

MID SUSSEX DISTRICT COUNCIL

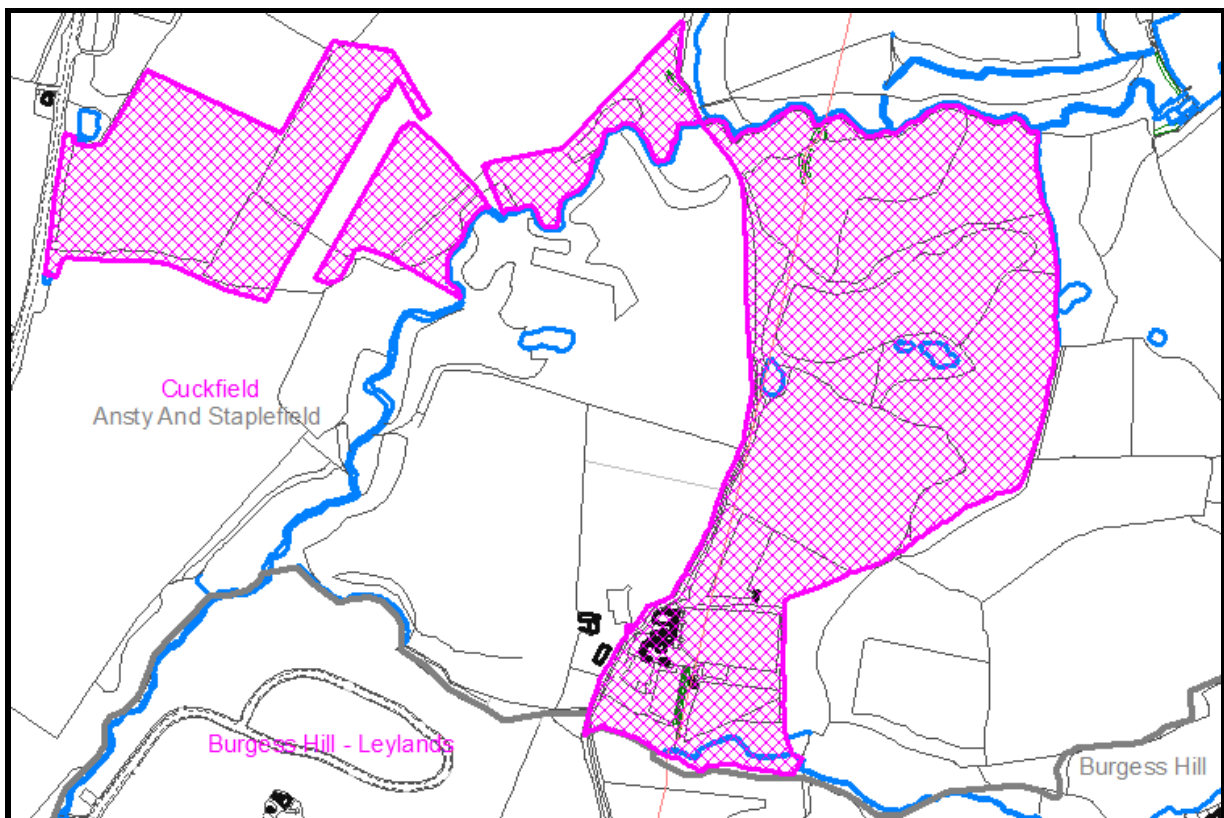
District Wide Committee

19 MAY 2022

RECOMMENDED FOR PERMISSION

Ansty And Staplefield

DM/21/3870



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BURGESS HILL NORTHERN ARC, LAND NORTH AND NORTH WEST OF BURGESS HILL, BETWEEN BEDELANDS NATURE RESERVE IN THE EAST AND, GODDARD'S GREEN WASTE WATER TREATMENT WORKS IN THE WEST

RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE APPLICATION DM/18/5114, TO CONSIDER ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR THE ERECTION OF 247 DWELLINGS, ALTERATIONS TO LOWLANDS FARM AND ITS CONVERSION TO FORM 2 DWELLINGS, ASSOCIATED CAR PARKING, OPEN SPACE AND INFRASTRUCTURE, INCLUDING AN EXTENSION TO BEDELANDS NATURE RESERVE AND PROVISION OF THE GREEN CIRCLE (PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE) AND PEDESTRIAN/CYCLE ROUTE FOR SUB-PHASES P1.3, P1.5, P1.6, OS1.5, OS1.6 AND PART OF OS1.1A, OS1.1B AND OS1.2N TO THE EAST OF ISAACS LANE AND LOWLANDS FARM AT THE NORTHERN ARC DEVELOPMENT ON LAND NORTH AND NORTH-WEST OF BURGESS HILL (AMENDED DESCRIPTION FOLLOWING THE RECEIPT OF AMENDMENTS)

MR MICHAEL BIRCH

POLICY: Ancient Woodland / Area of Special Control of Adverts / Built Up Areas / Countryside Area of Dev. Restraint / Classified Roads - 20m buffer / Flood Map - Zones 2 and 3 / Informal Open Space / Local Nature Reserve / Local Wildlife Sites / Methane Gas Safeguarding / Planning Agreement / Planning Obligation / Public Right Of Way / Aerodrome Safeguarding (CAA) / Sewer Line (Southern Water) / Tree Preservation Order / Archaeological Notification Area (WSCC) / Minerals Local Plan Safeguarding (WSCC) / Waste Local Plan Site (WSCC) /

ODPM CODE: Largescale Major Dwellings

13 WEEK DATE: 4th February 2022

WARD MEMBERS: Cllr Robert Salisbury / Cllr Pete Bradbury /

CASE OFFICER: Louise Yandell

PURPOSE OF REPORT

To consider the recommendation of the Divisional Leader for Planning and Economy on the application for planning permission as detailed above.

EXECUTIVE SUMMARY

This application seeks Reserved Matters consent pursuant to outline application DM/18/5114 for access, appearance, landscaping, layout and scale for the erection of 247 dwellings, alterations to Lowlands Farm and its conversion to form 2 dwellings, associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of part of the Green Circle (pedestrian/cycle/equestrian route) for Sub-Phases P1.3, P1.5, P1.6, OS1.5, OS1.6 and part of OS1.1a, OS1.1b and OS1.2N of the Northern Arc.

DM/18/5114 granted consent in October 2019 for the following development: Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.

The principle of the development has been established through the granting of the outline planning permission DM/18/5114. The site is also part of a strategic allocation in the District Plan and a Masterplan and Infrastructure Delivery Plan have been approved as material planning considerations for the site.

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the development plan and then to take account of other material planning considerations including the NPPF.

The details of the reserved matters of the layout, scale, appearance and landscaping of the site need to be assessed against the relevant policies in the development plan. In making an assessment as to whether the proposal complies with the development plan, the Courts have confirmed that the development plan must be considered as a whole, not simply in relation to any one individual policy. It is therefore not the case that a proposal must accord with each and every policy within the development plan.

The impact of the scheme on the surrounding landscape and the trees is considered acceptable.

The proposal is considered acceptable in respect of the visual impact with the design being supported by the Council's Urban Designer, the Design Review Panel and the Council's Tree Officer.

The proposal preserves the significance of Lowlands Farm (a non-designated heritage asset) and has no unacceptable impact on any other heritage assets. The proposal is supported by the Council's Heritage Officer.

The proposal also provides a good level of play space and open space in accordance with District Plan policy.

No objections are raised to the proposal by the local highway authority and in the absence of any technical objections there are not deemed to be any reasonable grounds to refuse the application on highways related matters. Adequate levels of car and cycle parking are provided.

The affordable housing provision of 75 units is policy compliant (30%) and the mix of units and their location also accords with the Council's requirements.

The proposal will not result in demonstrable significant harm to neighbouring residential amenity and the scheme will provide a good standard of accommodation for future occupiers.

There are no technical reasons to object to the scheme in respect of water resources, flood risk and drainage.

The proposal accords with the Council's sustainability policy requirements.

With regards to ecological and biodiversity, the proposal would deliver in excess of the 10% Biodiversity Net Gain requirement of the outline planning permission. The proposal would have an acceptable impact on protected species.

The application is deemed to comply with policies DP4, DP6, DP7, DP9, DP20, DP21, DP22, DP23, DP26, DP28, DP29, DP30, DP31, DP34, DP37, DP38, DP39, DP41 and DP42 of the Mid Sussex District Plan, the Northern Arc Masterplan (2018), the Northern Arc Infrastructure Delivery Plan and Phasing Strategy (2018) and the NPPF.

The application is therefore recommended for approval, subject to the conditions listed in Appendix A.

RECOMMENDATION

It is recommended that planning permission be granted subject to the conditions set out in Appendix A.

SUMMARY OF REPRESENTATIONS

Three representations have been received commenting as follows:

- Destruction to the countryside
- Loss of trees and natural habitat
- Increased noise
- Increased traffic
- Focus should be on developing Burgess Hill Town Centre and providing meaningful facilities
- Lacks ambition required to tackle climate emergency
- Committing Burgess Hill to allow an additional 262 Kg of CO2 despite passive houses being built elsewhere
- Energy and Sustainability statement makes no assessment of the CO2 impact of the construction process and no ambitious proposals to tackle waste. The IPCC are very clear that all new buildings must be zero carbon and zero energy now if we are to meet our 1.5°C commitments.
- Loss of Burgess Hill Golf Centre (Officer note: this application does not include Burgess Hill Golf Centre and this is therefore not relevant to this reserved matters application. It should be noted that the golf centre is proposed to be lost as part of other areas of Northern Arc development, the principle of which was accepted when the main outline application (DM/19/5114) was approved).

These issues are dealt with in the various sections below.

