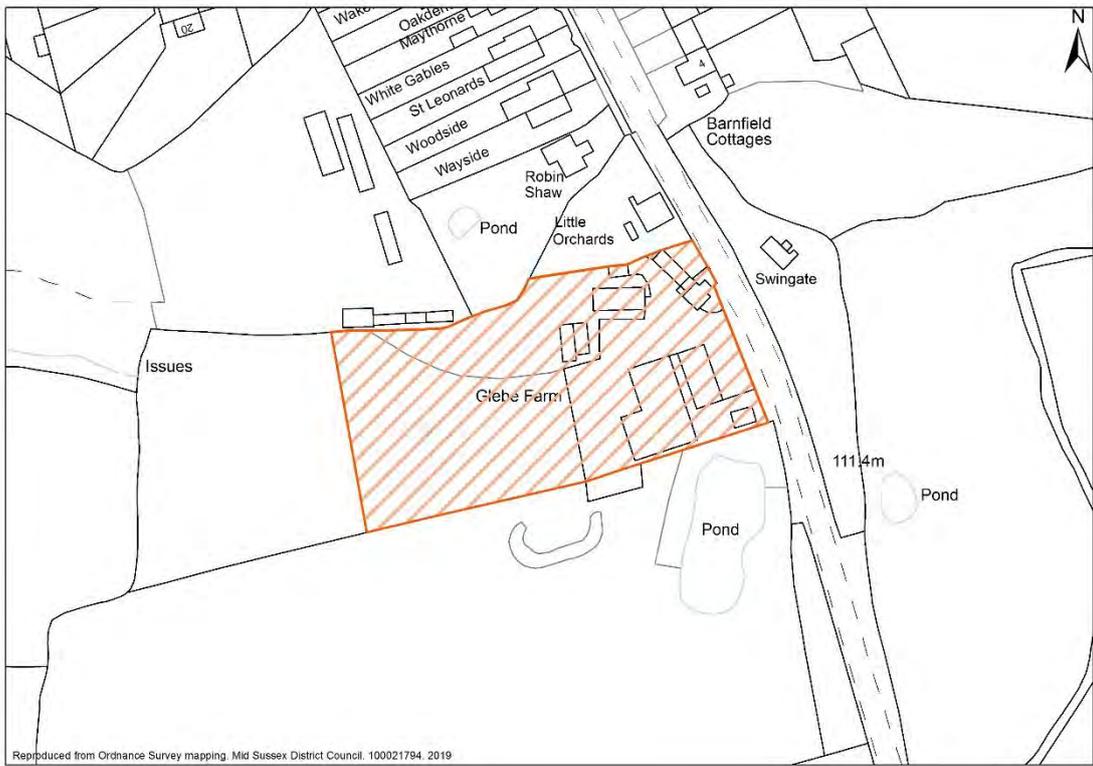
**Balcombe Saw Mills, Haywards Heath Road Balcombe**

**SHELAA:** 936    **Settlement:** Balcombe    **Gross Site Area (ha):** 0.7



**Glebe Farm, Haywards Heath Road, Balcombe**

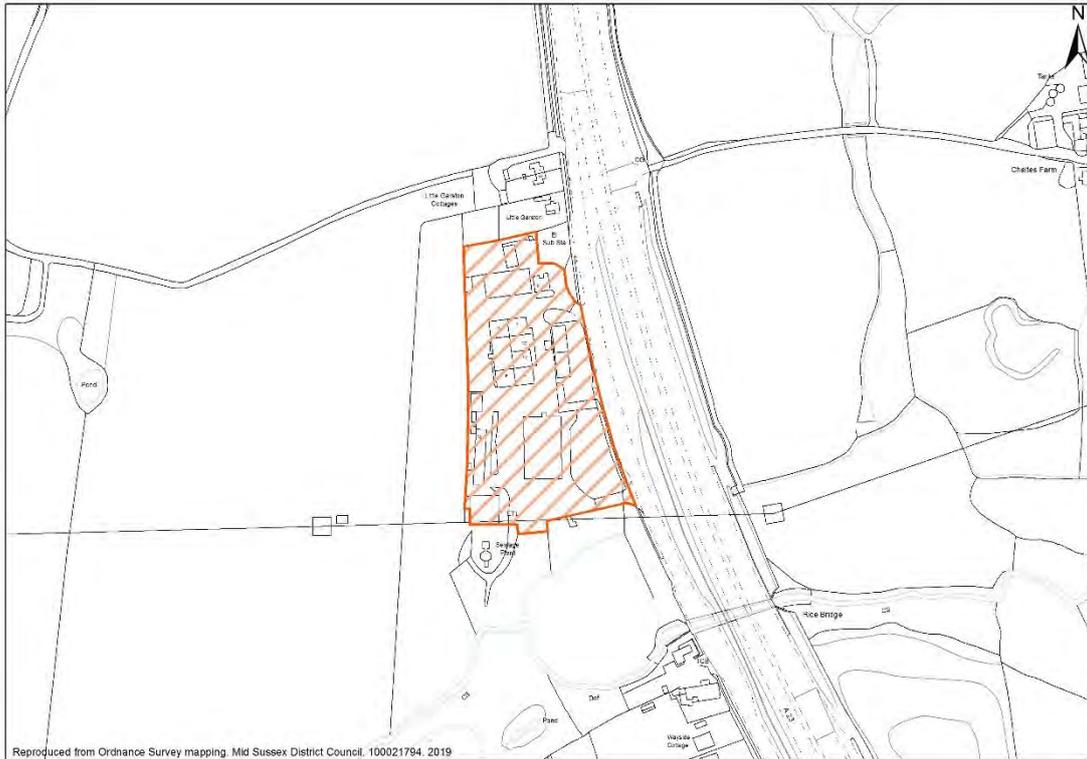
**SHELAA:** 26    **Settlement:** Balcombe    **Gross Site Area (ha):** 0.58



### Ricebridge Works, Brighton Road, Bolney

**SHELAA:** 863 **Settlement:** Bolney

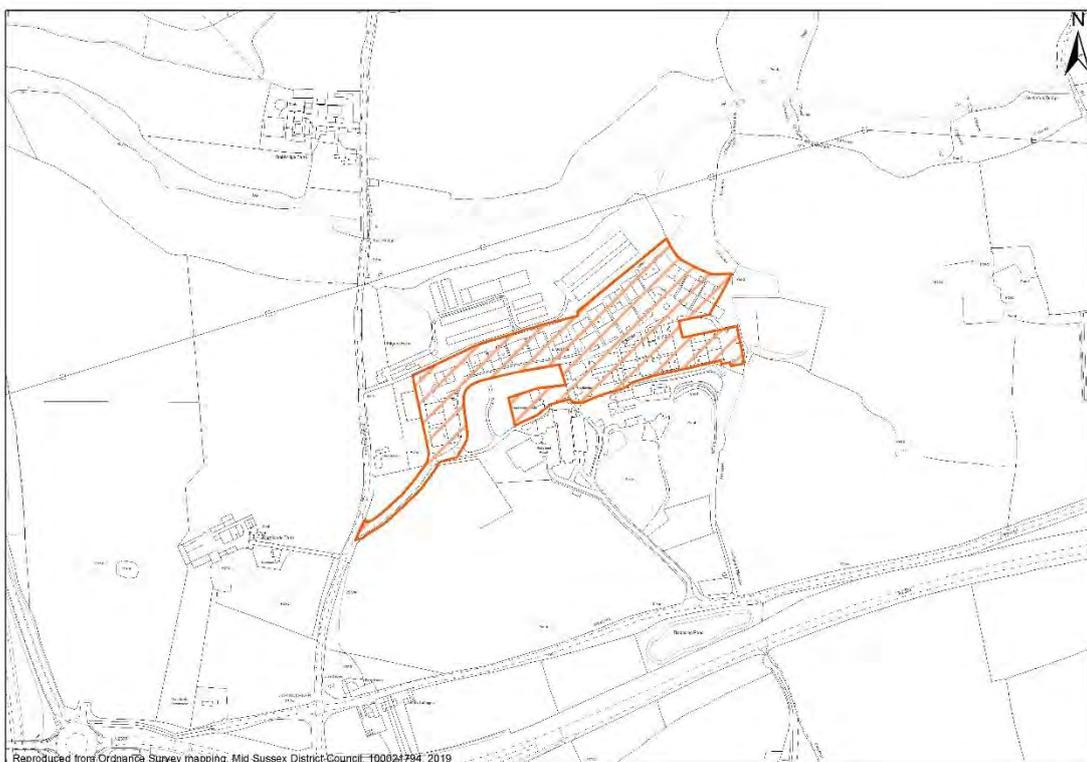
**Gross Site Area (ha):** 1.7



### Bolney Grange Business Park

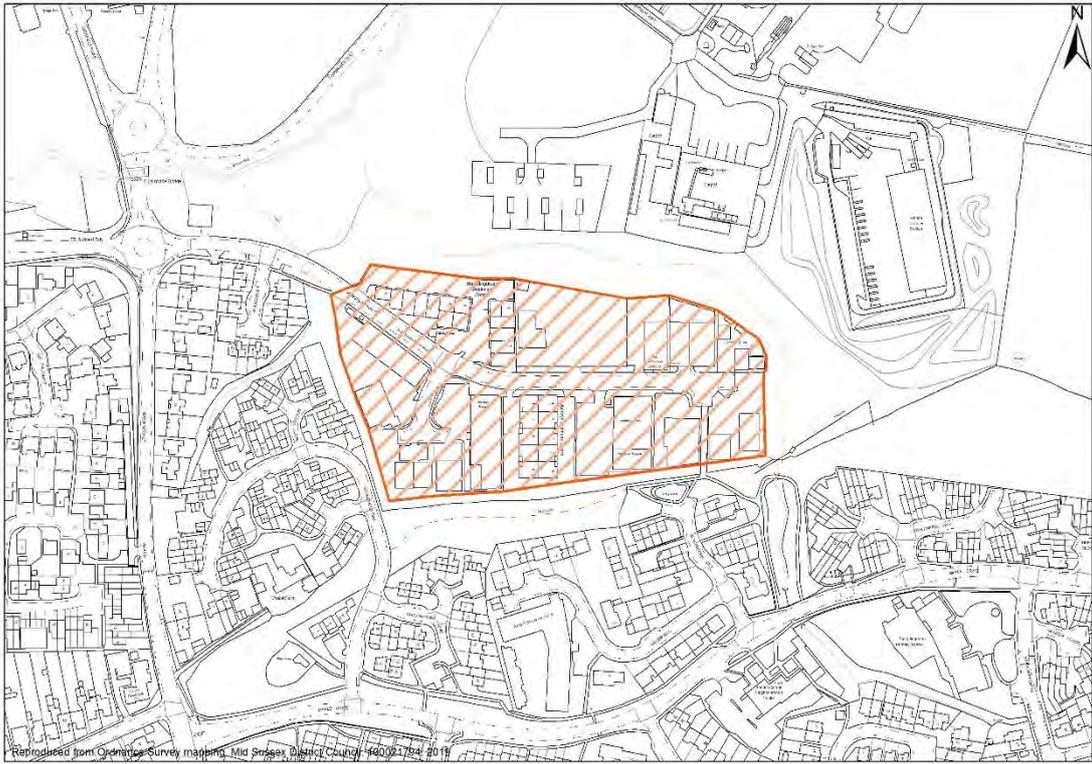
**SHELAA:** 862 **Settlement:** Bolney

**Gross Site Area (ha):** 4.1



### Sheddingdean Business Centre Marchants Way Burgess Hill

**SHELAA:** 909    **Settlement:** Burgess Hill    **Gross Site Area (ha):** 3.2



### Moonhill Farm, Burgess Hill Road, Ansty

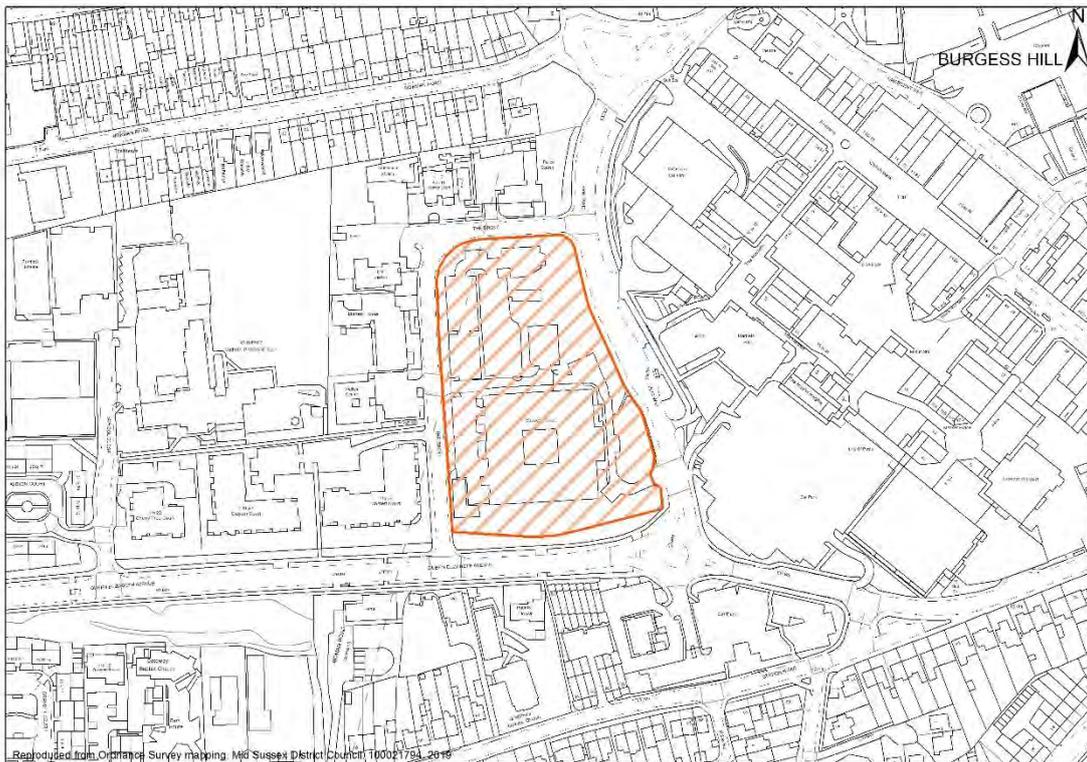
**SHELAA:** 950    **Settlement:** Burgess Hill    **Gross Site Area (ha):** 1.46