SUMMARY OF CONSULTEES

MSDC Urban Designer	No objections subject to conditions
MSDC Design Review Panel	<p>Design Review Panel 24/03/22:</p> <p>Commended design progress but considered that further consideration should be given to:</p> <ul style="list-style-type: none"> • Landscaping/hard surfacing including: <ul style="list-style-type: none"> • Turning areas • Parking • Pedestrian routes • Materials • Management • Path widths • Planting • Pumping station/substation • Integration with eastern neighbourhood centre and school • Siting of PVs • Air ducts/vents for hot water pumps • Overheating

	<ul style="list-style-type: none"> • Roofs of garages on plots 243 & 244 • Flat layouts • Cycle parking <p>Panel supported the scheme subject to the above changes being made.</p> <p>Design Review Panel 13/01/22</p> <p>Further consideration should be given to:</p> <ul style="list-style-type: none"> • Sustainability • Design of flats • Rear elevations • Green route running north-south from neighbourhood centre to school • What is happening beyond the red line boundary • Car ports in preference to garages • Car parking around village green • Distances between coach houses and flats • Roman road being integrated into the scheme <p>Panel did not support the scheme.</p>
MSDC Drainage Engineer	<p>No objection. The drainage strategies submitted meet the requirements of the Drainage Masterplan and therefore do not object to the details being addressed as part of a future discharge of conditions application.</p>
MSDC Tree Officer	<p>Parcels P1.5, P1.6, OS1.5, OS1.6 & OS1.2N (south of the Eastern Bridge and Link Road):</p> <ul style="list-style-type: none"> • All the relevant documents appear to have been submitted in sufficient detail to constitute a reserved matter, including technical details of planting pits. • A reasonable and appropriate selection of trees has been made, however, a number of unsuitable trees have been included, which should be replaced with British natives <p>Green Circle within OS1.2 (north of the Eastern Bridge and Link Road):</p> <ul style="list-style-type: none"> • Lack of detail, to be conditioned • Concern with regard to the use of limestone within RPAs , with the potential to leach into rooting areas of adjacent trees. • Note the intention to divert the path around valuable trees where possible and narrow the path where this is not possible. This is welcome. • Tree survey, an AIA and method statement required. <p>Bedelands Nature Reserve Extension - OS1.1a and OS1.1b</p> <ul style="list-style-type: none"> • Noted that all trees will be retained. • An AIA, tree survey and method statement will be required. A topography schedule detailing treatments

	<p>of trees and paths where there are slopes, should also be supplied.</p> <ul style="list-style-type: none"> • I have concerns about muddy 'mown paths'. The ground here is susceptible to flooding. • I am also concerned about the use of limestone and potential leaching through to tree roots. • Although some detail is shown in relation to planting pits, fence design should include details of post holes being lined to prevent leaching of concrete etc, therefore, further details required. <p>Parcel P1.3</p> <ul style="list-style-type: none"> • Some species of concern, these trees should be replaced with natives such as oak, where larger species required and potentially with field maple where smaller specimens are required.
MSDC Heritage Officer	<p>Additional comments dated 03/05/22:</p> <ul style="list-style-type: none"> • Amendments address the concerns previously raised and in terms of the reopening of the barn doors will reintroduce some the character that the building has lost due to previous harmful alterations. • Proposal now considered to preserve the character of the NDHA, subject to detail which can be controlled by condition. <p>Original Comments dated 19/04/22:</p> <p>Further detail required with regards to:</p> <ul style="list-style-type: none"> • Demolition and roof plans • Position, size and form of some of the proposed new openings • Retention of the surviving original cross frames which are a feature of the surviving original roof structure • Creation of double height space (sections required)
MSDC Housing Needs Officer	No objection
MSDC Ecological Consultant	<ul style="list-style-type: none"> • Significant impacts on protected / notable species can be avoided, adequately mitigated or, as a last resort, compensated for in accordance with the requirements of DP38 and Policy 180 of the NPPF. • Where a European protected species licence is required, it will be feasible to demonstrate to Natural England that the derogation tests can be met, including maintaining favourable conservation status of the species concerned. • Further information required with regards to hedgerow status. • Further information required with regards to Biodiversity Net Gain calculations and where here is a

	shortfall, offsetting options within the wider Northern Arc should be agreed.
WSCC Highways	<p>Additional comments dated 3/5/22:</p> <p>No objection subject to conditions</p> <p>Original comments dated 2/12/2021:</p> <p>Additional information requested:</p> <ul style="list-style-type: none"> • Separation of refuse and fire tender tracking • Vehicle tracking for P1.3 and P.16 • Clarification on refuse strategy for P1.5 • Details of the interaction between the carriageway in front of plots 206/7 and the shared • use facility • Further details on the provision of the greenlink in the South East corner of P1.5
WSCC Rights of Way	General comments on the proposed upgrade of existing footpath to Bridleway (Officer comment: the red line was amended during the course of this application with the expectation that a separate application dealing with the proposed Improvements will be considered later in the programme).
Environment Agency	No objection subject to a condition requiring the delivery of a maintenance access to the river.

ANSTY AND STAPLEFIELD PARISH COUNCIL COMMENTS

The Parish Council noted that Highways have requested more information before they can comment further (Officer note: WSCC Highways initially requested further details, these have now been provided and WSCC Highways support the scheme).

INTRODUCTION

This application seeks Reserved Matters for the approval of the appearance, landscaping, layout and scale of:

- the erection of 247 dwellings,
- alterations to Lowlands Farm and its conversion to form 2 dwellings,
- associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of part of the Green Circle (pedestrian/cycle/equestrian route)
- for Northern Arc Sub-Phases P1.3, P1.5, P1.6, OS1.5, OS1.6 and part of OS1.1a, OS1.1b and OS1.2N following outline planning approval under DM/18/5114.

RELEVANT PLANNING HISTORY

Relevant history on the application site

DM/18/5114 (Northern Arc)	Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.	Approved 04/10/19
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DM/21/3279	Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 5 (approved parameter plans), 6 (accordance with Design Guide) , 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland) on planning permission DM/18/5114 to allow amendments to parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual and allow phased submission details for archaeology and drainage details.	Currently under consideration.
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Relevant history surrounding the site

DM/18/3309 (Northern Arc)	Display of 1 non illuminated advertisement panel on 76 mm posts for new strategic mixed use development	Approved 11/10/18
DM/18/3311 (Northern Arc)	Display of 1 non illuminated advertisement panel on 76 mm posts for new strategic mixed use development	Approved 16/10/18
Freeks Farm: DM/18/0509	Residential development comprising up to 460 dwellings, public open space, recreation areas, play areas, associated infrastructure including roads, surface water attenuation and associated demolition (outline application with all matters reserved except for principal means of access from Maple Drive) at Land to the west of Freeks Lane.	Approved 24/07/2019
DM/19/3845	Approval of reserved Matters pursuant to Condition 1 of DM/18/0509 for the erection of 460 dwellings, including public open space, play areas, associated infrastructure including	Approved 19/12/2019

	roads, surface water attenuation and associated demolition.	
DM/21/3801	Proposed signage.	Currently under consideration
Eastern Bridge and Link Road: DM/19/3313 (Northern Arc – east of Isaacs Lane and west of Freeks Farm)	Construction of a single carriageway link road from Isaacs Lane to Freeks Farm comprising a new all-movements junction on A273 Isaac's Lane, highway comprising 6.1 - 6.5m carriageway with separate 4.5m 'Green Superhighway' and 3m cycle/footway provision on the north side and 2m footway on the south side segregated from the carriageway by landscaped verges, including all-modes bridge across the River Adur, constructed to an adoptable standard, together with, earthworks, surface water and foul drainage infrastructure, utilities corridors, street lighting, landscaping and temporary fencing.	Approved 04/10/2019
DM/21/4355	Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 4 (compliance with Ecology State) and 15 (compliance with submitted plans) of planning permission DM/19/3313 to allow amendments to Ecology Strategy and amendments to the road layout and signage and the addition of a road crossing for equestrian users, cyclists and pedestrians.	Currently under consideration
Cycle Superhighway and Bridge between the Eastern Bridge and Link Road and Freeks Farm: DM/21/2166	Formation of a section of shared surface pedestrian and cycleway	Approved 07/04/2021

	forming part of the Burgess Hill Northern Arc Green Super Highway, including a bridge crossing over the River Adur.	
Western Link Road: DM/20/0254	Reserved Matters application for DM/18/5114 - the first phase of the Western Link Road, comprising the construction of a new all-movements roundabout on the A273 Jane Murray Way, a single-carriageway 7.3-metre wide highway link with two 3-metre shared footways/cycleways and two 2.75-metre verges, connecting to the A2300 via a new all-movements roundabout, junction to the UKPN electricity substation, junction to future employment uses, zones for two minor junctions, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting, and landscaping. Amended plans and updated supported documents received 17th March 2020 detailing amendments including the extension of the southern boundary of the site to accommodate increased drainage basins and inclusion of bridleway on north side of A2300. (Transport note received 30th April, Amended plans received 12th May showing minor increase in width of application site area either side of the proposed link road corridor and amended biodiversity report, planning statement and additional sections received 29th May).	Approved 10/07/2020
Oak Barn: DM/20/2671	Realignment of existing car park, provision of new access off B2036 Cuckfield Road, demolition of part of the existing driving range building at the Burgess Hill Golf Centre and associated hard and soft landscaping at the Oak Barn Restaurant.	Approved 21/07/2020

SITE AND SURROUNDINGS

The site forms part of the Northern Arc, within the north east section of the development. The site largely comprises agricultural land interspersed with hedgerows and scattered woodland. The site has two distinct areas to the west and east of the river Adur. Between the two parcels lies the river Adur and the Freeks Farm Development (DM/18/0509 & DM/19/3845) which is currently under construction.

The area to the west of the river Adur extends both sides of the Eastern Bridge and Link Road which will link Isaacs Lane with the Freeks Farm development (DM/19/3313) and will also serve some of the residential units proposed as part of this development. Isaac Lane bounds the site to the west. This part of the site is surrounded by open spaces, however the masterplan indicates that the secondary school will be located to the north, and housing, the Eastern Neighbourhood Centre and open spaces (the Eastern Neighbourhood Park and the river corridor) will be located to the south.

The area of the site to the east of the river Adur is bound by Freeks Lane, a Public Right of Way to the west and Bedelands Nature Reserve to the east.

APPLICATION DETAILS

This application seeks Reserved Matters for the approval of the appearance, landscaping, layout and scale of:

- the erection of 247 dwellings,
- alterations to Lowlands Farm and its conversion to form 2 dwellings,
- associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of part of the Green Circle (pedestrian/cycle/equestrian route)

for Northern Arc Sub-Phases P1.3, P1.5, P1.6, OS1.5, OS1.6 and part of OS1.1a, OS1.1b and OS1.2N following outline planning approval under DM/18/5114

It should be noted that the parts of parcels OS1.1a, OS1.1b and OS1.2N that are not included in this application are anticipated to be included in a future reserved matters application later in the programme.

The application site consists of 3 areas:

- Between Isaacs Lane and the river Adur
- North of the Eastern Bridge and Link Road
- East of Freeks Lane

Between Isaacs Lane and the river Adur

This area would include Parcels P1.5, P1.6, OS1.5, OS1.6 and part of OS1.2N (the area of this parcel south of the Eastern Bridge and Link Road).

The development in this area would extend between the Eastern Bridge and Link Road in the east to Isaacs Lane in the west, and would be bounded by the secondary school in the north (subject to a future reserved matters application) and

the Eastern Neighbourhood Centre in the south (also subject to a future reserved matters application). To the south of these parcels, a road would extend between Isaacs Lane and the Eastern Bridge and Link Road. A mixture of 1, 2, 3 and 4 bedroom houses, arranged in perimeter blocks would be situated to the north of this road. The residential units would predominantly consist of two storey houses, with taller 3 storey apartment blocks being situated at key vista's and fronting the Eastern Bridge and Link Road. Flats above garages would be situated to the rear of the flats, fronting the mews style car parking/amenity areas associated with the flats.