### Sussex House, Civic Way, Burgess Hill

**SHELAA:** 866    **Settlement:** Burgess Hill

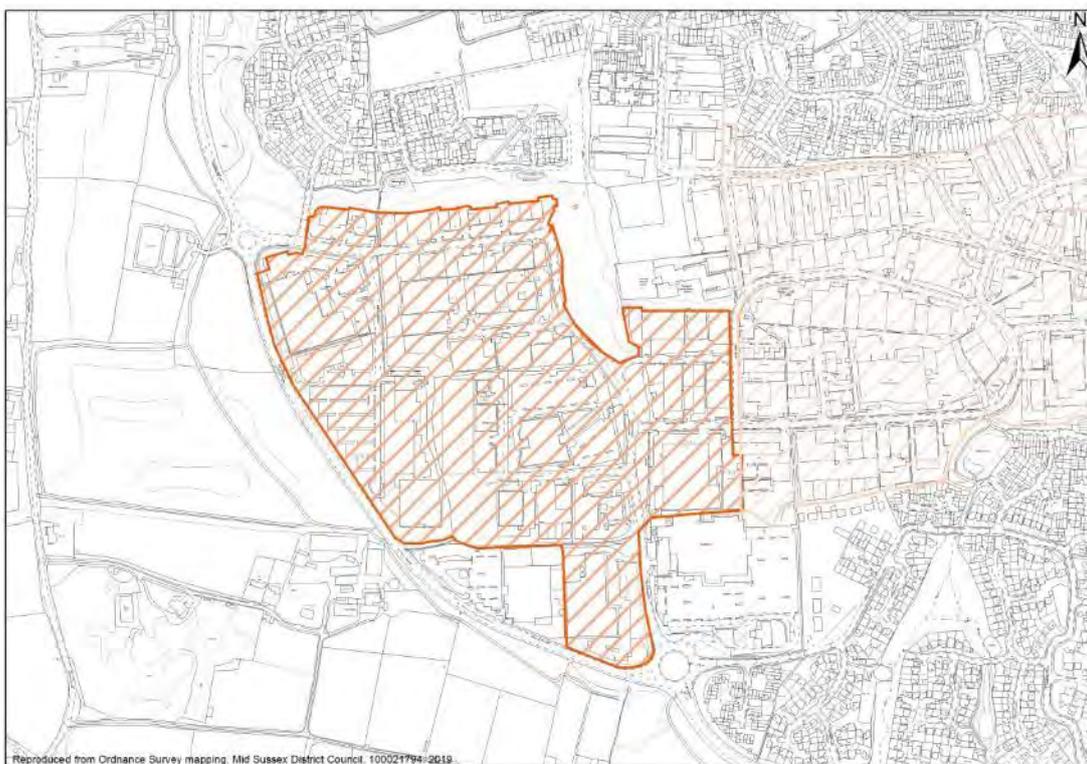
**Gross Site Area (ha):** 1.6



### Victoria Business Park west, Edward Way/ Innovation Drive Burgess Hill

**SHELAA:** 910    **Settlement:** Burgess Hill

**Gross Site Area (ha):** 21.3



**Farmers Stores, Gatehouse Lane, Burgess Hill**

<b>SHELAA:</b> 951	<b>Settlement:</b> Burgess Hill	<b>Gross Site Area (ha):</b> 1.04
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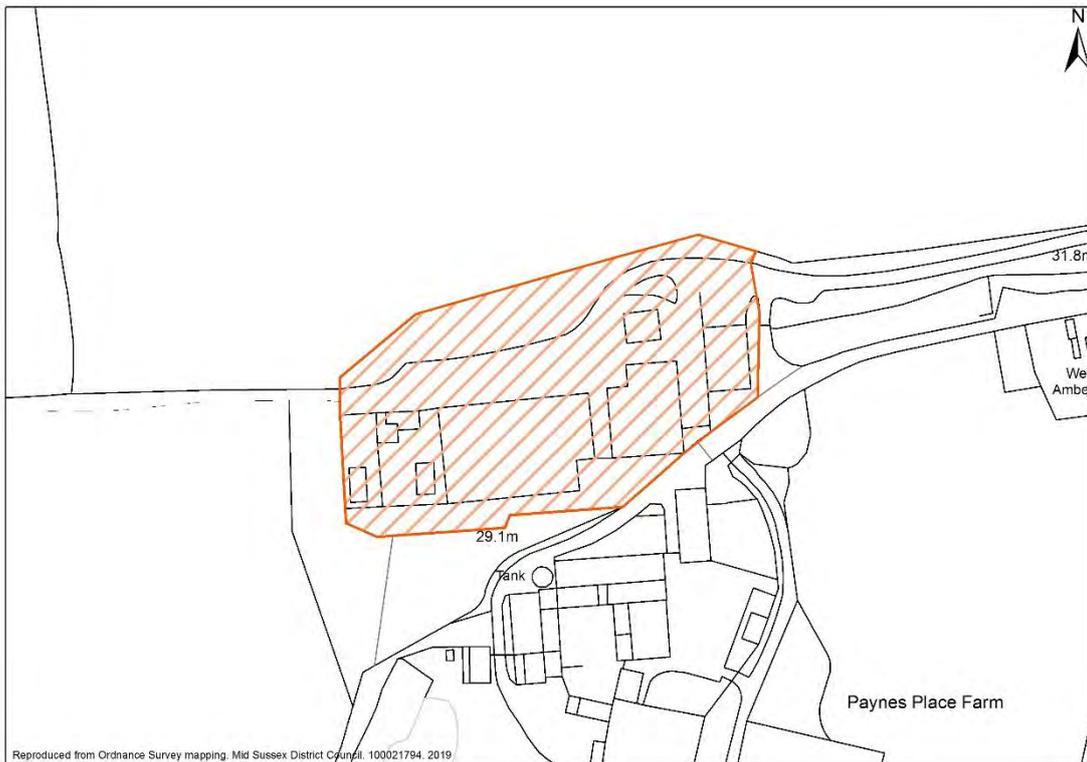
**Depot Cuckfield Road Goddards Green**

<b>SHELAA:</b> 908	<b>Settlement:</b> Burgess Hill	<b>Gross Site Area (ha):</b> 3
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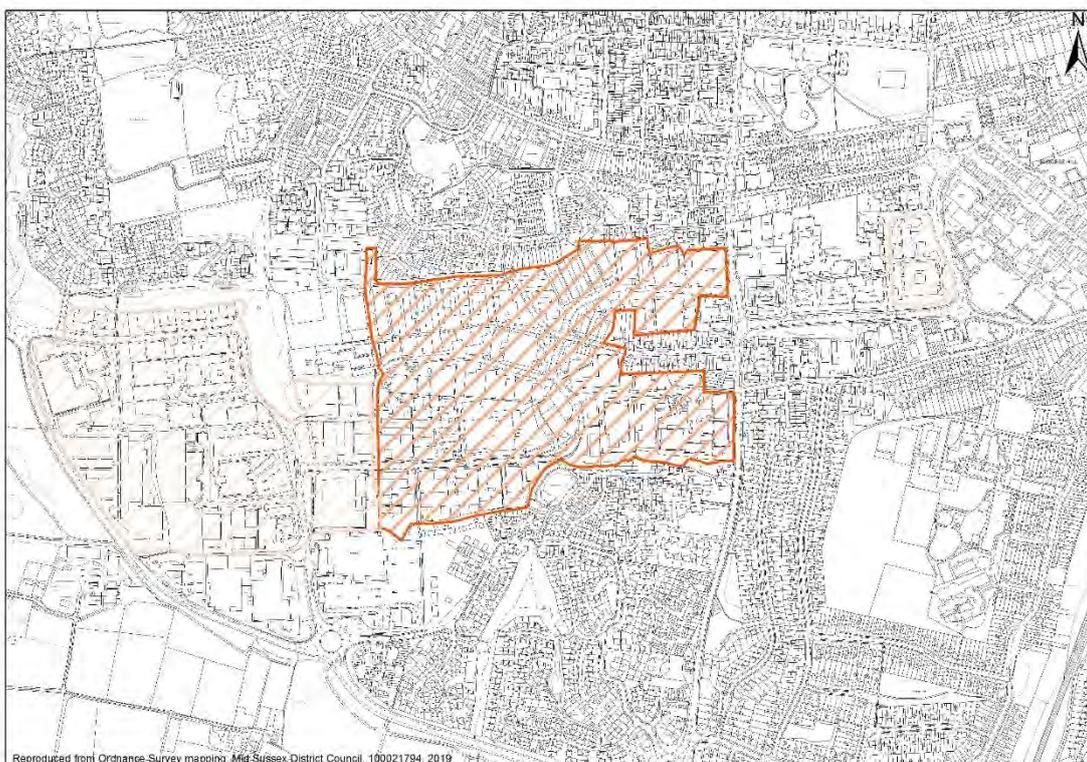
### Paynes Place Farm

**SHELAA:** 933    **Settlement:** Burgess Hill    **Gross Site Area (ha):** 0.8



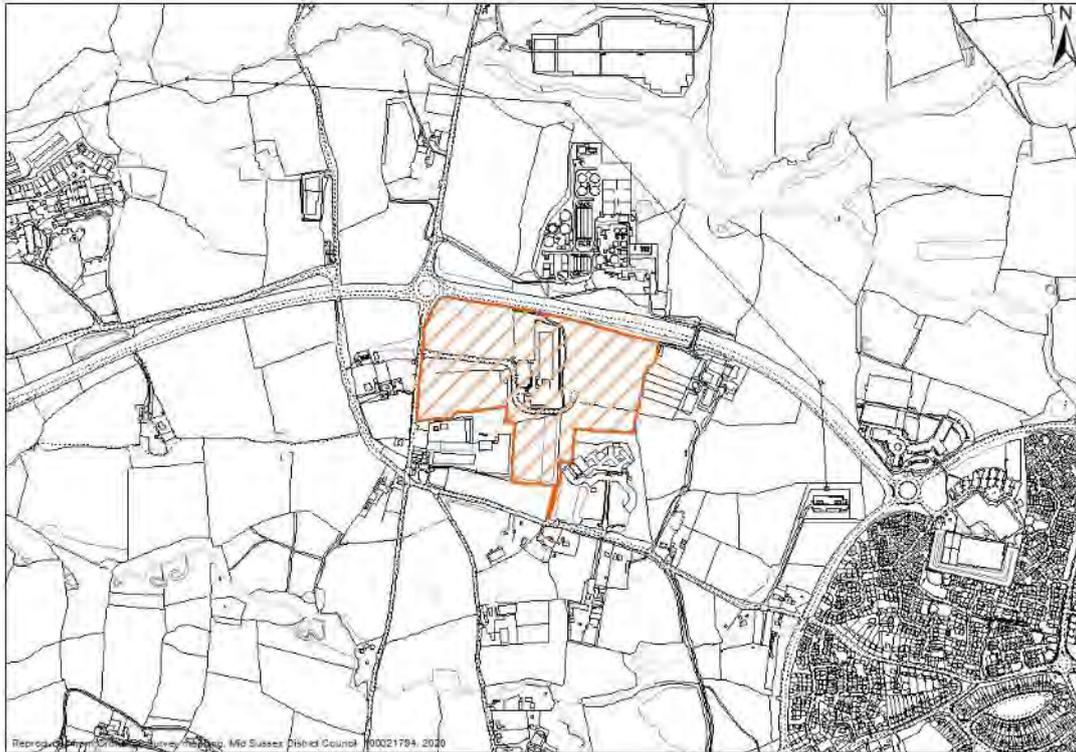
### Victoria Business Park East, Consort Way/ Albert Drive Burgess Hill

**SHELAA:** 245    **Settlement:** Burgess Hill    **Gross Site Area (ha):** 24.4



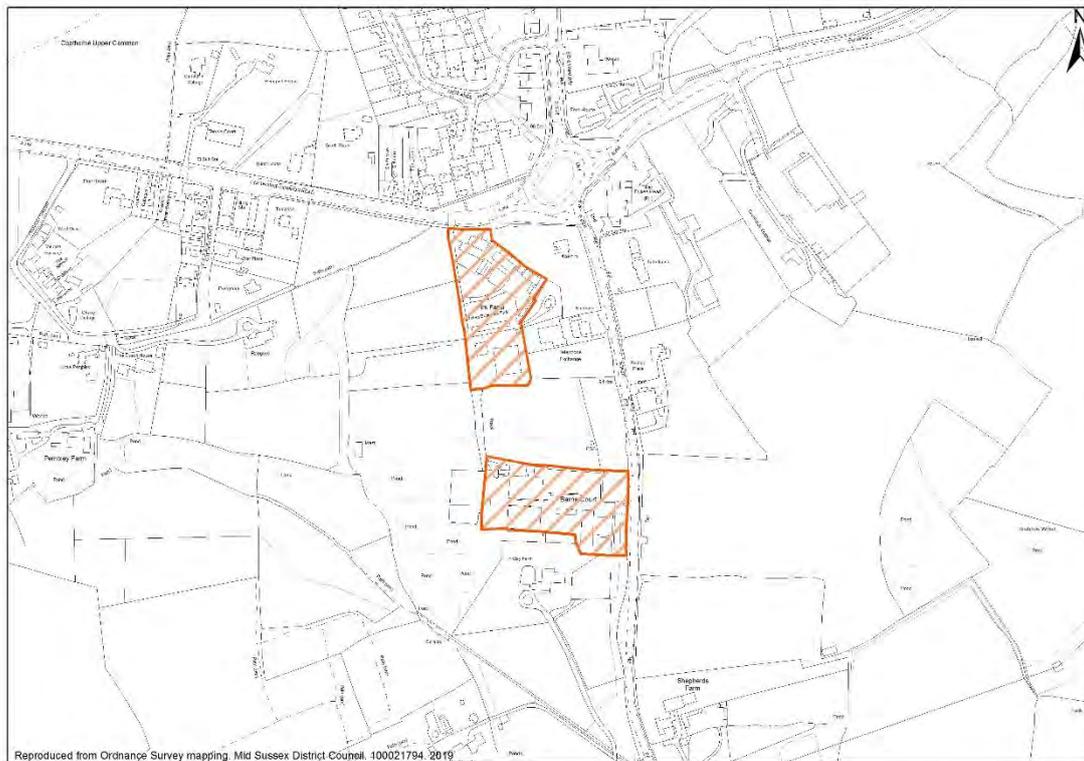
### The Hub, Burgess Hill

**SHELAA:** 74    **Settlement:** Burgess Hill    **Gross Site Area (ha):** 14



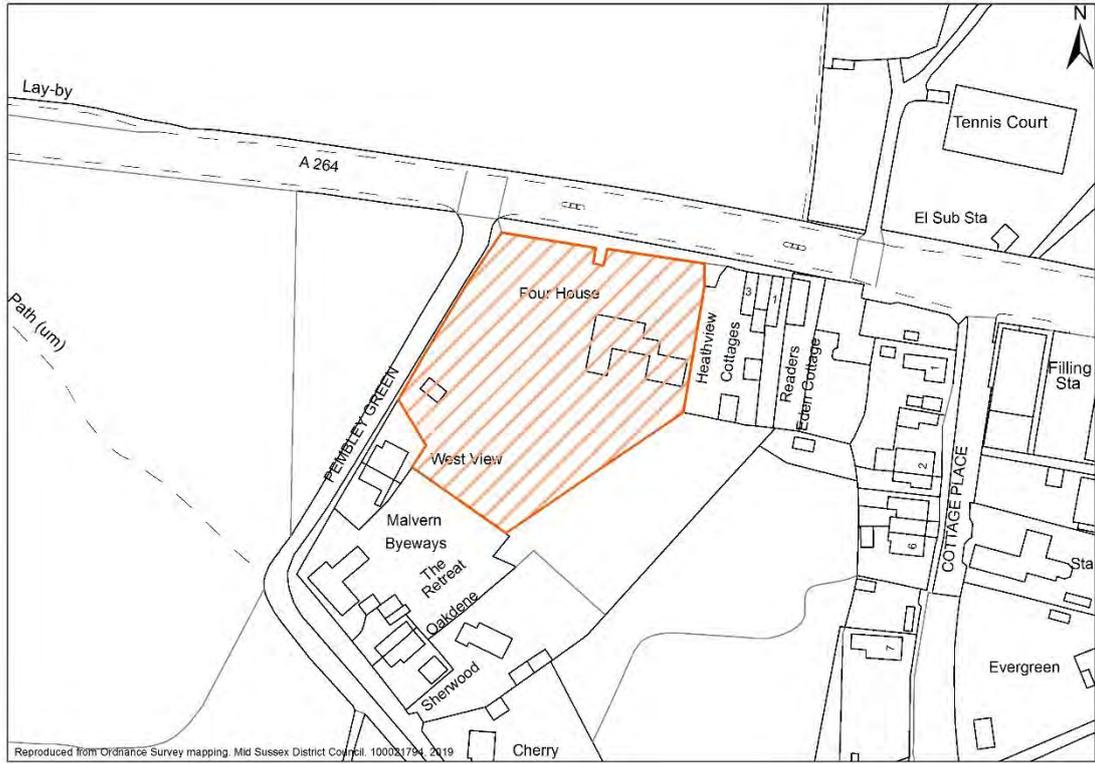
### Barns Court and Firs Farm, Turners Hill Road, Cophorne

**SHELAA:** 914    **Settlement:** Cophorne    **Gross Site Area (ha):** 1.8



**Mint House (Four House), Copthorne Common Road, Copthorne**

**SHELAA:** 413    **Settlement:** Copthorne    **Gross Site Area (ha):** 0.43



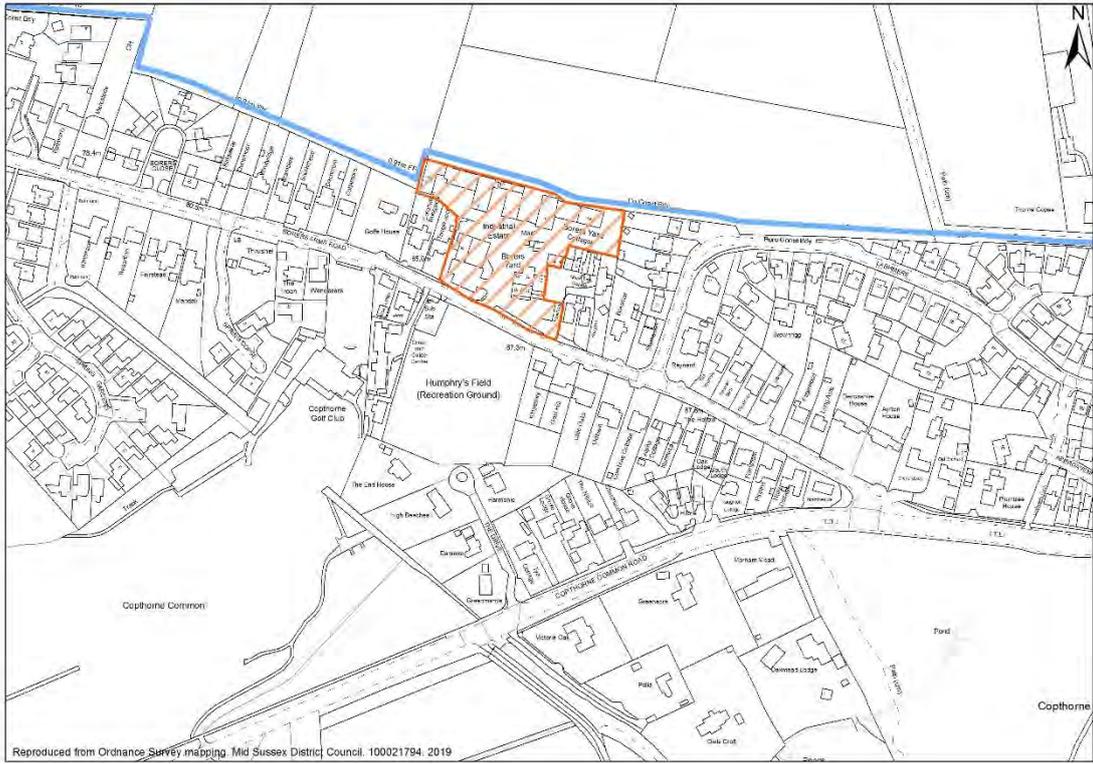
**Crawley Garden Centre, Copthorne Road A220**

**SHELAA:** 604    **Settlement:** Copthorne    **Gross Site Area (ha):** 2.5



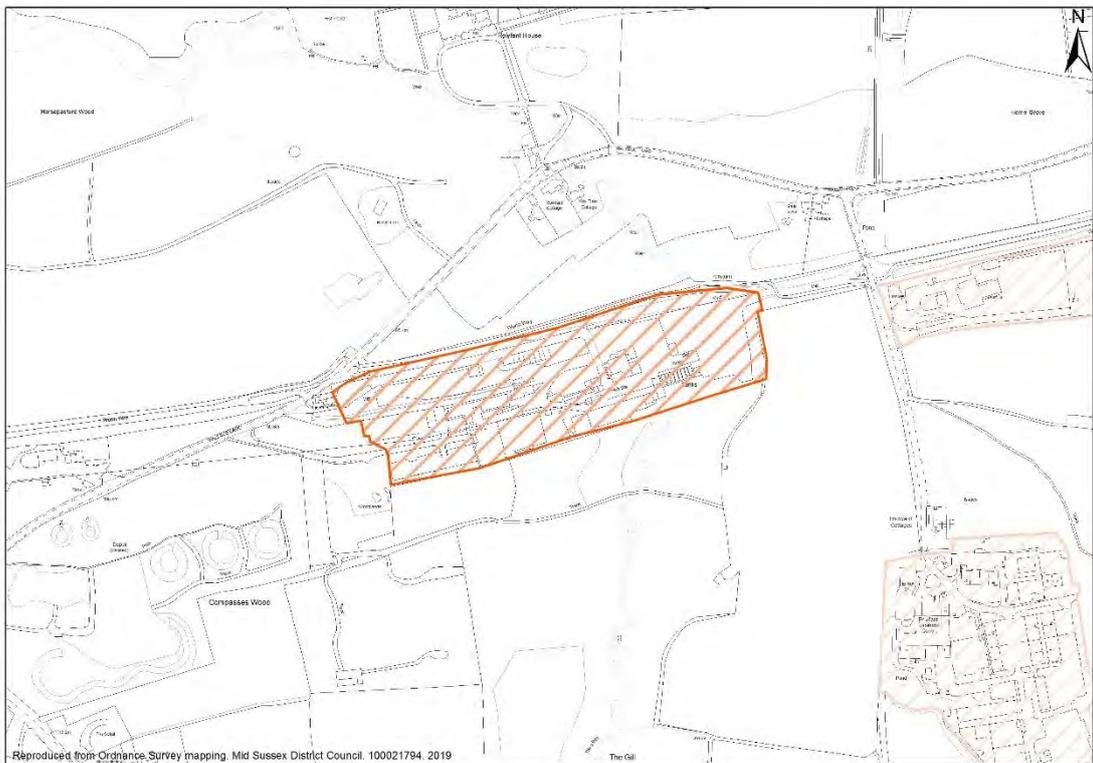
**Borers Yard, Borers Arms Road, Copthorne**