A village green, with housing surrounding, is proposed to the north west of this area. An open space corridor, to include a pedestrian and cycle route would run north to south through the residential parcel, which is proposed to link the secondary school (to the north) with the Eastern Neighbourhood Centre (to the south). An area of open space would be provided to the south of the road between Isaacs Lane and the Eastern Bridge and Link Road, with off road pedestrian and cycle paths, this space will provide pedestrian and cycle links into the Eastern Neighbourhood Centre to the south. To the north, a "pocket-park" is proposed, this would form an area of open space that will extend between the residential dwellings and the secondary school.

More residential units would be situated to the east of the Eastern Bridge and Link Road. These would comprise three storey apartment blocks fronting the Eastern Bridge and Link Road, with two storey residential dwellings behind. This area would also include a large area of largely informal open space, extending down to the River Adur in the east. The more formal areas of this open space would be located adjacent to the built development to the west and would comprise a SuDS feature, with pedestrian and cycle routes around it and through the space. The Green Circle would extend through this area, providing a route for cyclists, pedestrians and equestrian users.

North of the Eastern Bridge and Link Road

This area would comprise part of parcel OS1.2N (area to the north of the Eastern Bridge and Link Road and south of the existing PROW)

In this area, largely informal open space is proposed, the Green Circle Route would extend north through this area, to join up with the existing PROW along Freeks Lane.

East of Freeks Lane

The northern part of this area would comprise an extension to Bedelands Nature Reserve. Intervention in this area would be minimal and would formalise some key existing routes.

The southern part of this area would comprise a mixture of 1, 2, 3 & 4 bedroom units.

Lowlands Barn would be altered to include the removal of several unsympathetic extensions. This would be converted to 2 residential dwellings. An area of open space would be provided to the south of this parcel, to include a SuDS pond.

DEVELOPMENT PLAN

Mid Sussex District Plan 2014-2031 (2018) (District Plan)

The District Plan was adopted on 28th March 2018. The relevant policies are considered to be consistent with the NPPF 2021 and should be afforded full weight. The relevant Policies include:

- DP4 Housing
- DP6 Settlement Hierarchy
- DP7 General Principles for Strategic Development at Burgess Hill
- DP9 Strategic allocation to the north and northwest of Burgess Hill
- DP20 Securing Infrastructure
- DP21 Transport
- DP22 Rights of Way and other Recreational Routes
- DP23 Communication Infrastructure
- DP24 Leisure and Cultural Facilities and Activities
- DP26 Character and Design
- DP27 Dwelling Space Standards
- DP28 Accessibility
- DP29 Noise, Air and Light Pollution
- DP30 Housing Mix
- DP31 Affordable Housing
- DP34 Listed Buildings and Other Heritage Assets
- DP35 Conservation Areas
- DP37 Trees, Woodland and Hedgerows
- DP38 Biodiversity
- DP39 Sustainable Design and Construction
- DP41 Flood Risk and Drainage
- DP42 Water Infrastructure & the Water Environment

West Sussex Joint Minerals Local Plan (2018)

The West Sussex Joint Minerals Local Plan was adopted in July 2018 and subsequently reviewed in 2021. The relevant policy is considered to be consistent with the NPPF and should be afforded full weight. The relevant Policy is:

- M9 Safeguarding Minerals

West Sussex Waste Local Plan (2014)

The West Sussex Joint Minerals Local Plan was adopted in April 2014. The relevant policies are considered to be consistent with the NPPF and should be afforded full weight. The relevant Policies are:

- W23 Waste Management within Development

OTHER MATERIAL CONSIDERATIONS AND RELEVANT LEGISLATION

National Planning Policy Framework (NPPF) (July 2021)

The NPPF sets out the government's policy in order to ensure that the planning system contributes to the achievement of sustainable development. Paragraph 8 sets out the three objectives to sustainable development, such that the planning system needs to perform an economic role, a social role and an environmental role. This means ensuring sufficient land of the right type to support growth; providing a supply of housing and creating a high quality environment with accessible local services; and using natural resources prudently. An overall aim of national policy is to 'boost significantly the supply of housing.'

Paragraph 12 of the NPPF states that the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. It is highly desirable that local planning authorities should have an up-to-date plan in place.

Paragraph 38 of the NPPF states that Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

With specific reference to decision-taking paragraph 47 states that planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise.

National Planning Policy Guidance (NPPG)

Northern Arc Masterplan (2018)

The Northern Arc Masterplan (Masterplan) was approved at the Mid Sussex District Council Cabinet Meeting on 24th September 2018 as a material consideration for all forthcoming planning applications in relation to the Northern Arc. The Masterplan sets out a vision for the Northern Arc along with the following Strategic Development Principles that are relevant to this application:

- SDP1 Access and Strategic Movement
- SDP2 Northern Arc Avenue
- SDP3 Strategic Green Connections
- SDP4 Pedestrian and Cycle Links
- SDP5 Centres and Walkable Neighbourhoods
- SDP6 Housing Mix, Density and Capacity
- SDP7 Place-making objectives
- SDP8 Northern Arc Design Guide

- SDP9 Built for Life
- SDP10 Integration with Established Communities
- SDP11 Education
- SDP12 Mixed and Balanced Community
- SDP13 Integrating Employment Opportunities
- SDP14 Landscape and Green Infrastructure
- SDP15 A rich variety of open space
- SDP16 Ancient Woodland and Veteran Trees
- SDP17 Sports Facilities
- SDP18 Topography
- SDP19 Visibility
- SDP20 Existing Utility Infrastructure
- SDP21 Climate resilient development
- SDP22 Low carbon energy
- SDP23 Integrated Water Management
- SDP24 Construction and Material Use

Northern Arc Infrastructure Delivery Plan and Phasing Strategy (2018)

The Northern Arc Infrastructure Delivery Plan (IDP) was approved at the Mid Sussex District Council Cabinet Meeting on 24th September 2018 as a material consideration for all forthcoming planning applications in relation to the Northern Arc. The IDP identifies the infrastructure necessary to facilitate and support the development of Burgess Hill Northern Arc.

Northern Arc Design Guide (2019)

The Northern Arc Design Guide sets out the Design Principles to be applied across the Northern Arc. The document was approved as part of the Northern Arc Outline Planning Application. A condition was attached to the Outline Planning Application requiring compliance with this document in reserved matters applications.

Burgess Hill Town Wide Strategy (2011)

The Burgess Hill Town Wide Strategy comprises the Town Council's proposed strategy for Burgess Hill for a 20 year period. The Strategy states that the Town Council was keen to develop a new but realistic and deliverable strategy in order to prevent the town from standing still and potentially going into decline. The Strategy states that:

"A key part of the development of the strategy was to identify what local people wanted their town to be like. A number of consultation events, strategies and visions have been prepared over the last 6-7 years and each contained a common thread of Burgess Hill being:

- a fully sustainable 21st century town focussed around a high quality, vibrant and accessible town centre;
- a town that's existing and future population is supported by the necessary community facilities, employment opportunities and access to green open space; and

- a town that functions efficiently and is underpinned by a state of the art transport network and modern supporting infrastructure.

To achieve the above vision, it was considered that the town needs:

- a better town centre with a greater range of shops and a more attractive pedestrian environment;
- improved public transport, walking and cycling links as well as better roads;
- new and improved community and cultural facilities;
- additional high quality and suitably located business park development; and,
- new, improved and well-connected sports, recreation and open space in and around Burgess Hill."

To help meet this vision a number of projects are identified within the Strategy including:

"improvements to the town centre (to the main routes of Queen Elizabeth Avenue, Civic Way and Church Road/ Church Walk as well as improved buildings and a new public square);

- improvements to transport (including enhancements to the key transport interchanges, Green Circle Network and road links)
- new and improved community and green infrastructure (including a new Centre for Community Sport, management of Ditchling Common, new open space provision in the east of the town, a civic info centre and a new community/ arts centre); and,
- improved and new employment development."

The Strategy identifies that in order to deliver the desired projects, then additional housing developments would be required and subsequently identified the requirement of around 4000 homes, including 500 on land east of Kings Way and 3500 on land to the north and north west of the town.

Ansty, Staplefield & Brook Street Neighbourhood Plan 2015-2031 (2017)

Hurstpierpoint & Sayers Common Neighbourhood Plan 2014-2031 (2015)

Burgess Hill Neighbourhood Plan 2015-2031 (2016)

The development does not fall within any of the boundaries of any of the above Neighbourhood Plans, as such they are not considered to be part of the development plan. However, notwithstanding this, the wider Northern Arc Development either falls within the boundaries of these plans or is mentioned within the plans, as such, they are all considered to be material considerations for this application.

Burgess Hill Public Transport Strategy (2016)

Affordable Housing SPD (2018)

Development Viability SPD (2018)

West Sussex Transport Plan 2011-2026 (2011)

West Sussex Walking and Cycling Strategy 2016-2026 (2016)

**West Sussex County Council Guidance on Parking at Developments
(September 2020)**

**Ancient woodland, ancient trees and veteran trees: protecting them from
development (Natural England and Forestry Commission Standing Advice)
(2022)**

Technical Housing Standards (2015)

ASSESSMENT

It is considered that the main issues which need to be considered in the determination of this application are as follows:

- Principle of Development
- Landscape & Trees
- Design & Visual Impact
- Heritage
 - Listed Buildings
 - Conservation Areas
 - Archaeology
 - Other Built Non-Designated Heritage Assets
- Leisure and Recreation
- Housing
 - Housing Delivery
 - Housing Mix
- Affordable Housing
- Residential Amenity
 - Standard of Accommodation
 - Neighbour Amenity
- Accessibility
- Transport, Highways & Movement
- Ecology and Biodiversity
- Water Resources, Flood Risk & Drainage
 - Flood Risk
 - Sustainable Drainage
- Sustainability
- Other Issues
- EIA Regulations
- Planning Balance and Conclusion

Principle of Development

The principle of the development has been established by the granting of the outline planning application DM/18/5114 which granted planning permission for:

"Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works."