**SHELAA:** 890    **Settlement:** Copthorne    **Gross Site Area (ha):** 0.80



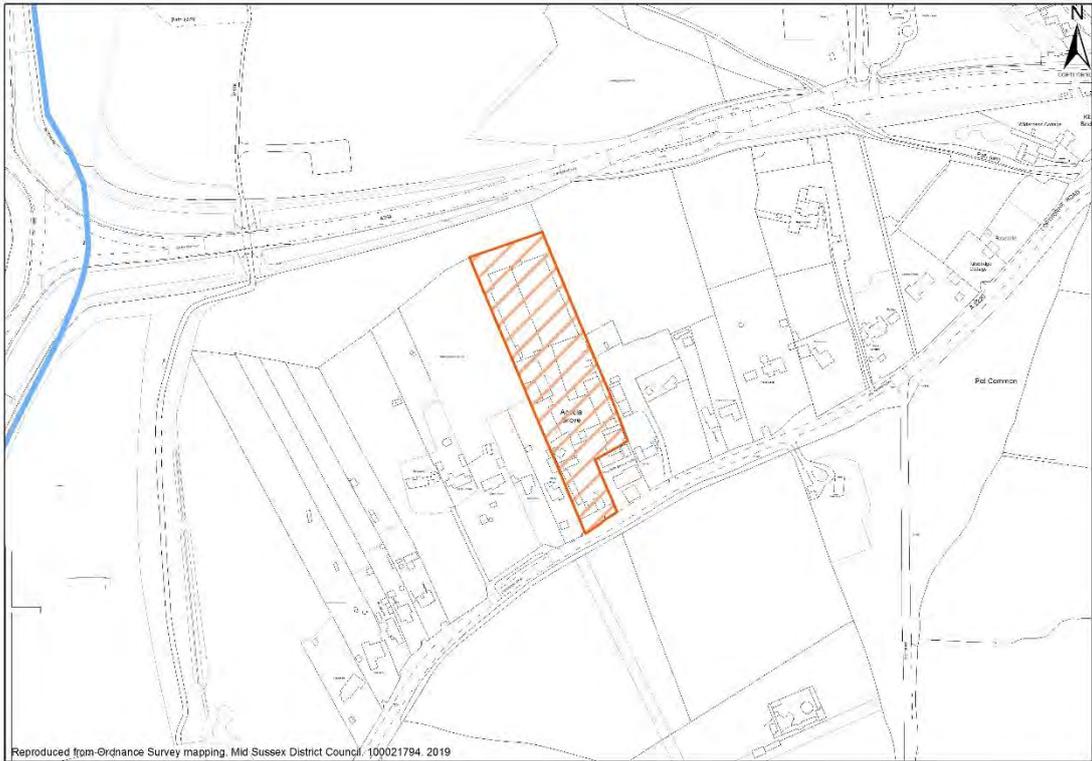
**Colas Wallage Lane Rowfant**

**SHELAA:** 892    **Settlement:** Copthorne    **Gross Site Area (ha):** 4.5



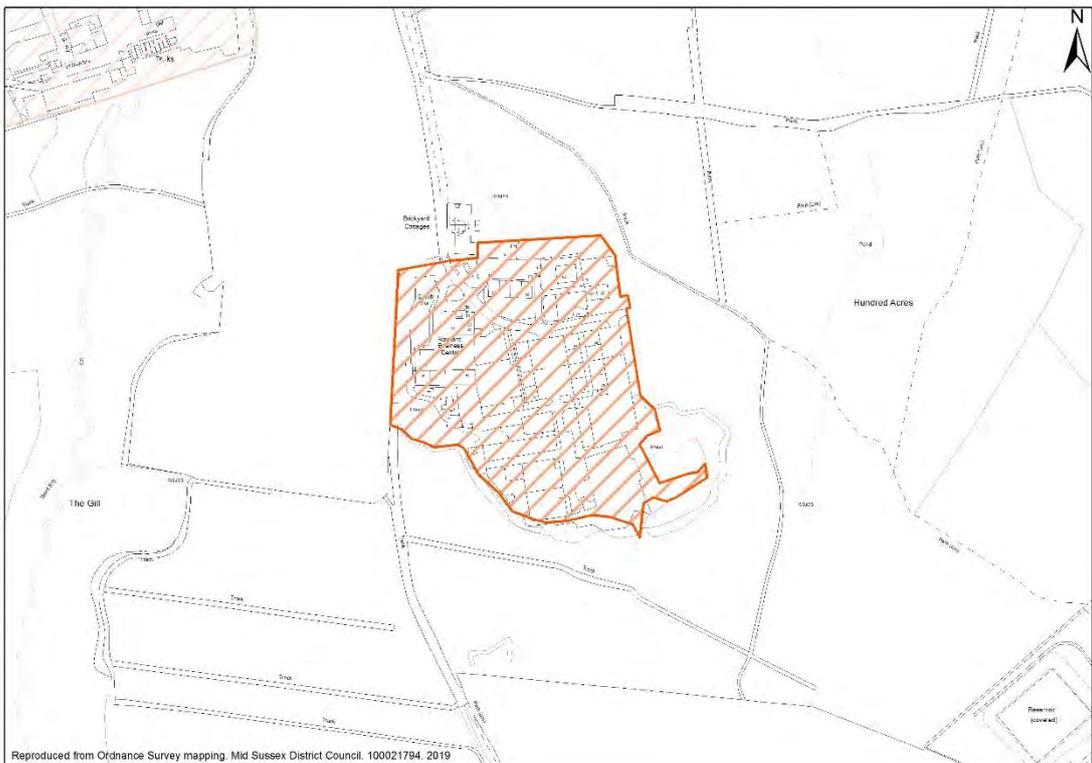
**Acacia Grove, Copthorne Road, Copthorne**

**SHELAA:** 429    **Settlement:** Crawley Down    **Gross Site Area (ha):** 1.34



**Rowfant Business Centre Wallage Lane Rowfant**

**SHELAA:** 891    **Settlement:** Crawley Down    **Gross Site Area (ha):** 4.15





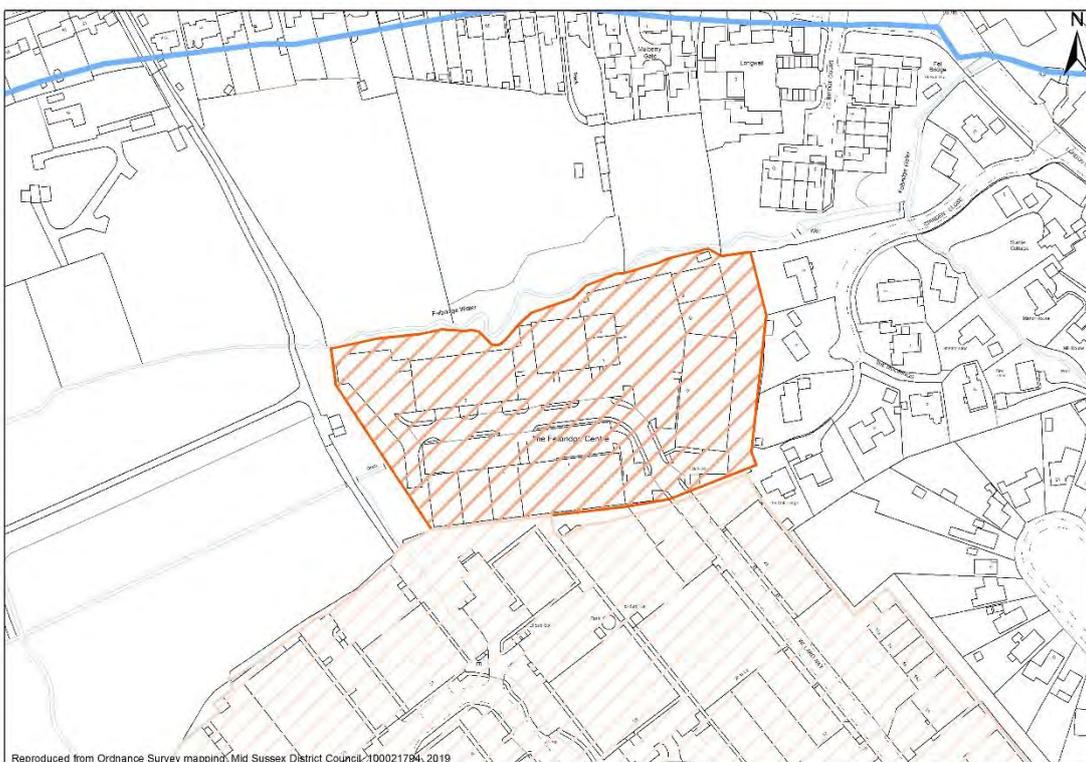
### High Grove, Imberhorne Lane, East Grinstead

**SHELAA:** 867    **Settlement:** East Grinstead    **Gross Site Area (ha):** 2.3



### Felbridge Centre, Birches Industrial Estate, East Grinstead

**SHELAA:** 869    **Settlement:** East Grinstead    **Gross Site Area (ha):** 2



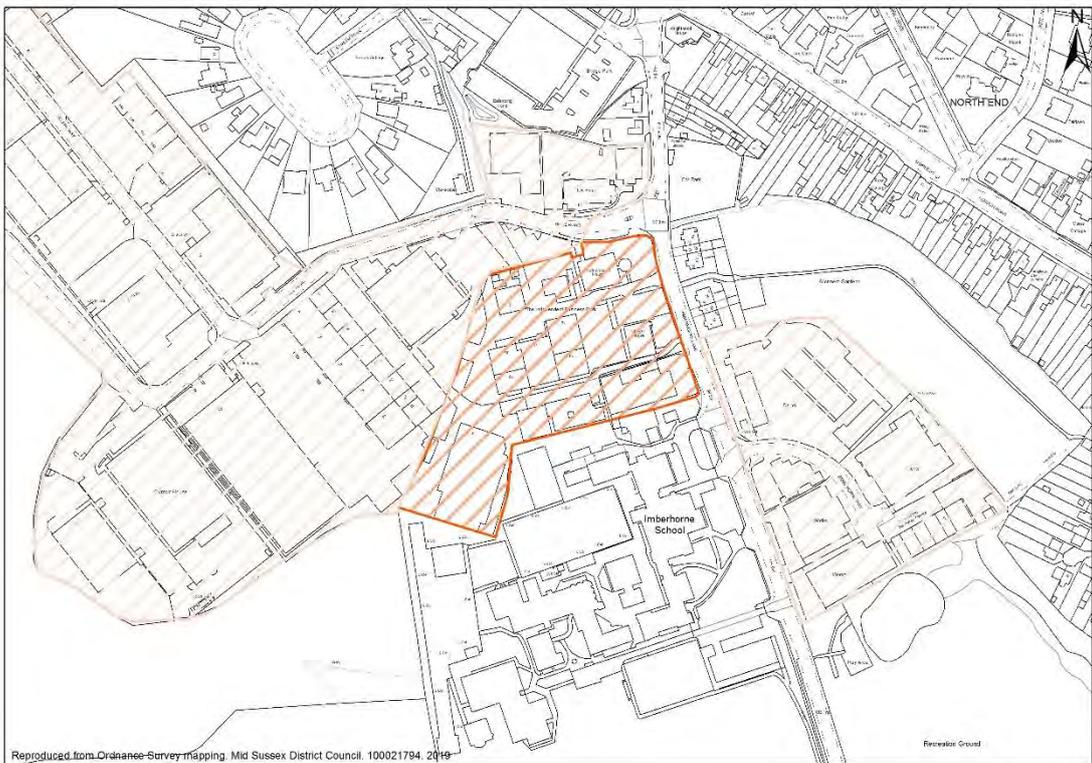
### Imberhorne Way, East Grinstead

**SHELAA:** 870    **Settlement:** East Grinstead    **Gross Site Area (ha):** 1.9



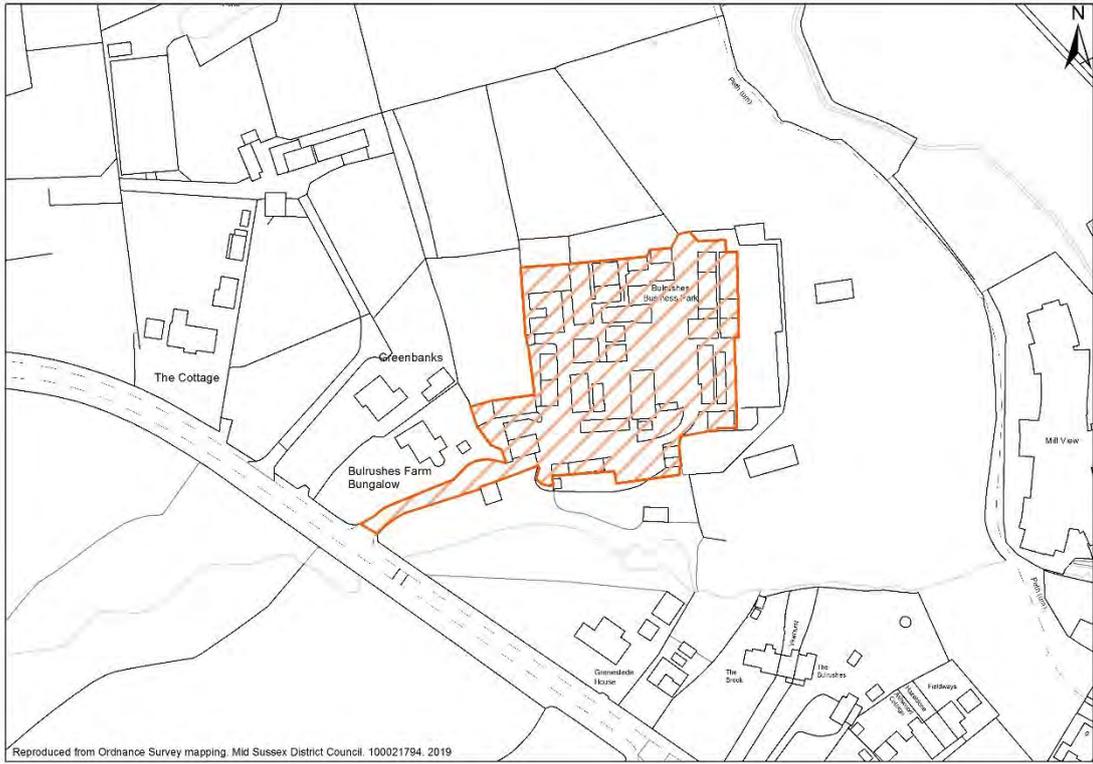
### Independent Business Park, Imberhorne Lane, East Grinstead

**SHELAA:** 871    **Settlement:** East Grinstead    **Gross Site Area (ha):** 1.7



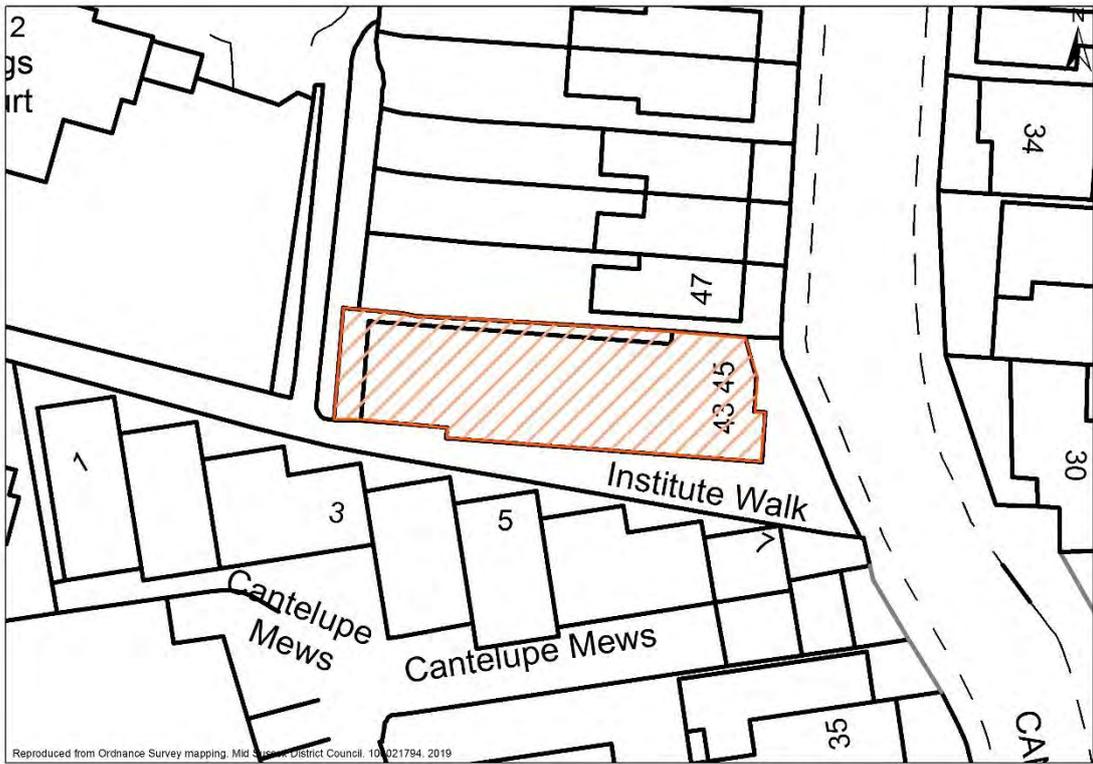
### Bulrushes Business Park, Coombe Hill Road, East Grinstead