Furthermore, it should be noted that the site is part of a strategic allocation in the District Plan to the north and north west of Burgess Hill. Policy DP9 is the relevant policy which allocates the strategic development of which this application site forms a part of. Policy DP9 states:

"Strategic mixed-use development (which will need to conform to the general principles in Policy DP7: General Principles for Strategic Development at Burgess Hill), as shown on the inset map, is allocated to the north and north-west of Burgess Hill for the phased development of:

- Approximately 3,500 additional homes and associated new neighbourhood centres, including retail, education, health, employment, leisure, recreation and community uses, sufficient to meet the day to day needs of the whole of the development and located as far as possible so at least one new neighbourhood centre is within 10 minutes' walk of most new homes;
- 25 hectares of land for use as a high quality business park south of the A2300 and served by public transport;
- Two new primary schools (including co-location of nursery provision and community use facilities as appropriate) and a new secondary school campus, in each case in locations well connected with residential development and neighbourhood centres;
- A Centre for Community Sport in the vicinity of the Triangle Leisure Centre and St Paul's Catholic College;
- Provision of permanent pitches for settled Gypsies and Travellers to contribute, towards the additional total identified need within the District commensurate with the overall scale of residential development proposed by the strategic development; or the provision of an equivalent financial contribution towards off-site provision of pitches towards the additional total identified need within the District (or part thereof if some on-site provision is made) commensurate with the overall scale of residential development proposed by the strategic development, if it can be demonstrated that a suitable, available and achievable site (or sites) can be provided and made operational within an appropriate timescale; unless alternative requirements are confirmed within any Traveller Sites Allocations Development Plan Document or such other evidence base as is available at the time the allocation-wide masterplan is approved (as appropriate); and

- A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive."

Of particular relevance is the first bullet point, this reserved matters application proposes 249 dwellings in accordance with Policy DP7. It also includes open space that will form an extension to Bedelands Nature Reserve and areas of open space, along with part of the extension to the Burgess Hill Green Circle. These are key elements of the overall proposal to provide leisure and recreational uses. The cycle infrastructure proposed will provide connectivity for Northern Arc residents (both from this parcel and other parcels) with key facilities including the Northern Arc Secondary School to the north and the Eastern Neighbourhood Centre to the south. Once completed across the Northern Arc, the Green Circle will link into the existing Burgess Hill Green Circle, providing a leisure route for equestrian users, cyclists and pedestrians around Burgess Hill.

Policy DP9 further states:

"Strategic mixed-use development in this location will:

- Progress in accordance with an allocation-wide masterplan, Infrastructure Delivery Strategy, Phasing Strategy and Financial Appraisal which will have been submitted to and approved by the local planning authority. Each planning application to be determined should accord with such approved documents unless otherwise agreed by the local planning authority."

An allocation wide Masterplan and Infrastructure Delivery Plan and Phasing Strategy were approved on the 24th September 2018 by Cabinet. Accordance with these documents will be assessed in the various sections of the report below.

Policy DP7 of the District Plan sets out general principles for strategic development at Burgess Hill. The Policy states:

"Strategic development will:

- Be designed in a way that integrates it into the existing town providing connectivity with all relevant services and facilities;
- Provide additional, high quality employment opportunities including suitably located Business Park developments accessible by public transport;
- Improve public transport, walking and cycling infrastructure and access to Burgess Hill and Wivelsfield railway stations and Burgess Hill Town Centre, including the provision of, or contributions to enhancing transport interchanges;
- Provide necessary transport improvements that take account of the wider impact of the development on the surrounding area;
- Provide highway improvements in and around Burgess Hill including addressing the limitations of the A2300 link road and its junction with the A23 and east-west traffic movements across Burgess Hill and, where necessary, improvements across the highway authority boundary in East Sussex;

- Provide new and improved community, retail, cultural, educational, health, recreation, play and other facilities to create services and places that help to form strong local communities and encourage healthy lifestyles;
- Provide new and/or improved and well connected sports, recreation and open space in and around Burgess Hill, including the continuation of the existing 'Green Circle' of linked areas of informal open space around the town along with its associated network of multi-functional paths, the Green Circle network, and links into the town centre;
- Support the delivery of a multi-functional route between Burgess Hill and Haywards Heath;
- Provide a Centre for Community Sport in the vicinity of the Triangle Leisure Centre;
- Provide a range of housing including affordable housing, in accordance with policy DP31: Affordable Housing and housing for older people;
- Identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan including DP38: Biodiversity; Provide an effective telecommunications infrastructure, including provision for broadband; and
- Wherever possible, incorporate on-site 'community energy systems', such as Combined Heat and Power or other appropriate low carbon technologies, to meet energy needs and create a sustainable development. The development shall also include appropriate carbon reduction, energy efficiency and water consumption reduction measures to demonstrate high levels of sustainability."

Compliance of the proposed development with these requirements is discussed in the relevant sections of the remainder of the report.

In addition to the granting of the outline permission and the allocation policies, the site is located within the built up area as defined by the Mid Sussex District Plan with the boundary being formally extended upon the adoption of the District Plan in March 2018. Policy DP6 of the Mid Sussex District Plan states in part that:

"Development will be permitted within towns and villages with defined built-up area boundaries. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale (with particular regard to DP26: Character and Design), and not cause harm to the character and function of the settlement."

In light of the above points, it is evident that the principle of the proposal is clearly established.

Landscape & Trees

As previously referenced, DP7 of the District Plan requires strategic development at Burgess Hill to identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan.

DP9 requires land uses and infrastructure delivery to identify and take account of environmental, landscape and ecological constraints appropriately responding to the landscape setting including retention of woodland, hedgerows and other important natural features wherever possible.

Policy DP26, referenced in more detail in the Design section of this report, states in part that development:

"creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;

- protects open spaces, trees and gardens that contribute to the character of the area."

Policy DP37 of the District Plan states:

"The District Council will support the protection and enhancement of trees, woodland and hedgerows, and encourage new planting. In particular, ancient woodland and aged or veteran trees will be protected. Development that will damage or lead to the loss of trees, woodland or hedgerows that contribute, either individually or as part of a group, to the visual amenity value or character of an area, and/ or that have landscape, historic or wildlife importance, will not normally be permitted.

Proposals for new trees, woodland and hedgerows should be of suitable species, usually native, and where required for visual, noise or light screening purposes, trees, woodland and hedgerows should be of a size and species that will achieve this purpose. Trees, woodland and hedgerows will be protected and enhanced by ensuring development:

- incorporates existing important trees, woodland and hedgerows into the design of new development and its landscape scheme; and prevents damage to root systems and takes account of expected future growth; and
 - where possible, incorporates retained trees, woodland and hedgerows within public open space rather than private space to safeguard their long-term management; and has appropriate protection measures throughout the development process; and
 - takes opportunities to plant new trees, woodland and hedgerows within the new development to enhance on-site green infrastructure and increase resilience to the effects of climate change; and
 - does not sever ecological corridors created by these assets.
-
- Proposals for works to trees will be considered taking into account:
 - the condition and health of the trees; and
 - the contribution of the trees to the character and visual amenity of the local area; and
 - the amenity and nature conservation value of the trees; and
 - the extent and impact of the works; and
 - any replanting proposals.

The felling of protected trees will only be permitted if there is no appropriate alternative. Where a protected tree or group of trees is felled, a replacement tree or group of trees, on a minimum of a 1:1 basis and of an appropriate size and type, will normally be required. The replanting should take place as close to the felled tree or trees as possible having regard to the proximity of adjacent properties.

Development should be positioned as far as possible from ancient woodland with a minimum buffer of 15 metres maintained between ancient woodland and the development boundary."

SDP14 in the Masterplan seeks to "preserve the established framework of woodland, trees and hedgerows as part of the commitment to create a high quality and distinctive place. Together with the meandering water courses these will define the character of the new community and frame its development."

SDP15 of the Masterplan sets out that "the Northern Arc will provide a rich variety of attractive open spaces. These will support wider biodiversity objectives and promote climate change, pest and disease resilience, as well as meeting community needs for recreation and supporting health and well-being."

SDP16 of the Masterplan states that "the multiple designated ancient woodlands within the Northern Arc, which are an irreplaceable habitat, will be retained and protected through a sensitive design approach. Ancient woodlands will be incorporated into the frameworks of green spaces and protected by a buffer zone."

SDP18 of the Masterplan sets out that "the development will work with the Northern Arc's undulating topography to respect and build on the existing sense of place, as well as reducing the amount of earthworks and levelling required."

SDP21 of the Masterplan sets out that green infrastructure will be designed with species that are tolerant to the prevailing climatic conditions.

The IDP identifies states that the network of woodland and natural open space throughout the site is intended to create strong green corridors.

Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, "recognising the intrinsic character and beauty of the countryside."

It is clear that with any greenfield development there will be some change at the local level from that of an undeveloped landscape to an urban development. The principle of this change has already been established with the approval of the Masterplan and Outline Planning Application.

The site is visible from public vantage points along the public rights of way along Freeks Lane and Isaacs Lane and will become more visible once the reserved matters area and areas surrounding the site are developed in line with the masterplan.

Development within this reserved matter parcel has been designed around the retention of key landscape features that are proposed to be retained and enhanced. Open space areas in the west of the site, including the area of open space extending from the proposed school to the north and the Eastern Neighbourhood Centre to the south and the open space area to the south of the proposed road between Isaacs Lane and the Eastern Bridge and Link Road have been designed around the retention of important trees/hedgerow. To the east of the EBLR the route of the

Green Circle has been sited to ensure trees & hedgerow in this area can be retained. To the east of the site, areas of ancient woodland and grassland are incorporated into the open space area that will form the extension to Bedelands nature reserve. Development is considered to be adequately separated from these features to ensure their retention.

In the area between Isaacs Lane and the Eastern Bridge and Link Road, one category C tree is proposed to be removed, along with two category C hedgerows.

In parcel P1.3, to the east of Isaacs Lane, one category U tree and four category C trees are proposed to be removed.

Category C trees are smaller trees or ones considered to be of low quality. They may have a limited life expectancy or contribute very little to the amenity of the locality. Such trees should not be considered as a constraint against development and their removal will generally be acceptable. Category U trees recommended for removal due to their poor condition. As such no objection is raised to the loss of the indicated trees.

Tree protection detail for these areas has been submitted to ensure the remaining trees are protected during the works.

The plans submitted for the Green Circle route to the north of the EBLR are indicative and it is proposed to secure full details of the landscaping and hard-surfacing in this area by condition subject to a tree survey and impact statement. This will ensure that the route in this area is appropriately sited to avoid the loss of high quality trees and hedgerow.

Development with the area which will become the Bedelands Nature Reserve extension area would be minimal in order to ensure the retention of landscape features. Full details of the development in this area would be secured by condition along with a tree survey and impact statement.

MSDC's Tree Officer has assessed the proposal and has raised no objection, subject to conditions.

Full details of lighting have been secured by condition on the outline application to ensure that the lighting has an acceptable impact on the landscape character of the area.