**SHELAA:** 873    **Settlement:** East Grinstead    **Gross Site Area (ha):** 0.63



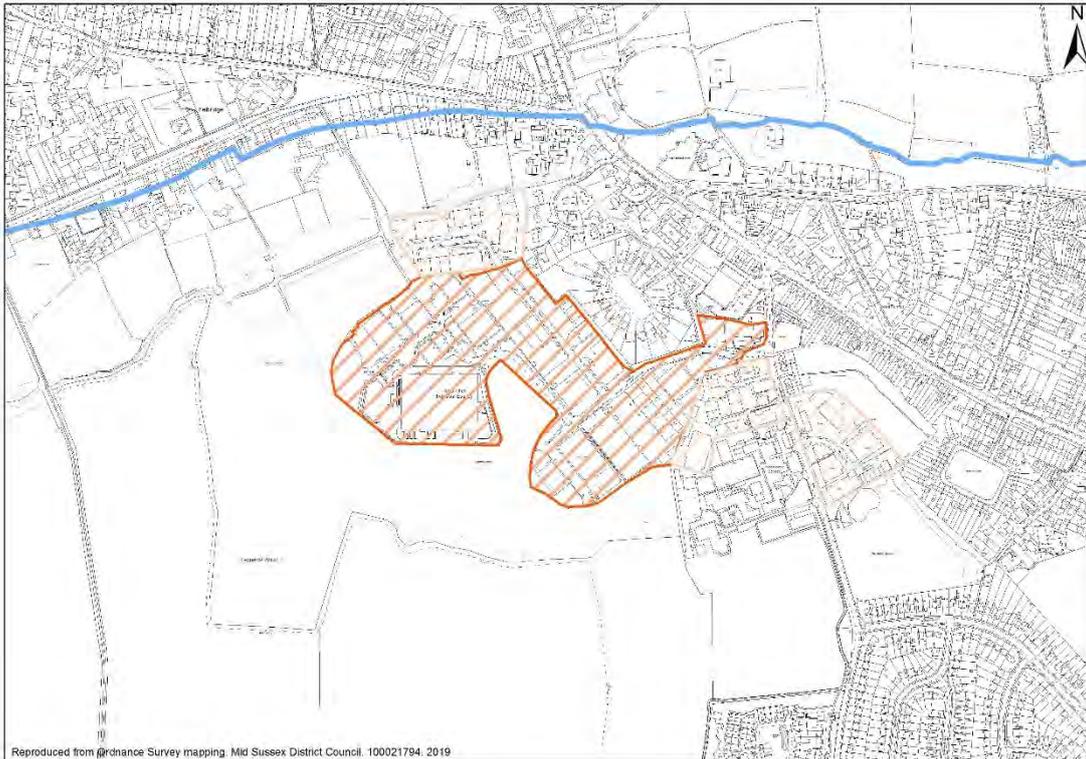
### 43-45 Cantelupe Road, East Grinstead

**SHELAA:** 414    **Settlement:** East Grinstead    **Gross Site Area (ha):** 0.03



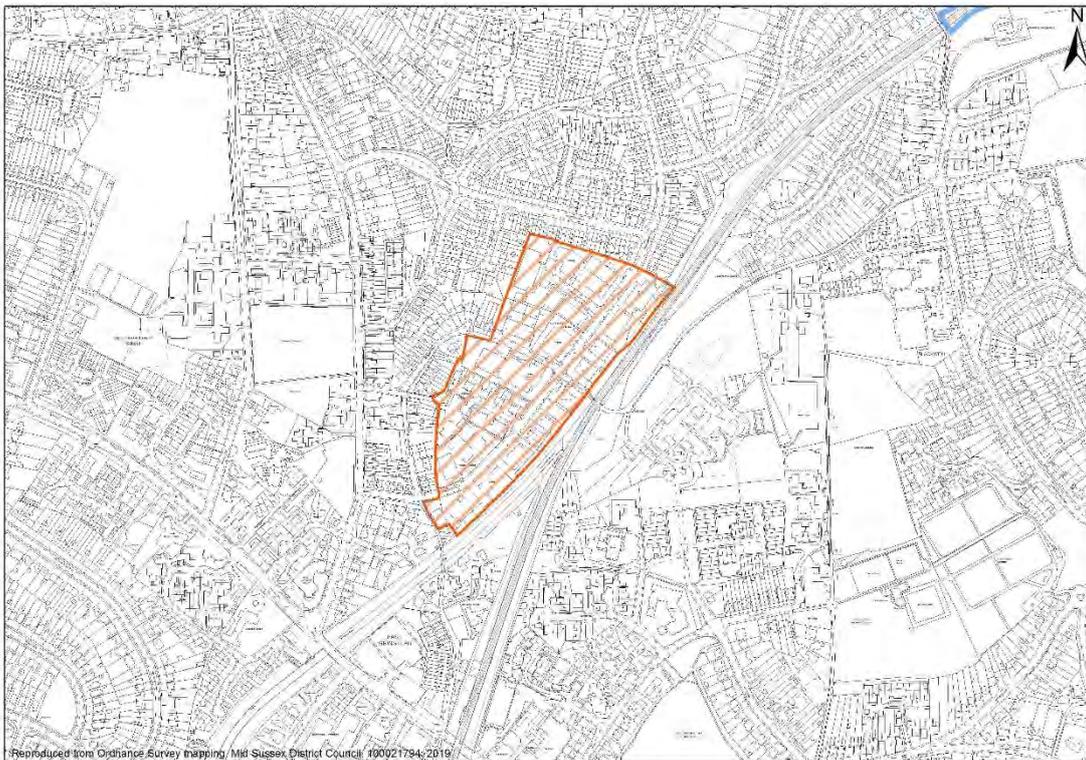
### Birches Industrial Estate, East Grinstead

**SHELAA:** 868    **Settlement:** East Grinstead    **Gross Site Area (ha):** 13.2



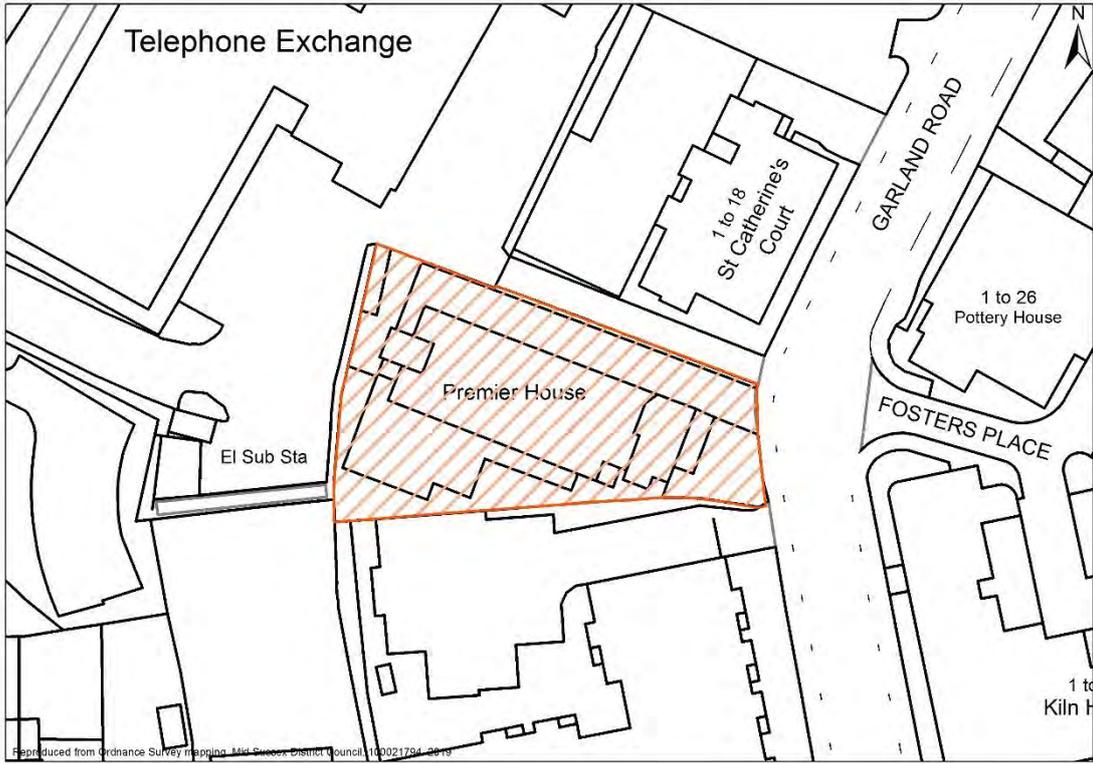
### Charlwoods Industrial Estate, East Grinstead

**SHELAA:** 222    **Settlement:** East Grinstead    **Gross Site Area (ha):** 5.7



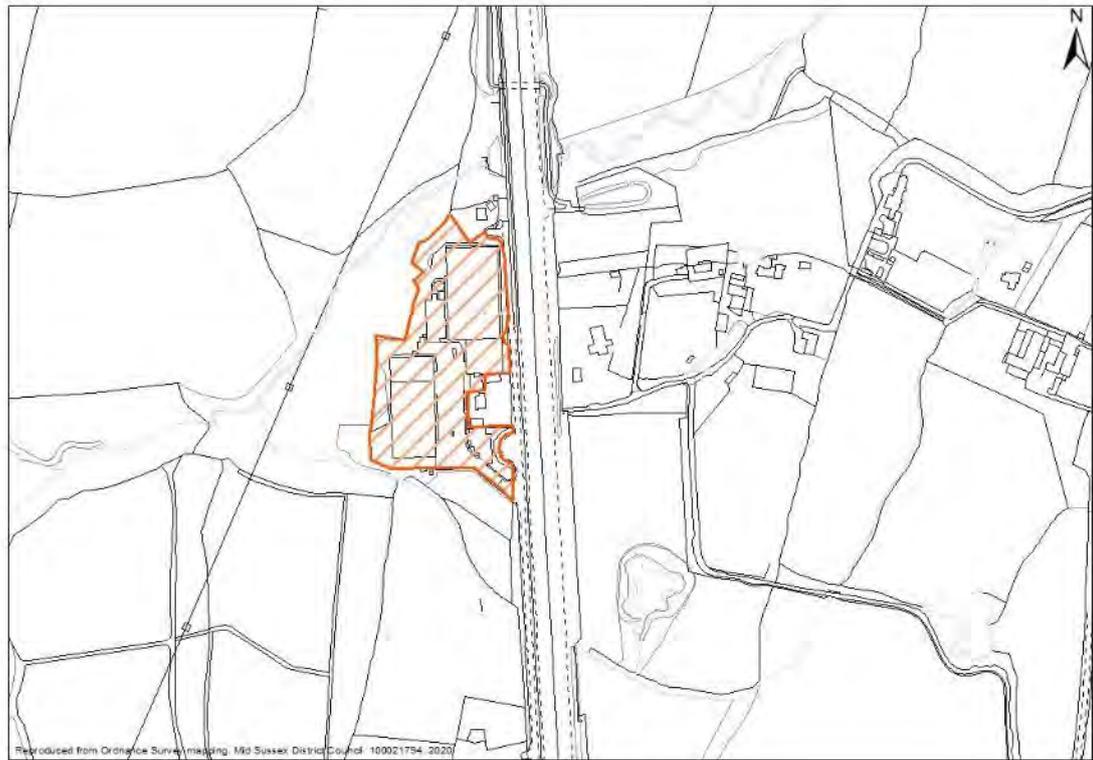
**Premier House, Garland Road, East Grinstead**

**SHELAA:** 323    **Settlement:** East Grinstead    **Gross Site Area (ha):** 0.12



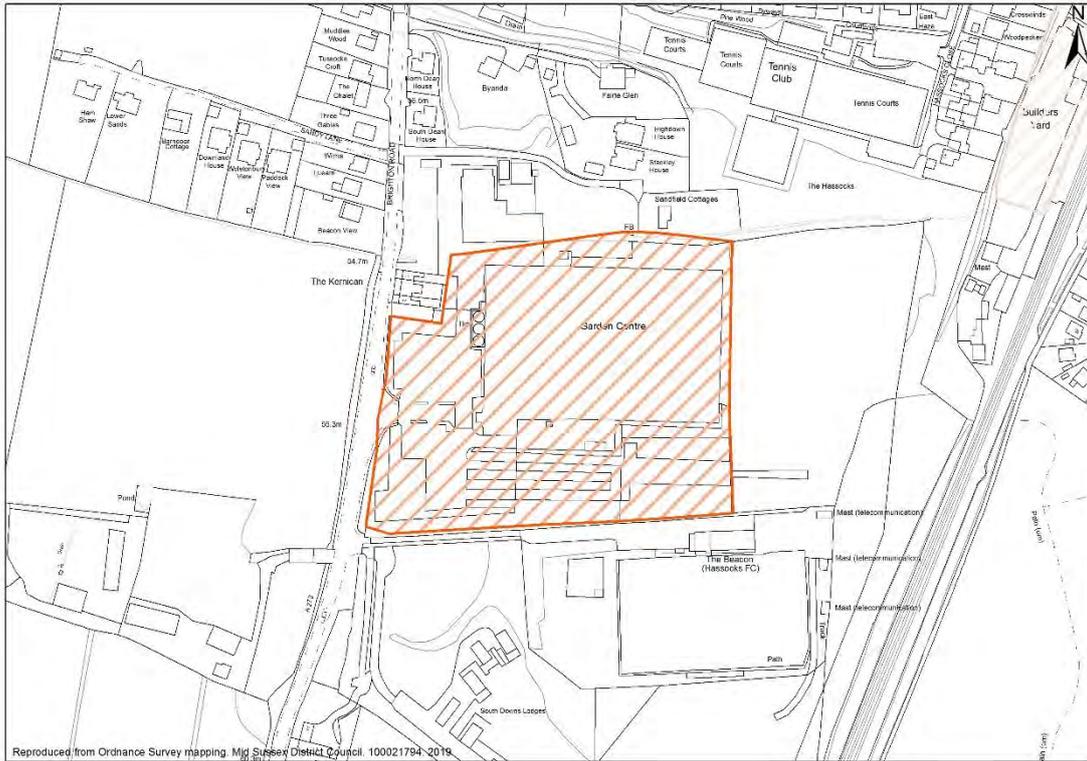
**Former Handcross Garden Centre, Handcross**