On the basis of the above, the proposal is considered to have an acceptable impact on the surrounding landscape and trees. The application is accords with Policies DP7, DP9, DP26 and DP37 of the District Plan and the SDP14, SDP15, SDP16 and SDP18, SDP21 and principles contained within the Masterplan and the IDP.

Design and Visual Impact

Policy DP26 states that:

"All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the

distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development: is of high quality design and layout and includes appropriate landscaping and greenspace;

- contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;
- creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;
- protects open spaces, trees and gardens that contribute to the character of the area;
- protects valued townscapes and the separate identity and character of towns and villages;
- does not 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 (see Policy DP29);
- creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;
- incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;
- positively addresses sustainability considerations in the layout and the building design;
- take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;
- optimises the potential of the site to accommodate development."

The Masterplan sets out the following at SDP6:

- "Higher density areas will be focused around the three neighbourhood centres and along the western and central sections of Northern Arc Avenue at a density of around 50 dwellings per hectare (dph). Medium densities of around 45 dph will predominate across much of the rest of Northern Arc, with lower density areas of around 35 dph in more sensitive edge locations."

The Masterplan sets out the following place-making objectives at SDP7:

- "Creating walkable neighbourhoods with vibrant centres that are accessible to all;
- Co-locating schools, community centres and open spaces with the neighbourhood centres to support vitality and community identity;
- Designing streets as places that encourage social interaction as well as walking, cycling and public transport;
- Ensuring that streets, public realm and open spaces are well overlooked and designed to feel safe and secure;
- Creating a place that is easy to find your way around with a clear hierarchy of streets and spaces, landmark features and views;
- Setting development within an interconnected, easily accessible network of attractive streets, green infrastructure, green corridors and open spaces to act as wildlife corridors and sustainable transport links;

- Incorporating trees, gardens and green spaces throughout the development to provide shade and cooling during extreme heat events and to increase its ability to adapt to climate change;
- Supporting health and well-being through opportunities for active lifestyles and living in close contact with nature;
- Providing a variety of different character areas which reflect variations in landscape and topography, as well as the role and function of different parts of the community;
- Integrating business and employment uses to diversify day time activities;
- Accommodating car parking and servicing in ways that are convenient and safe but also unobtrusive."

The Masterplan sets out the following at SDP8:

"Design proposals for the Northern Arc will be assessed against the place-making objectives set out in Design Guide (SDP 8) and Building for Life 12

- Maximise integration with the existing communities of Burgess Hill and the established facilities and services of the town and the wider District."

SDP9 of the Masterplan states that design proposals will be assessed against the place-making objectives set out in the Design Guide (SDP8) and Building for Life 12.

SDP14 in the Masterplan seeks to "preserve the established framework of woodland, trees and hedgerows as part of the commitment to create a high quality and distinctive place. Together with the meandering water courses these will define the character of the new community and frame its development."

SDP15 of the Masterplan sets out that "the Northern Arc will provide a rich variety of attractive open spaces. These will support wider biodiversity objectives and promote climate change, pest and disease resilience, as well as meeting community needs for recreation and supporting health and well-being."

SDP16 of the Masterplan states that "the multiple designated ancient woodlands within the Northern Arc, which are an irreplaceable habitat, will be retained and protected through a sensitive design approach. Ancient woodlands will be incorporated into the frameworks of green spaces and protected by a buffer zone."

SDP18 of the Masterplan sets out that "the development will work with the Northern Arc's undulating topography to respect and build on the existing sense of place, as well as reducing the amount of earthworks and levelling required."

The IDP states that the network of woodland and natural open space throughout the site is intended to create strong green corridors.

Paragraph 130 of the NPPF states that "planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built

environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

The Northern Arc Design Guide approved under the DM/18/5114 outline application is also relevant. The Design Guide sets out "the key urban design, public realm and place-making principles that will be applied across the whole of the new community." It is therefore intended to be used as a guide for the forthcoming reserved matters to support the delivery of the overall vision.

Layout / Landscaping

The overall layout works well and appropriately accords with the guidelines in the Northern Arc Design Guide/masterplan. The development benefits from a variety of open spaces and retained hedgerow as well as a backdrop of mature trees principally on the south, east, and west boundaries; this not only helps through softening and screening, but it also helps invest the different parts of the scheme with their own character.

To the west of the site, between the River Adur and Isaacs Lane, the central focus of the scheme is the formal north south tree-lined axis of the Eastern Bridge and Link Road which bisects the development. This is appropriately defined by the higher density, 3 storey apartment blocks.

Running parallel with the Eastern Bridge and Link Road, to the west, is the retained hedgerow. Alongside this hedgerow, the opportunity has been taken to provide a cycle and pedestrian link that will eventually provide access between the secondary school to the north and the Eastern Neighbourhood Centre to the south. Housing would front onto this area, providing an active frontage to this route.

The large rear court parking area at the rear of apartment blocks 3 to 8 have been carefully designed and enclosed by coach house style flats over garages that contribute to the natural surveillance of the space and reduce the amount of visible parking. Trees and threshold gardens serving the apartment blocks also help to soften this area and create a Mews style street that contributes to giving variety to the development.

To the east of the site, between Freeks Lane and Bedelands Nature Reserve, the layout generally works well and it benefits from frontages that face the tree lined boundaries that provide an attractive backdrop to the public realm.

MSDC's Urban Design Officer has some concerns about the proximity of the block of flats to Freeks Lane as it does not allow much space to accommodate new trees and shrubs. Careful species selection will therefore be needed to ensure that it provides a soft edge to preserve the character of Freeks Lane without depriving residents of natural light. Full details of the landscaping in this area would be secured by condition to ensure this is achieved.

In response to the DRP's comments on plots 243 and 244, the garages have now been designed with barn hips on both sides that has improved their relationship with the adjacent houses. In addition, the design of the parking and T-junction adjacent to the converted barn to include more soft landscaping.

As set out above, the Northern Arc Design Review Panel raised concern with the layout and landscaping on the proposal. The application has been revised to respond to those concerns in the following ways:

- The northern boundary now integrates more successfully with the school and the Eastern Bridge Link Road (EBLR). Most notably the pocket park north of block 3 has been re-designed with an extended boundary (facilitated by a reduced secondary school threshold) that allows sufficient space for the pathway to negotiate the significant east west level difference. The extension has also enabled the school entrance plaza to be extended into the pocket park and provides for trees and shrubs on the northern boundary that will screen the weld mesh school security fence.
- The pathway along the green link has been widened and pulled marginally* away from the houses to both accommodate large numbers of school children and reduce their impact upon residents (*it was not possible to further increase the buffer because of the need to safeguard the ecology of the retained hedge).
- The path around the attenuation pond is now linked up on the east and west side and the seating has been set-back to avoid impeding upon the path.
- The axial link between block 6 and 7 that is terminated with block 1's eastern frontage has now been rationalised avoiding unnecessary turns in the path.
- As a safety measure a knee-high rail has been incorporated around the "village green".

The Council's Urban Design Officer has the following comments:

- More discussion is needed on the palette of surface materials and street furniture to ensure there is sufficient coordination to avoid a busy appearance.
- All shared surfaces should be finished in a material other than tarmac to visually indicate that pedestrians have equal right of use. This applies to the eastern area of parcel 1.5 and the street serving plots 53-55 and 83-86.
- Some of the trees such as in front of plot 1 and block 2 do not appear to have sufficient safeguarding space around them to protect them from vehicles. I also think all the street trees need to demonstrate they have sufficient soil volume to support them.
- While I note that the planting around the pumping station has been extended in response to the DRP's concerns, it would benefit from some trees as well as shrubs (ie. not just ornamental amenity planting). Trees on the south and west side of the attenuation basin will nevertheless need to be carefully

positioned so they allow some natural surveillance of the pathways from the adjacent blocks of flats.

- The tree selection and arrangement need reviewing as some potential large trees (Lime and Oak) in the Village Green look too closely spaced trees and I would also like to see more consistent application of tree types along the street.
- A detailed section of the SuDS (swales and attenuation pond) is needed to ensure they contribute positively to the appearance of the surrounds.
- The pocket park needs to be further reviewed to ensure that it addresses the DRP's concerns about its vulnerability to trampling adjacent to the paths.

The Council's Tree Officer considers that, in general, a reasonable and appropriate selection of trees has been made, however, a number of unsuitable trees have been included, which should be replaced with British natives.

Landscaping conditions have been recommended to secure full details of the planting and full details of the hard-surfacing materials for each parcel. This will ensure the above concerns are addressed.

Elevations

The apartment blocks provide an elegant and architecturally interesting façade which acceptably addresses the key street frontage of the Eastern Bridge and Link Road. The articulation includes consistently proportioned bays that generate a natural rhythm that is typical of a run of terraced houses which helps to break down the scale of these long frontages. The brick detailing has been employed to vertically group the upper floor windows which contributes to the vertical proportions of the facade. Recessed balconies with metal railings are consistently incorporated throughout the frontage that help give the elevations a sense of structural depth. The rear elevations provide a formal frontage facing the rear court parking/mews.

In response to the Northern Arc Design Review Panels comments, the two-bedroom flats have been redesigned where it was necessary to address the DRP's concerns by providing larger living rooms and allowing more fenestration to face the balcony.

Following the DRP's concerns, the drawings have been revised to show vents on the apartment buildings that are required to accommodate the proposed hot water pump system in the apartment blocks. MSDC's Urban Design Officer has raised concern that these could appear disruptive and a condition is therefore recommended to ensure this is sensitively accommodated.

Many of the other streets feature gabled fronted houses that help punctuate/address the street corners and vertically articulate and add interest to the wider street frontage.

The DRP were critical of the inconsistent application of secondary facing materials at front and back. The drawings now show the elevations that are clearly visible from the public realm benefiting from the application of cladding or tile hanging on the front, side, and rear elevations.

The facing materials have generally been used consistently within each street to help distinguish and give a different character to the various parts of the development.

PV panels have been designed to sit flush with the roof and are mostly discreetly positioned at the side or rear roof slope. The main exception to this is plots 1-20 facing the "Village Green". The Council's Urban Design Officer has raised concern that the PV's may look cluttered as there are so many of them and has suggested that consideration should be given to employing slate or grey tiling which would help lessen the contrast with the PV panels. Full details of the materials would be secured by condition to ensure that the material as used appear appropriate alongside the PV panels.

The houses on parcel 1.3, to the east of the site, have been designed in the same architectural style as the larger site. While this does little to distinguish it, this is a small site separated from parcel's 1.5/1.6 by 'Countryside's' Freeks Farm scheme that ensures there is sufficient diversity of character across this part of the Northern Arc. Also, both prominent buildings at the site entrance are quite individual. This includes the converted barn and the three-storey block of flats with its angled return configuration, dormer windows, black cladding and barn hip roof that helps generate a softer aesthetic than the blocks on the larger parcel that is commensurate with its more rural location.

The Council's Urban Design Officer has raised no objection to the design of the proposal and considers that the proposal accords with policy DP26 of the District Plan and the principles set out in the Council's Design Guide subject to conditions to secure:

- Hard and soft landscaping details including boundary treatments across the scheme and detailed section drawings of the attenuation ponds and swales.
- Details of the facing materials including a materials plan.
- 1: 5 scale front elevation and section drawings of the hot water pump system vents on the blocks of flats showing the relationship with surrounding windows and brick detailing.

The design of the scheme is considered to be acceptable. The application complies with Policies DP7, DP9 and DP26 of the District Plan, Principles SDP2, SDP6, SDP7, SDP8, SDP9, SDP14, SDP15, SDP16 and SDP18 of the Northern Arc Masterplan, the Northern Arc IDP, the NPPF, the Northern Arc Design Guide and the Council's Design Guide.

Heritage

The LPA is under a duty by virtue of s.66 of the Listed Building and Conservation Area (LBCA) Act 1990 (General duty as respects listed buildings in exercise of planning functions): "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

The LPA is also under a duty by virtue of s.72 of the Listed Building and Conservation Area (LBCA) Act 1990 (General duty as respects conservation areas in exercise of planning functions): "In the exercise, with respect to any buildings or other land in a conservation area....special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area".

Policy DP34 of the District Plan states in relation to Listed Buildings:
"Development will be required to protect listed buildings and their settings. This will be achieved by ensuring that:

- A thorough understanding of the significance of the listed building and its setting has been demonstrated. This will be proportionate to the importance of the building and potential impact of the proposal;
- Special regard is given to protecting the setting of a listed building;"

Policy DP34 of the District Plan states in relation to other heritage assets:
"The Council will seek to conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the character and quality of life of the District. Significance can be defined as the special interest of a heritage asset, which may be archaeological, architectural, artistic or historic. Proposals affecting such heritage assets will be considered in accordance with the policies in the National Planning Policy Framework (NPPF) and current Government guidance."

The supporting text to principle SDP14 (Landscape and Green Infrastructure) in the Masterplan states that the Masterplan will preserve landscape features and wherever possible respect the landscape setting of nearby listed buildings and non-designated heritage assets.

The supporting text to principle SDP14 (Landscape and Green Infrastructure) in the Masterplan states that the Masterplan will preserve landscape features and wherever possible respect the landscape setting of nearby listed buildings and non-designated heritage assets.

Paragraph 190 of the NPPF sets out that "in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness."

Paragraph 199 of the NPPF is also particularly relevant with this stating that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."

Paragraph 203 of the NPPF is also relevant with this stating that "the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Listed Buildings

No Listed Buildings are located within the site boundary. The nearest listed buildings are located in excess of 500m away from the site, the grade II Listed 1 And 2 Hookhouse Farm to the north west on Isaacs Lane and the grade II listed Firlands Court to the south west on Cuckfield Road. Given that these listed buildings are separated from the application site by such distances, coupled with intervening development in between, the proposal does not affect the setting of these listed buildings or any others in the vicinity.

Conservation Areas

There are no Conservation Areas within the site with the nearest part of the St John's Conservation Area being located to the south, over 1 km from the site. Given this distance and the intervening development within Burgess Hill in between, the proposed development will not affect this conservation area or its setting.

Archaeology

Archaeological matters have been addressed through the outline permission with a condition being used to secure a programme of archaeological work being carried out in accordance with details to be approved by the Local Planning Authority.

Other Built Non-Designated Heritage Assets

The 18th/19th century barn at Lowlands Farm is identified as a non-designated heritage asset.

Lowlands Farm Barn appears to date from around the mid 19th century and is part of Lowlands Farm (formerly Frick Farm, then Freeks Farm). Lowlands Farm is a small farmstead, now unoccupied, but the last use was as a kennels, and is listed in the West Sussex Historic Farmsteads and Landscape Character Assessment as a historic farmstead of the 19th century. The farm's surviving barn, together with a small outbuilding to the south east of this, appear to date from the mid 19th century or earlier and are the earliest surviving buildings on the site. There are a number of other buildings around the courtyard which are more recent, some of which have been damaged by a recent fire.

The original farmhouse appears from historic mapping to have been located to the south west of the farm courtyard but appears to have been demolished by the mid 20th century, having been possibly made redundant by a new dwelling constructed just to the south of the courtyard c.1900 (this house is still extant).

Although it has been altered, the barn possesses a moderate degree of potential historical evidential value. It also has historical illustrative value, again moderate, in the local context, in terms of illustrating the former agricultural economy of the area, prior to the spread of Burgess Hill during the 20th century. The building also has modest fortuitous aesthetic value, despite some unfortunate moderate alterations, which depends on its vernacular form and materials, seen within the existing rural setting. The building is therefore considered to be a Non Designated Heritage Asset of moderate significance within the local context.

The existing rural setting of the building contributes significantly, to both its historical illustrative and its aesthetic value. The site makes up a large part of this setting and makes a strong contribution to the appreciation of these aspects of the barn's significance. This includes not only views from the barn towards the site and vice versa, but also the approaches to the barn along the PROW running along Freeks Lane.

The principle of converting this building into residential was accepted as part of the outline planning application (DM/18/5114) subject to the agreement of the detail.

The Council's Heritage Officer has commented that the retention of the barn is welcome, and the principle of residential conversion is not considered contentious. The reopening of the barn doors will reintroduce some the character that the building has lost due to previous harmful alterations.

The Council's Heritage Officer has confirmed that the proposal is considered to preserve the character of the non-designated heritage asset, subject to detail which can be controlled by condition.

Conditions have been recommended to secure details of the following:

- Roofing and facing materials
- Detailed drawings of windows and external doors & eaves detail
- Hard and soft landscaping scheme for the area around the barn, including details of any new or altered boundary treatments, and of hard landscaping materials

Conditions have also been recommended to ensure the following:

- Rainwater goods of painted metal
- Rooflights to be flush fitting, metal framed conservation style rooflights
- Detailed hard and soft landscaping scheme for the area around the barn, including details of any new or altered boundary treatments, and of hard landscaping materials

In light of the above analysis on heritage assets, the development accords with Policies DP34 and DP35 of the District Plan, principle SDP14 of the Masterplan, the NPPF and the Listed Building and Conservation Area (LBCA) Act 1990.

Leisure and Recreation

Policy DP7 of the District Plan requires strategic development at Burgess Hill to provide new and/or improved and well-connected sports, recreation and open space in and around Burgess Hill.

Policy DP9 of the District plan states that the delivery of 3500 homes, across the strategic allocation, need to be supported by leisure and recreation uses sufficient to meet the day to day needs of the whole development.

Policy DP24 of the District Plan states:

"Development that provides new and/or enhanced leisure and cultural activities and facilities, including allotments, in accordance with the strategic aims of the Leisure and Cultural Strategy for Mid Sussex will be supported. The on-site provision of new leisure and cultural facilities, including the provision of play areas and equipment will be required for all new residential developments, where appropriate in scale and impact, including making land available for this purpose. Planning conditions and/or planning obligations will be used to secure such facilities. Details about the provision, including standards, of new leisure and cultural facilities will be set out in a Supplementary Planning Document."

SDP7 sets out the place-making objectives within the Masterplan and this refers to supporting health and well-being through opportunities for active lifestyles and living in close contact with nature. This principle also states that the place-making objectives will include setting development within an interconnected, easily accessible network of attractive streets, green infrastructure, green corridors and open spaces to act as wildlife corridors and sustainable transport links.

SDP14 states that the development of the Northern Arc will preserve and enhance the established framework of woodlands, trees and hedgerows as part of the commitment to creating a high quality and distinctive place. It also states that as well as creating character within the new community, the existing green infrastructure will help to integrate the development into the wider landscape and maintain important habitats.

SDP15 states that the Northern Arc will provide a rich variety of attractive open spaces. These will support wider biodiversity objectives and promote change, pest and disease resilience, as well as meeting community needs for recreation and supporting health and wellbeing.

The IDP sets out that woodlands and natural open space should be provided in the form of ancient woodland, buffer areas, streams and natural open spaces to provide green corridors.

This application includes a large amount of open space, in accordance with the masterplan and parameter plans approved as part of the outline planning application. The S106 secures the transfer of these open spaces to MSDC for the long term management for the community.

This application includes an extension to Bedelands Nature Reserve. This space will provide a valuable leisure and recreation space asset for the community. The provision of this space is a benefit that weighs in favour of the proposal.

Development in this area would be minimal, and would include

- Footpath surfacing improvements to established routes
- Footpath maintenance to existing routes
- Removal of existing boundary treatments and hard surfacing
- Installation of post and rail fencing
- Installation of timber benches

The information submitted with the application is indicative and as such full details of the development in this space will be secured by condition.

A large area of open space is also proposed to the west of the river Adur. This space would be largely informal but the Green Circle would run through this space. The Green Circle proposed as part of the Northern Arc will eventually join up with the existing Green Circle to the west of the site that currently extend around Burgess Hill, providing a recreation route for pedestrians, cyclists and equestrian users. This particular section of the Green Circle will join up with the existing PROW on Freeks Lane to the north and new Green Circle to the south. Reserved matters applications for both of these parcels are anticipated to be submitted later this year and will continue this route. When completed, the Green Circle on the Northern Arc will provide a valuable leisure route for the community. In the interim period the area will provide a recreation area and will provide off-road connections between areas on the Northern Arc.

A corridor of open space is proposed through the development parcel, that will eventually link the proposed secondary school in the north with the eastern neighbourhood centre in the centre. This open space follows the line of an existing hedgerow and will provide a valuable green link for cyclists and pedestrians away from the road network.

In addition there is an area of open space to the south of the road that runs between Isaacs Lane and the Eastern Bridge and Link Road. This area provides key links through from the residential dwellings subject to this reserved matters application to the eastern neighbourhood centre. The layout of the eastern neighbourhood centre is not yet known (the reserved matters application for the eastern neighbourhood centre is anticipated to be submitted later this year. In order to ensure that the cycle and pedestrian routes in this area integrate with the forthcoming development, a condition is recommended to secure full details of the landscaping and hardsurfacing in this area, notwithstanding the details submitted with the application.

In addition to the open spaces described above, that will be transferred to MSDC, there are also additional areas of open space integrated within the development parcel:

- "Village Green" in the north west of the parcel. This will contain open space as well as informal childrens play equipment
- "Pocket park" to the north of the parcel adjacent top the secondary school, this will integrate with the entrance to the secondary school to provide a plaza area and open space with areas of hard surfacing and planting.