**SHELAA:** 605    **Settlement:** Handcross    **Gross Site Area (ha):** 2.6



**Tates (South Downs Garden Centre), Brighton Road, Hassocks**

**SHELAA: 171    Settlement: Hassocks    Gross Site Area (ha): 3.4**



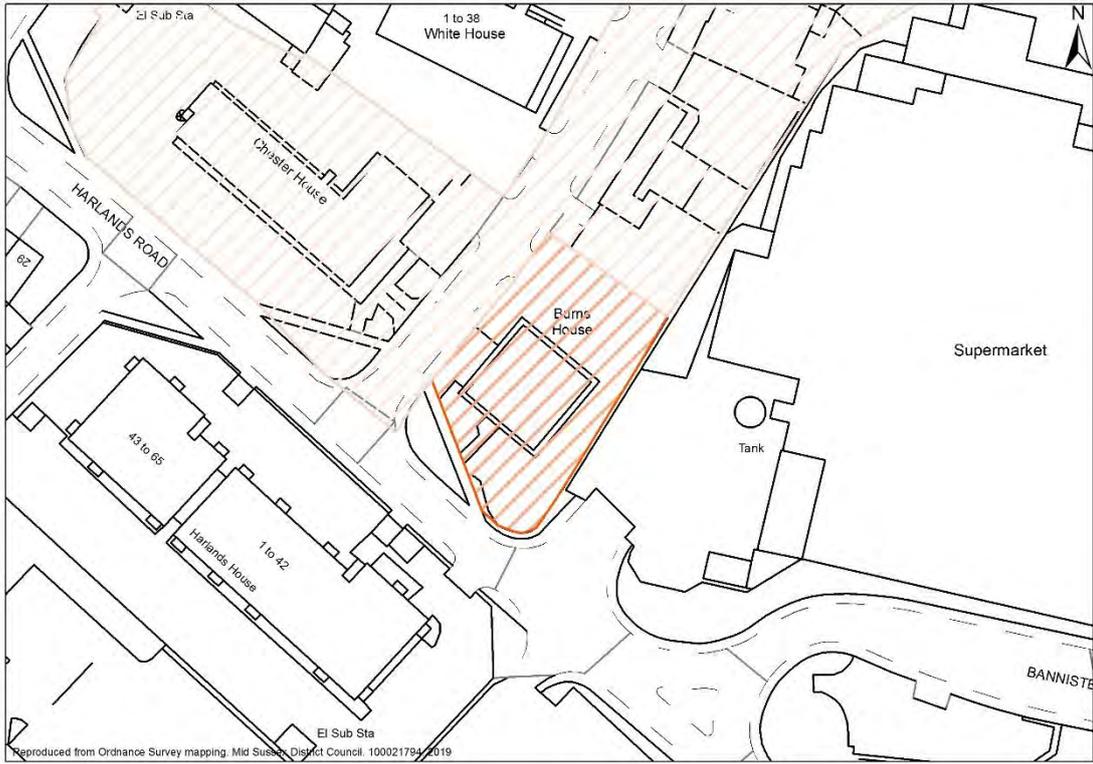
**Concord House, Balcombe Road, Haywards Heath**

**SHELAA: 353    Settlement: Haywards Heath    Gross Site Area (ha): 0.11**



**Burns House, Harlands Road, Haywards Heath**

**SHELAA: 708 Settlement: Haywards Heath Gross Site Area (ha): 0.13**



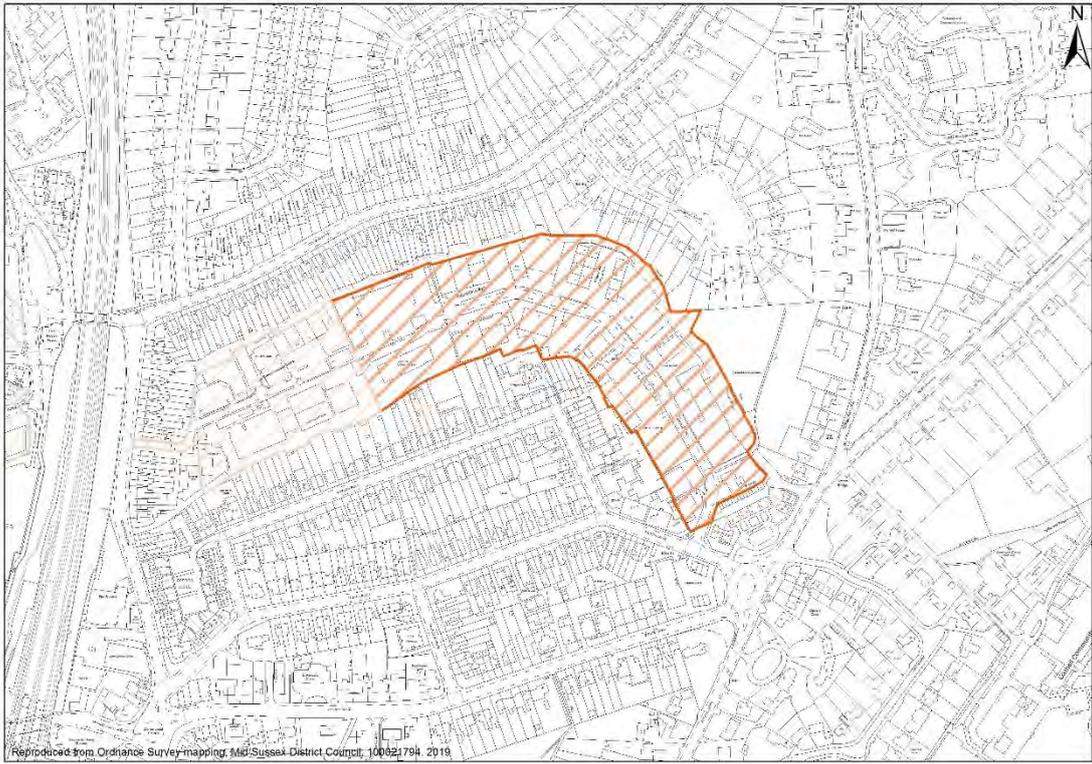
**Mill Green Business Park, Haywards Heath**

**SHELAA: 938 Settlement: Haywards Heath Gross Site Area (ha): 1.5**



### Bridge Road Industrial Estate, Haywards Heath

**SHELAA:** 935    **Settlement:** Haywards Heath    **Gross Site Area (ha):** 3.98



### Western Road Industrial Estate, Western Road, Haywards Heath

**SHELAA:** 877    **Settlement:** Haywards Heath    **Gross Site Area (ha):** 0.8



### Perrymount Road, Haywards Heath

**SHELAA:** 876 **Settlement:** Haywards Heath

**Gross Site Area (ha):** 1.9



### Burrell Road Industrial Estate, Haywards Heath

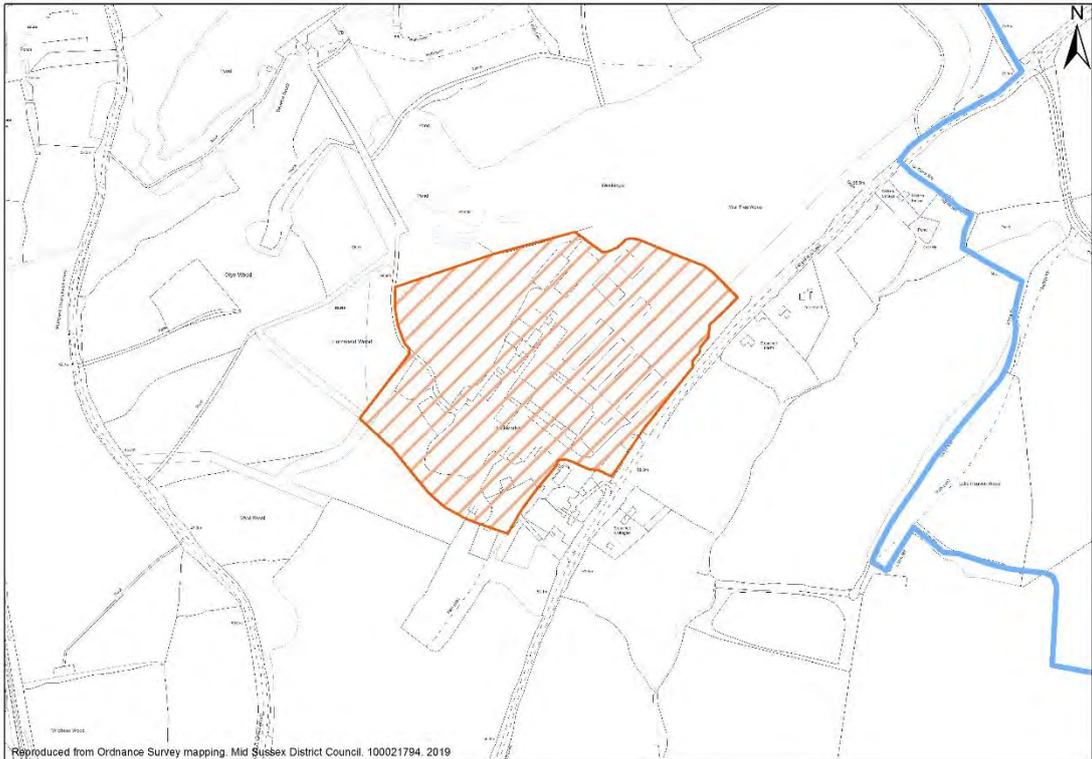
**SHELAA:** 875 **Settlement:** Haywards Heath

**Gross Site Area (ha):** 3.2



### Freshfield Lane Brickworks, Freshfield Lane, Danehill

**SHELAA:** 878    **Settlement:** Horsted Keynes    **Gross Site Area (ha):** 8.18



### Horsted Keynes Station, Station Approach, Horsted Keynes

**SHELAA:** 880    **Settlement:** Horsted Keynes    **Gross Site Area (ha):** 1.02



### Horsted Keynes Industrial Park, Horsted Keynes

<b>SHELAA:</b> 879	<b>Settlement:</b> Horsted Keynes	<b>Gross Site Area (ha):</b> 1.5
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### Danworth Farm, Cuckfield Road, Hurstpierpoint

<b>SHELAA:</b> 937	<b>Settlement:</b> Hurstpierpoint	<b>Gross Site Area (ha):</b> 1.59
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### Kings Business Centre, Reeds Lane, Sayers Common

**SHELAA:** 669    **Settlement:** Hurstpierpoint and Sayers Common    **Gross Site Area (ha):** 0.8



### Valley Farm Business Park, Reeds Lane, Sayers Common

**SHELAA:** 883    **Settlement:** Hurstpierpoint and Sayers Common    **Gross Site Area (ha):** 3.14



**Lindfield Enterprise Park, Lewes Road, Lindfield**

**SHELAA:** 884    **Settlement:** Lindfield    **Gross Site Area (ha):** 0.4



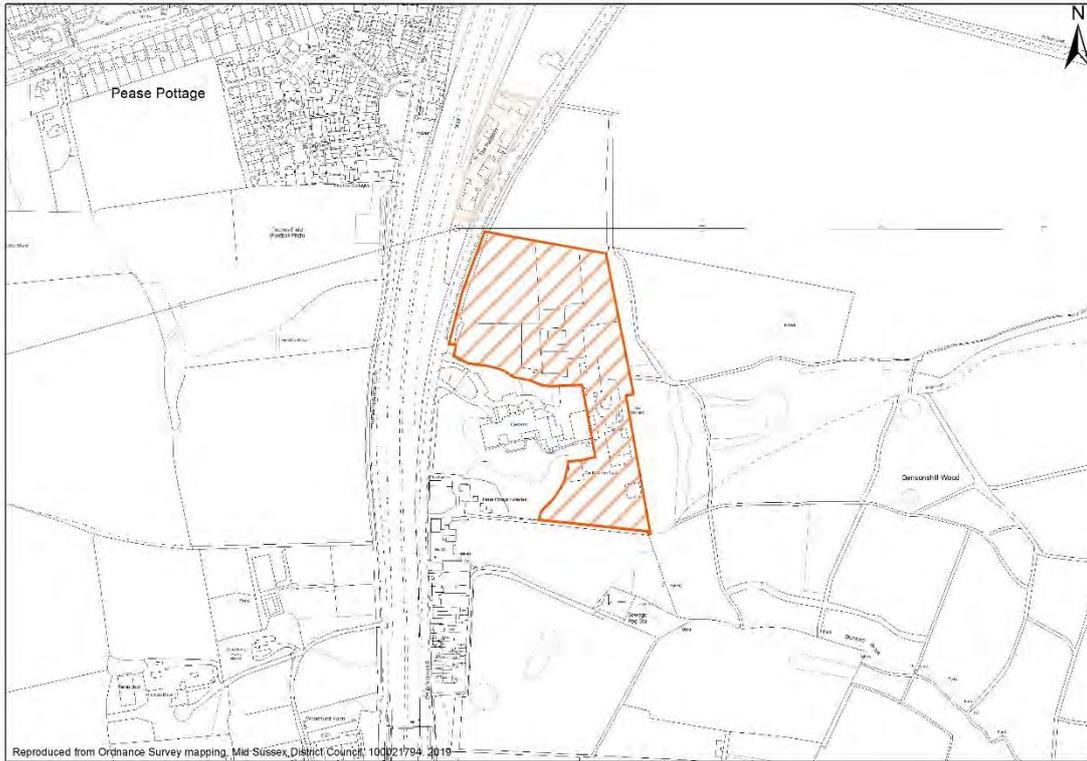
**Old Brighton Road South, Pease Pottage**