- Area between the Eastern Bridge and Link Road and the river corridor open space - includes a SuDS pond and pathways seating surrounding it.
- Area to the south of Parcel P1.3 in the east - includes a SuDS pond and pathways/seating around it.

All of these areas would contribute to the leisure and recreation facilities within the development for the community.

It should also be noted that the masterplan sets out that the eastern neighbourhood park would be located adjacent to this reserved matters parcel. This will provide a more formal area of open space including formal play equipment and a MUGA for the future residents of this reserved matters application.

Appropriate space for leisure and recreation has been provided and the application therefore accords with Policies DP7, DP9 and DP24 of the District Plan, principles SDP7, SDP14 and SDP15 of the Masterplan and the IDP.

Housing

Policy DP4 of the District Plan sets out that:

'There is a minimum District housing requirement of 16,390 dwellings between 2014-2031.'

Policy DP9 states that the Northern Arc site is allocated for a phased development to include, inter alia, 3500 additional homes.

Policy DP30 of the District Plan states inter alia:

'To support sustainable communities, housing development will:

- provide a mix of dwelling types and sizes from new development (including affordable housing) that reflects current and future local housing needs
- The Masterplan sets out the following at SDP6:
- 'The Northern Arc will provide a full range of housing opportunities, with different densities and typologies across the new community.
- The mix of housing types and density will support the timely delivery and phasing of approximately 3,500 homes within the Northern Arc.'

SDP12 of the Masterplan sets out that 'the Northern Arc will provide a range of housing types to meet current and anticipated future local housing need, including extra care and elderly persons' housing.'

The IDP states that Homes England is committed to the delivery of affordable homes alongside market homes so, during the whole development period at least 30 per cent of the total site-wide number of homes consented through reserved matters applications will be affordable homes.

Housing Delivery

The proposal would deliver 248 additional homes of the 3,040 approved as part of the outline planning application.

914 Northern Arc Homes have been included in the Council's 5 Year Housing Land Supply Figures. This scheme is a significant proportion of those homes. The delivery of these homes is important to ensure that 5 year housing land supply is maintained and that housing is delivered in accordance with the rates set out in the 5 year housing land supply trajectory. This is a significant benefit that weighs in favour of the proposal.

Housing Mix

The housing mix is presented in the table below:

Dwelling Type	Private	Affordable (Intermediate)	Affordable (Rent)
1 bed	29	2	19
2 bed	76	10	33
3 bed	54	5	5
4 bed	15	1	
Total	174	18	47
		249	

The outline planning application set out that housing would be provided in line with an appropriate mix, in line with the housing need set out in the Strategic Housing Market Assessment (2012) and the Affordable Housing Needs Model Update (2014) and the IDP. The following tables compare the current proposal against that proposed at outline stage.

Market housing:

	Outline Specification	Proposal
1 bed	11%	17% (29 units)
2 bed	32%	43% (74 units)
3 bed	36%	31% (54 units)
4 bed	21%	9% (15 units)

Affordable Housing - Social/Affordable rent:

	Outline Specification	Proposal
1 bed	33%	33% (19 units)
2 bed	51.5%	58% (33 units)
3 bed	14.5%	9% (5 units)

Affordable Housing - Intermediate

	Outline Specification	Proposal
1 bed	0%	11% (2 units)
2 bed	65%	55.5% (10 units)
3 bed	30%	28% (5 units)
4 bed	5%	5.5% (1 unit)

This mix of housing is in general accordance with that set out at outline stage. Furthermore, the Council's Housing Needs team have confirmed that the affordable mix is acceptable and meets current needs. In any event, it is anticipated that there will be different areas of the Northern Arc suitable for different mixes of housing, such as the lower density areas on the peripheries of the development and the higher density areas located on the Northern Arc Avenue.

The proposal is therefore considered to be in accordance with policy DP30 of the District Plan in this regard and would comply with SDP12 of the Masterplan as well as the IDP.

This mix of housing delivery is considered acceptable and would contribute to meeting the housing mix that is needed.

Affordable Housing

Policy DP31 of the District Plan states:

"The Council will seek:

1. the provision of a minimum of 30 per cent on-site affordable housing for all residential developments providing 11 dwellings or more, or a maximum combined gross floorspace of more than 1,000m²;
2. for residential developments in the High Weald Area of Outstanding Natural Beauty providing 6 - 10 dwellings, a commuted payment towards off-site provision, equivalent to providing 30 per cent on-site affordable housing;
3. on sites where the most recent use has been affordable housing, as a minimum, the same number of affordable homes should be re-provided, in accordance with current mix and tenure requirements;
4. a mix of tenure of affordable housing, normally approximately 75 per cent social or affordable rented homes, with the remaining 25 per cent for intermediate homes, unless the best available evidence supports a different mix; and
5. free serviced land for the affordable housing.

All affordable housing should be integrated with market housing and meet national technical standards for housing including "optional requirements" set out in this District Plan (Policies DP27: Dwelling Space Standards; DP28: Accessibility and DP42: Water Infrastructure and the Water Environment); or any other such standard which supersedes these.

Proposals that do not meet these requirements will be refused unless significant clear evidence demonstrates to the Council's satisfaction that the site cannot support the required affordable housing from a viability and deliverability perspective. Viability should be set out in an independent viability assessment on terms agreed

by the relevant parties, including the Council, and funded by the developer. This will involve an open book approach. The Council's approach to financial viability, alongside details on tenure mix."

SDP12 of the Masterplan and the IDP sets out that the development will provide 30 per cent affordable housing of which 75 per cent will be social or affordable rented and 25 per cent will be intermediate.

This development is for 249 units, which generates an Affordable Housing requirement of 75 units.

75 affordable housing units have been provided, 76 per cent would be affordable rent and 24 per cent would be intermediate. This is an appropriate provision and an appropriate tenure split.

The affordable housing is spread across the site and is integrated effectively amongst the market housing.

The mix of the affordable housing is addressed in the housing section above and the size of the units are addressed in the standard of accommodation section below.

The Council's Housing Needs team has confirmed that this mix is acceptable to the Council.

It is evident the application complies with Policies DP28 and DP31 of the Mid Sussex District Plan and SDP12 of the Northern Arc Masterplan.

Accessibility

Policy DP28 of the District Plan states:

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

In relation to accessible and adaptable dwellings, the Policy goes on to state:

"Developments of 5 or more dwellings will be expected to make provision for 20 per cent of dwellings to meet Category 2 - accessible and adaptable dwellings under Building Regulations - Approved Document M Requirement M4(2), with the following exceptions:

- 1) Where new dwellings are created by a change of use;
- 2) Where the scheme is for flatted residential buildings of fewer than 10 dwellings;
- 3) Where specific factors such as site topography make such standards unachievable by practicable and/ or viable means;
- 4) Where a scheme is being proposed which is specifically intended for the needs of particular"

With regard to wheelchair use dwellings the Policy states:

"Wheelchair-user dwellings under Building Regulations - Approved Document M Requirement M4(3) will be required for a reasonable proportion of affordable homes, generally 4 per cent, dependent on the suitability of the site and the need at the time. The Requirement will also apply to private extra care, assisted living or other such

schemes designed for frailer older people or others with disabilities and those in need of care or support services."

The S106 Agreement of the outline permission secures 37 wheelchair accessible units across the entire scheme.

2 wheelchair units have been provided, this is an acceptable provision.

It is considered that the acceptability of accessibility and the aims of Policy DP28 of the District Plan

Residential Amenity

Paragraph 130 of the NPPF requires development to, inter alia, *"create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users."*

Standard of Accommodation for Future Occupiers

Policy DP27 of the District Plan states:

"Minimum nationally described space standards for internal floor space and storage space will be applied to all new residential development. These standards are applicable to:

- Open market dwellings and affordable housing;
- The full range of dwelling types; and
- Dwellings created through subdivision or conversion.

All dwellings will be required to meet these standards, other than in exceptional circumstances, where clear evidence will need to be provided to show that the internal form or special features prevent some of the requirements being met."

SDP24 of the Masterplan states that buildings will be designed for adaptability with a simple floor plate, good daylighting, generous floor to ceiling heights and adequate space for servicing.

With the exception of the two dwellings converted from Lowlands Barn, all of the proposed dwellings have access to private amenity space, either through private gardens or private balconies. Whilst the lack of amenity space to Lowlands Barn is not ideal, in this instance, given the heritage benefit of preserving the open character around Lowlands Barn, it is on balance acceptable. It is also acknowledged that there are significant levels of amenity space within this development (and surrounding the site). As such, these two units will have access to these public open spaces. In this instance and taking into consideration the individual circumstances of these units, this is considered to be acceptable.

All the dwellings meet or exceed the National Floor Space Standards.

All dwellings would be served with adequate light and would have good levels of privacy and outlook.

The proposal would provide an acceptable standard of accommodation for future residents. The application is therefore considered to be in accordance with Policies DP26 and DP27 of the District Plan, Principle SDP24 of the Masterplan and Paragraph 127 of the NPPF.

Neighbour Amenity

Policy DP26 of the District Plan states, "All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development...does not 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."

The closest residential properties to the west of the application site are those at Woodfield House and Paddock Cottage on Isaacs Lane. The proposed dwellings would be located approximately 65m from Paddock Cottage and 80m from Woodfield House. This is sufficient separation to prevent a loss of outlook, loss of light or loss of privacy or overbearing impact to these properties. At its closest point the proposed dwellings would be separated from the curtilage of Woodfield House by approximately 5.5m and windows are proposed directly overlooking this space. There would be some loss of privacy to the amenity space here, however this is the far end of an 140m garden and as such the proposed dwellings would not overlook the more private areas closest to the dwelling. As such, this arrangement is acceptable.

Outline planning permission (with all matters reserved) has been granted for 30 dwellings at Woodfield House (DM/19/3769). Impact on the dwellings associated with that application will be assessed when the reserved matters are submitted. However, it is considered that an appropriate layout and design could be achieved on that site that could be compatible with the proposal.

The proposed dwellings in parcel P1.3, to the east of the site, would be located adjacent to the dwellings under construction at Freeks Lane. The proposed dwellings would be a minimum of 18m from those at Freeks Farm, would be situated at an angle to those proposed at Freeks Farm and would be separated by Freeks Lane. As such, there would be no unacceptable impact to these properties by reason of loss of outlook, visual intrusion, loss of privacy or loss of light.

Impact on other proposed dwellings associated with the Northern Arc would be assessed as part of future reserved matters applications, however due to the position of open spaces included in this application, there are unlikely to be any residential dwellings within close proximity to these proposed dwellings.

It is acknowledged that there will be some degree of disruption during construction work but these would be temporary in nature and are necessary to facilitate the development. The building works will in any event be mitigated as much as possible through working hours restrictions and the Construction Environmental Management

Plan that will control various matters such as construction traffic routes, site set up, contractor parking and other mitigation measures. These mitigation issues have already been secured through the conditions attached to the outline planning consent.