**SHELAA:** 648    **Settlement:** Pease Pottage    **Gross Site Area (ha):** 0.46



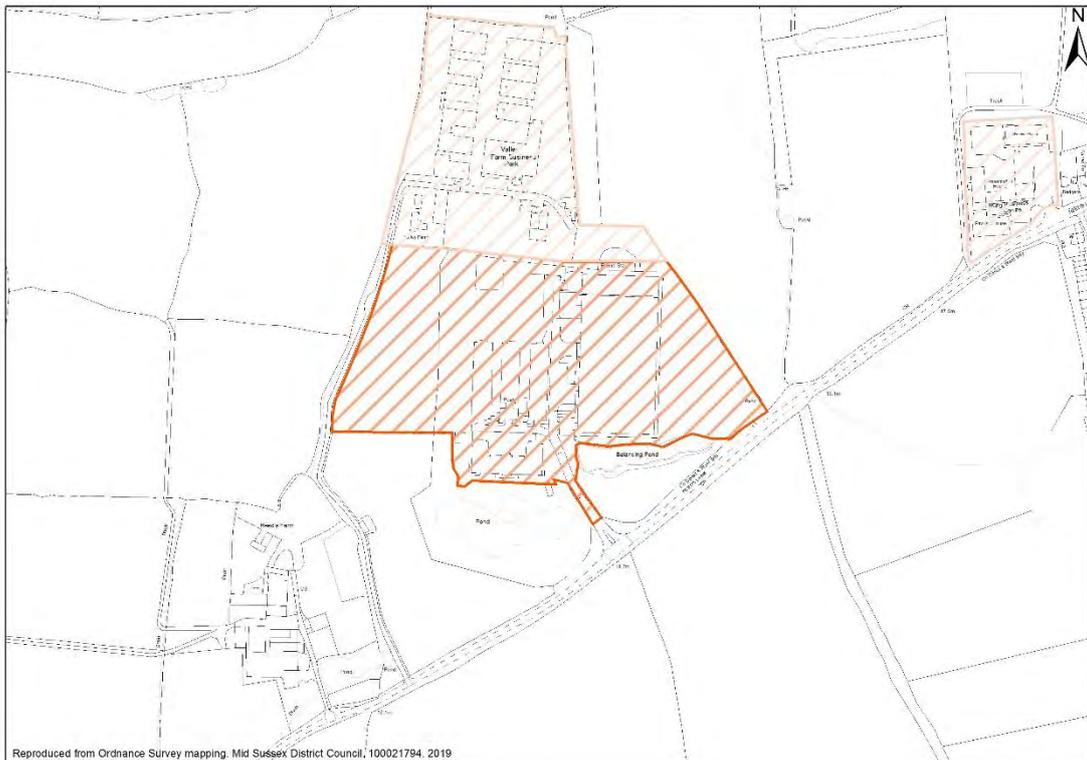
### Land Off Brighton Road (Parking/Recycling Zone), Pease Pottage

<b>SHELAA:</b> 885	<b>Settlement:</b> Pease Pottage	<b>Gross Site Area (ha):</b> 3.75
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### Avtrade Global, Reeds Lane

<b>SHELAA:</b> 882	<b>Settlement:</b> Sayers Common	<b>Gross Site Area (ha):</b> 4.03
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**Friday Ad, London Road, Sayers Common**

<b>SHELAA:</b> 944	<b>Settlement:</b> Sayers Common	<b>Gross Site Area (ha):</b> 1.36
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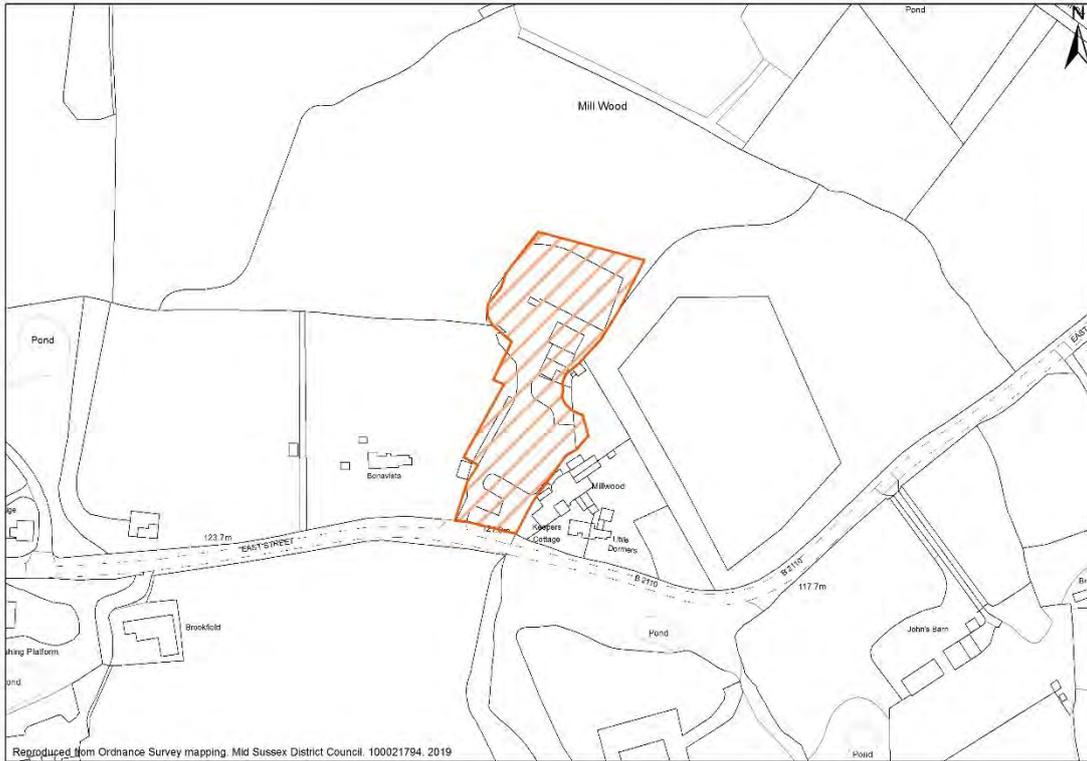
**The Pavillions, Brighton Road, Pease Pottage**

<b>SHELAA:</b> 887	<b>Settlement:</b> Slaugham	<b>Gross Site Area (ha):</b> 0.56
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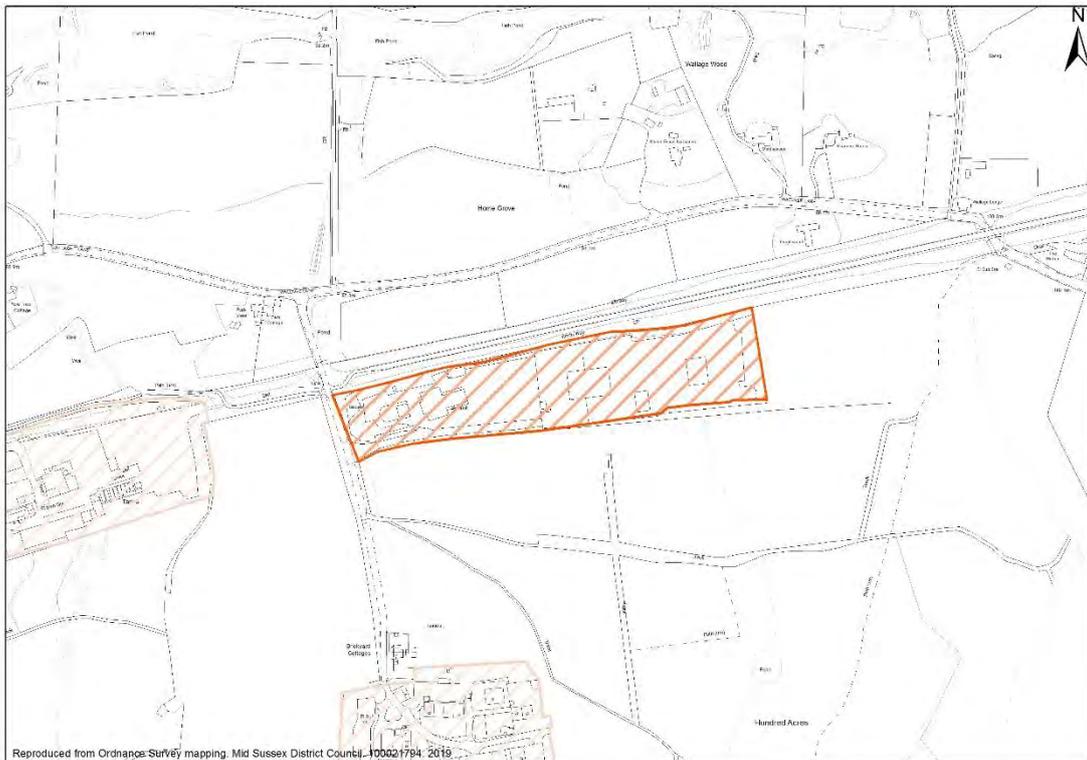
### Millwood Farm, East Street, Turners Hill

**SHELAA:** 927    **Settlement:** Turners Hill    **Gross Site Area (ha):** 0.7



### Rowfant Sawmills, Wallage Lane, Crawley Down

**SHELAA:** 606    **Settlement:** Turners Hill    **Gross Site Area (ha):** 2.8



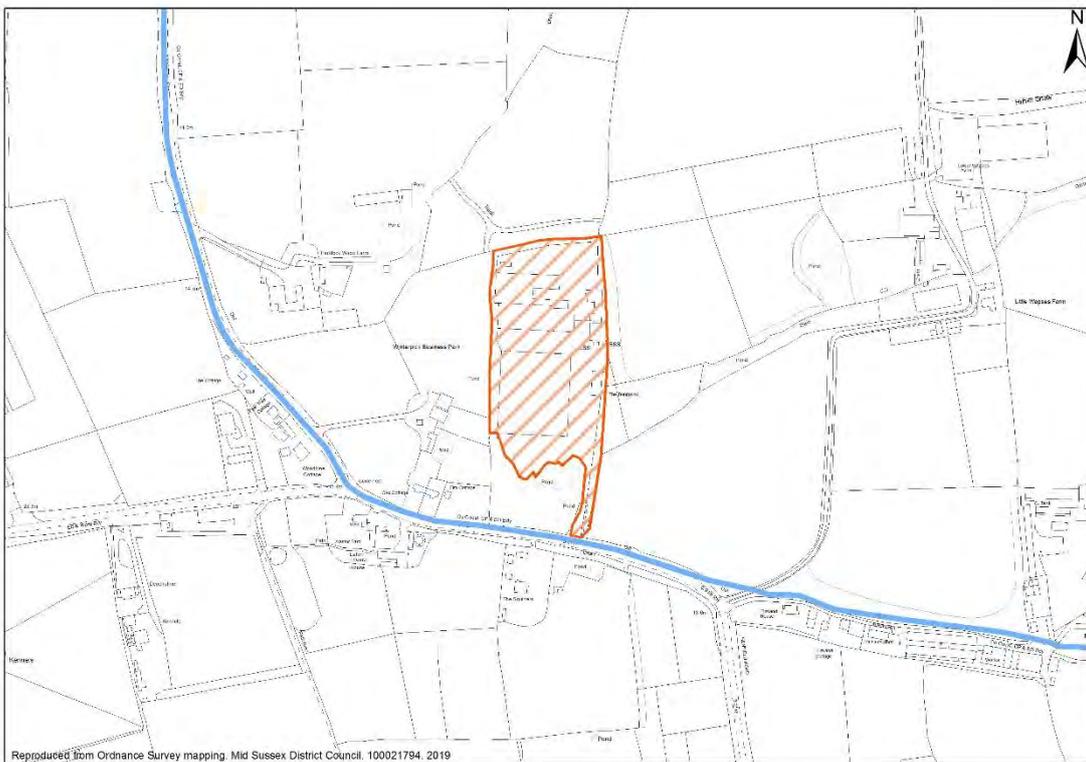
**Land at Face Lift London Road Hickstead**

<b>SHELAA:</b> 889	<b>Settlement:</b> Twineham	<b>Gross Site Area (ha):</b> 0.9
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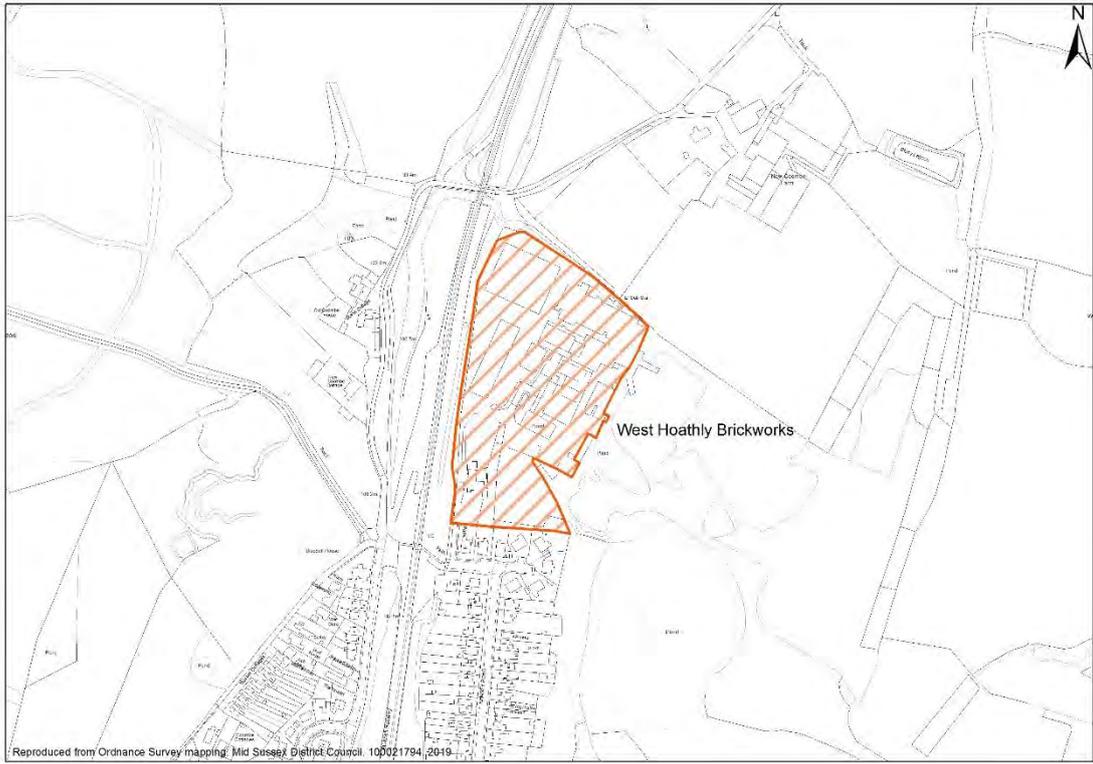
**Winterpick Business Park, Hurstpierpoint Road, Henfield**

<b>SHELAA:</b> 881	<b>Settlement:</b> Twineham	<b>Gross Site Area (ha):</b> 2.5
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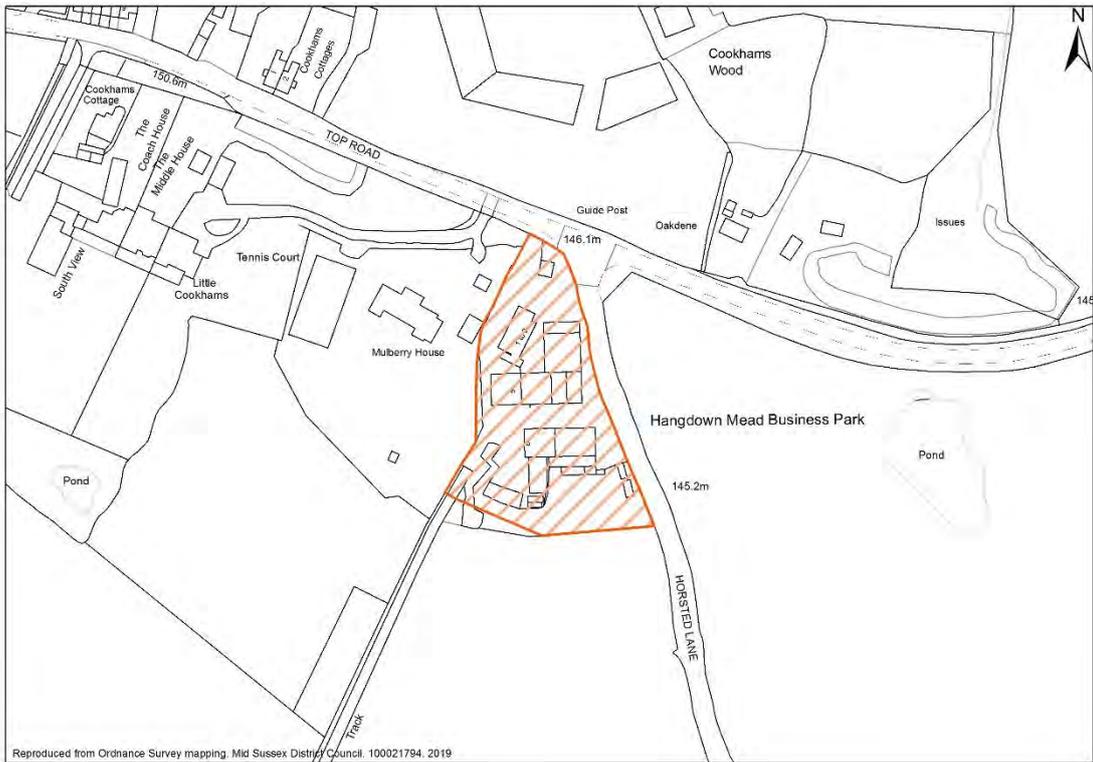
### Ibstock Brickworks, Sharpthorne

**SHELAA:** 386    **Settlement:** West Hoathly    **Gross Site Area (ha):** 3.136



### Hangdown Mead Business Park, Top Road, Sharpthorne

**SHELAA:** 928    **Settlement:** West Hoathly    **Gross Site Area (ha):** 0.53



## Appendix B: Monitoring Framework

### Monitoring Schedule

Policy	District Plan Objective	Indicator	Target	Implementation	Source
<b>SA1: Sustainable Economic Development – Additional Site Allocations</b>	7,8	Amount of employment land available on additional employment site allocations	Delivery to support sustainable economic development	Developers Local Authority	MSDC Monitoring
<b>SA2 – SA8: Employment Site Allocations</b>					
<b>SA9: Science and Technology Park</b>	7,8	Amount of employment land available by use class	Delivery of employment against the agreed phasing strategy, including use class mix	Developers Local Authority	MSDC Monitoring
<b>SA 10: Housing</b>	All	Net number of housing commitments by parish	Commitments in line with identified residual housing need	Developers, Local Authority, Highway authority, public agencies, utility companies and service providers	MSDC Monitoring
<b>SA11: Additional Housing Allocations</b>	All	Net number of housing completions on additional housing allocations	Delivery to maintain identified requirement for five year housing land supply	Developers, Local Authority, Highway authority, public agencies, utility companies and service providers	MSDC Monitoring
<b>SA12 – 33: Housing Site Allocations</b>		Completed infrastructure projects on additional housing allocations	Meet the infrastructure requirements set out in Infrastructure Delivery Plan (IDP)		

<b>Policy</b>	<b>District Plan Objective</b>	<b>Indicator</b>	<b>Target</b>	<b>Implementation</b>	<b>Source</b>
<b>SA 34: Existing Employment Sites</b>	7,8	Amount of employment land available on existing employment sites	Maximise to support sustainable economic development	Developers Local Authority	MSDC Monitoring
<b>SA 35: Safeguarding of Land for Strategic Highway Improvements</b>	6	Status of safeguarded land identified in policy	Continued safeguarding of land identified in policy if necessary	Highway Authority Local Authority	MSDC Monitoring
		Progress of transport schemes identified in policy	Delivery of transport schemes identified in policy		
<b>SA 36: Wivelsfield Railway Station</b>	6	Status of safeguarded land identified in policy	Continued safeguarding of land identified in policy if necessary	Highway Authority Local Authority	MSDC Monitoring
		Progress of expansion and upgrade of Wivelsfield railway station	Delivery of expansion and upgrade of Wivelsfield railway station		
<b>SA 37: Burgess Hill/ Haywards Heath Cycle Network</b>	6	Status of safeguarded land identified in policy	Continued safeguarding of land identified in policy	Highway Authority Local Authority	MSDC Monitoring
		Progress of strategic cycle network identified in policy	Delivery of a dedicated strategic cycle network identified in policy		

<b>Policy</b>	<b>District Plan Objective</b>	<b>Indicator</b>	<b>Target</b>	<b>Implementation</b>	<b>Source</b>
<b>SA 38: Air Quality</b>	2,3	Number of Air Quality Managements Areas (AQMAs) within the District	Minimise poor air quality in the District	Highway Authority Local Authority	MSDC Monitoring
		Number of applications refused as contrary to advice given by Environmental Protection Officer	Minimise poor air quality in the District		

## Glossary

**Adopted Policies Map** – This shows the sites identified for development and areas where particular policies apply. It will be updated as each part of the Development Plan is adopted.

**Ancient Woodland** – Areas that have had continuous woodland cover since 1600.

**Area of Outstanding Natural Beauty (AONB)** – Areas designated to conserve and enhance natural beauty, wildlife and cultural heritage; and to meet the need for quiet enjoyment of the countryside and have regard for the interests of those who live and work within them. For example, the High Weald AONB.

**Commitments** – Sites already in the planning process which have planning permission for residential development or are allocated in the Development Plan.

**Development Plan** – Is defined in section 38 of the *Planning and Compulsory Purchase Act 2004 (as amended)*, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the Development Plan, unless the local planning authority decides that the neighbourhood plan should not be made.

**Development Plan Document (DPD)** – These contain the detailed policies and proposals of the Development Plan and are subject to a rigorous statutory process, including community involvement. They are required to carry out a Sustainability Appraisal and are subject to independent examination and Council agreement before adoption. These documents include the District Plan and the Site Allocations DPD.

**District Plan** – The Mid Sussex District Plan 2014-2031 is the Local Plan for Mid Sussex, setting out the spatial strategy and strategic policies for the district to deliver sustainable development.

**Economic viability** – The financial feasibility of development.

**Evidence base** – The evidence that any Development Plan Document is based on. It is made up of the views of stakeholders and background research about the area.

**Green infrastructure** – A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Habitats Regulations Assessment (HRA)** – An assessment of the potential effects of planning policies on European nature conservation sites.

**Infrastructure** – Includes roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities; and open spaces.

**Infrastructure Delivery Plan (IDP)** – Identifies infrastructure needed to support new homes and businesses over the Plan period.

**Local Development Scheme (LDS)** – A Local Development Scheme is required under section 15 of the *Planning and Compulsory Purchase Act 2004 (as amended)*. This document sets out the timetable for the preparation of Development Plan Documents which, when prepared, will comprise part of the Development Plan.

**Local Economic Partnership (LEP)** – Private/public sector partnerships that have a clear remit to drive sustainable private sector led growth. Mid Sussex is within the Coast to Capital LEP.

**Local Nature Reserve (LNR)** – Designated by the local authority and managed for either nature conservation or to provide recreational opportunities to communities.

**Local Plan** - A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In Mid Sussex this is known as the District Plan.

**Monitoring Report** – To support the Development Plan, the annual monitoring report assesses the implementation of the local development scheme and the extent to which policies in Development Plan Documents are being successfully implemented.

**National Planning Policy Framework (NPPF) (2019)** – The revised National Planning Policy Framework was updated on 19 February 2019 and sets out the government’s planning policies for England and how these are expected to be applied.

**Neighbourhood Plans** – A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood Development Plan in the Planning and Compulsory Purchase Act 2004.

**Objectively Assessed Need (OAN)** – The total amount of housing that would be needed to meet, as a minimum, expected levels of growth in population over the plan period.

**Planning Practice Guidance** – A web-based resource containing categorised planning guidance to accompany national planning policy.

**Section 106 Agreement** – A binding agreement between the Council and a developer on the occasion of granting a planning permission, regarding matters linked to the proposed development. Used to secure matters necessary to render planning applications acceptable by offsetting the costs of the external effects of development e.g. on local schools, which could not be secured through the imposition of planning conditions.

**Section 278 Agreement** – A binding agreement between the County Council and a developer used to secure necessary highway improvements to make development acceptable in planning terms.

**Sites of Nature Conservation Importance (SNCI)** – Locally important sites of nature conservation adopted by local authorities for planning purposes and identified in the local Development Plan.

**Sites of Special Scientific Interest (SSSI)** – Areas identified by Natural England as being of special interest for their flora, fauna, or geological or physiographical features.

**Special Area of Conservation (SAC)** – Areas given special protection under the European Union’s Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**Special Protection Area (SPA)** – Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

**Statement of Community Involvement (SCI)** – A document which sets out how the Council will engage communities on the preliminary stages of plan-making.

**Strategic Access Management and Monitoring (SAMM)** – A strategy setting out the measures that provide part of the mitigation for new residential development within 7km of the Ashdown Forest SPA. These measures focus on protecting the SPA from new recreational pressures through managing access (visitor) behaviour and monitoring both birds and visitors.

**Strategic Flood Risk Assessment (SFRA)** – An assessment by the District Council to inform the Local Development Framework of fluvial, surface water, groundwater, infrastructure and reservoir flood risks.

**Suitable Alternative Natural Greenspace (SANG)** – Green space that is of a quality and type suitable to be used as mitigation for the potential impact of development near the Ashdown Forest Special Protection Area.

**Supplementary Planning Documents (SPD)** – These give further explanation and detail to policies in the Development Plan. They are subject to a statutory process including community involvement and sometimes a Sustainability Appraisal. SPDs are not subject to independent examination, but require Council agreement before adoption.

**Sustainability Appraisal** – Sustainability Appraisal (incorporating Strategic Environmental Assessment (SEA)) is a tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. social, economic and environmental factors). It is required under the Planning and Compulsory Purchase Act to be carried out on all Development Plan Documents and Supplementary Planning Documents.

**Sustainable Development** – At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Drainage Systems (SuDS)** – These are drainage systems designed to manage surface water and groundwater to sustainably reduce the potential impact of new and existing developments.