The proposal will not cause significant harm to neighbouring residential amenity. The application is therefore considered to be in accordance with Policies DP26 and DP27 of the District Plan and Paragraph 130 of the NPPF.

Transport, Highways and Movement

Policy DP21 of the District Plan states:

"Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- A high quality transport network that promotes a competitive and prosperous economy;
- A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;
- Access to services, employment and housing; and
- A transport network that feels, and is, safer and healthier to use.

To meet these objectives, decisions on development proposals will take account of whether:

- The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);
- Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;
- The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;
- The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;
- Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;
- The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;
- The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;
- The scheme protects the safety of road users and pedestrians; and

- The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.
- Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles."

Policy DP22 of the District Plan states:

"Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

- Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;
- Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;
- Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'multi-functional will generally mean able to be used by walkers, cyclists and horse-riders).

Policy DP7 states that strategic development will, inter alia

- "Improve public transport, walking and cycling infrastructure and access to Burgess Hill and Wivelsfield railway stations and Burgess Hill Town Centre, including the provision of, or contributions to enhancing transport interchanges;
- Provide necessary transport improvements that take account of the wider impact of the development on the surrounding area;
- Provide highway improvements in and around Burgess Hill including addressing the limitations of the A2300 link road and its junction with the A23 and east-west traffic movements across Burgess Hill and, where necessary, improvements across the highway authority boundary in East Sussex;.

Provide new and/or improved and well connected sports, recreation and open space in and around Burgess Hill, including the continuation of the existing 'Green Circle' of linked areas of informal open space around the town along with its associated network of multi-functional paths, the Green Circle network, and links into the town centre;

- Support the delivery of a multi-functional route between Burgess Hill and Haywards Heath;..."

Policy DP9 requires A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive."

The Masterplan sets out the following at SDP1-:

- "Permeable layout that integrates with the surrounding highway network
- Maximise sustainable patterns of movement
- Highway design will direct traffic to the A2300 via the A273 and the Northern Arc avenue and minimise movement through the villages to the north of the site Northern Arc avenue to provide a new through connection between A273 Jane Murray Way and A2300 in the west and A273 and Maple Drive in the east Priority junctions and traffic signals favoured over roundabouts to support permeability for pedestrians and cyclists
- Two strategic pedestrian and cycle links: enhancing the existing Green Circle; and a new Green Super Highway
- Network of secondary pedestrian and cycle links will be provided throughout the Northern Arc linking the area to the wider town to provide attractive, convenient and safe routes to facilitate sustainable movement
- Three neighbourhood centres, connected to each other by the Northern Arc avenue, located so people can walk to local facilities and services within 5 to 10 minutes of their home, as well as being accessible by cycle, public transport and car."

SDP3 of the Masterplan states that the Northern Arc will provide two strategic pedestrian and cycle links - an enhancement of the Green Circle and a Green Super Highway.

SDP4 of the Masterplan requires that, alongside the strategic links of SDP3, a network of pedestrian and cycle links will be provided throughout the Northern Arc linking into the existing town.

The approved IDP also sets out the intent of the applicant to deliver appropriate road and sustainable travel infrastructure.

The NPPF states that:

"110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

West Sussex County Council (WSSCC) in their capacity as the local highways authority (LHA) has provided detailed comments on the merits of the application.

Access

Parcel 1.3 is to be accessed from the Freek's Farm development, which is currently under construction via a simple priority junction including 6m kerb radi, 5.5m wide carriageway and 2m wide footway.

Parcel 1.5 is served via the Eastern Bridge Link Road with both parcels being served by simple priority junctions which were approved as part of the Eastern Bridge Link Road application. These junctions include 6m kerb radi, 5.5m wide carriageway and 2m wide footway.

Parcel 1.6 is to be accessed from the south via the construction of a secondary street between Isaac's Lane and the Eastern Bridge and Link Road.

Appropriate and safe access to all dwellings has been provided.

Car Parking

The following car parking spaces have been provided:

Parcel P1.3:

Parking Type	Spaces
Allocated	32
Unallocated	10
Visitor	5
Total	47

Parcel P1.5:

Parking Type	Spaces
Allocated	63
Unallocated	105
Garages (Count as 0.5 spaces)	0.5
Total	168.5

Parcel P1.6:

Parking Type	Spaces
Allocated	108
Unallocated	42
Garages (Count as 0.5 spaces)	4
Visitor	18
Total	172

WSCC have commented that with regards to Parcel P1.6 that the level of unallocated/visitor parking spaces along the southern road would create an unbalanced provision but would not result in a reason for refusal.

The level of parking on each phase exceeds the WSCC guidance and as such no concerns are raised by WSCC in this regard.

Electric Vehicle Charging Points

Details of Electric Vehicle charging points levels are secured via condition of the outline application. This application indicates an intention to provide Electric Vehicle Charging points in line with WSCC guidance. The uplift in EVCP provision is supported.

Cycle Parking

A total of 275 cycle parking spaces would be provided, these would be in the form of storage within garages, secure spaces within the rear garden or secure spaces within the apartment blocks.

In the absence of any technical objections from WSCC, and subject to the imposition of the conditions requested by the highways authority, there are no sustainable reasons to object to the proposal on such grounds.

It is evident from the above assessment that the application therefore complies with Policies DP7, DP9, DP21 and DP22 of the District Plan, Principles SDP1, SDP2, SDP3, SDP4 and SDP10 of the Masterplan, the IDP, and the NPPF.

Ecology & Biodiversity

Policy DP7 states in part that strategic development will: "Identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan including DP38: Biodiversity;..."

DP9 also makes clear that "the relevant land uses and infrastructure delivery for each phase: Identify and take account of environmental, landscape and ecological constraints including where possible avoiding or minimising harm to sensitive receptors and appropriately responding to the landscape setting including retention of woodland, hedgerows and other important natural features wherever possible and appropriate landscaping and safe design of balancing ponds and water/drainage features; and deliver opportunities and requirements as set out in Policy DP7: General Principles for Strategic Development at Burgess Hill and DP38: Biodiversity..."

Policy DP38 of the District Plan states:

"Biodiversity will be protected and enhanced by ensuring development:

- Contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure, so that there is a net gain in biodiversity, including through creating new designated sites and locally relevant habitats, and incorporating biodiversity features within developments; and
- Protects existing biodiversity, so that there is no net loss of biodiversity. Appropriate measures should be taken to avoid and reduce disturbance to

sensitive habitats and species. Unavoidable damage to biodiversity must be offset through ecological enhancements and mitigation measures (or compensation measures in exceptional circumstances); and

- Minimises habitat and species fragmentation and maximises opportunities to enhance and restore ecological corridors to connect natural habitats and increase coherence and resilience; and
- Promotes the restoration, management and expansion of priority habitats in the District; and
- Avoids damage to, protects and enhances the special characteristics of internationally designated Special Protection Areas, Special Areas of Conservation; nationally designated Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty; and locally designated Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodland or to other areas identified as being of nature conservation or geological interest, including wildlife corridors, aged or veteran trees, Biodiversity Opportunity Areas, and Nature Improvement Areas.

Designated sites will be given protection and appropriate weight according to their importance and the contribution they make to wider ecological networks.

Valued soils will be protected and enhanced, including the best and most versatile agricultural land, and development should not contribute to unacceptable levels of soil pollution.

Geodiversity will be protected by ensuring development prevents harm to geological conservation interests, and where possible, enhances such interests. Geological conservation interests include Regionally Important Geological and Geomorphological Sites."

SDP14 (Landscape and Green Infrastructure) of the Masterplan states that: "The Masterplan will preserve landscape features and wherever possible respect the landscape setting of nearby listed buildings and non-designated heritage assets. It will also deliver a net gain in biodiversity. This will be achieved by delivering ecological enhancements within the green infrastructure areas, such as ecologically valuable SuDS systems, private and shared garden and amenity space, and passive measures elsewhere such as green and brown roofs and the creation of new habitats through measures to support wildlife such as, for example, bat boxes. The development provides an opportunity to increase the diversity and resilience of tree cover, particularly in relation to climate change, pests and disease, as well as delivering a range of amenity benefits."

SDP15 of the Masterplan sets out that "the Northern Arc will provide a rich variety of attractive open spaces. These will support wider biodiversity objectives and promote climate change, pest and disease resilience, as well as meeting community needs for recreation and supporting health and well-being."

SDP16 (Ancient Woodland and Veteran Trees) of the Masterplan sets out that, "the multiple designated Ancient Woodlands within the Northern Arc, which are an irreplaceable habitat, will be retained and protected through a sensitive design approach. Ancient Woodlands will be incorporated into the framework of green spaces and protected by a buffer zone."

The IDP identifies that the network of woodland and natural open space throughout the site is intended to create strong green corridors.

At national level, the NPPF states in part at paragraph 174 that:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services - including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;....."

Paragraph 180 is also relevant to the determination of planning applications with this stating that:

"When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity."

Ecological surveys were carried out as part of the Outline Planning Application, and updated surveys accompany this reserved matters application. The following species have been identified:

- Bats
- Dormouse
- Great Crested Newts
- Reptiles

- Birds
- Badgers
- Hedgehogs

High quality habitat is proposed to be retained and where this is not possible additional habitat would be created. Precautionary methods of work, along with mitigation where necessary, is proposed to ensure the protection of protected species.

Five protected habitats have been identified on site, these include:

- Ancient woodland;
- Hedgerows;
- Rivers and Streams;
- Ponds; and
- Semi-improved and Unimproved grassland

Some hedgerow and semi-improved grassland would be lost as part of the proposal. In order to mitigate for this, additional wildflower rich grassland habitats would be created and new hedgerow would be planted.

The proposal includes extensive amounts of open space, which includes the provision of new habitats and the enhancement of existing habitats.

The CEMP, secured by condition on the Outline Planning Application, will ensure that there are no unacceptable impacts from construction activity.

The Biodiversity Net Gain calculations demonstrate that the proposed site should deliver a net gain of above the 10 per cent net gain required by the outline planning application and would be acceptable.

The reserved matters submission is therefore considered to be in accordance with Policies DP7, DP9 and DP38 of the District Plan, Principles SDP14, SDP15 and SDP16 of the Masterplan, the IDP and the NPPF.

Water Resources, Flood Risk & Drainage

Policy DP9 requires the relevant land uses and infrastructure delivery for each phase, to, in part:

"Take account of on-site flood plains and avoid areas of current and future flood risk through a sequential approach to site layout to comply with Policy DP41: Flood Risk and recommendations in the Strategic Flood Risk Assessment;

- Identify, avoid, mitigate and manage the risks posed to water quality associated with the historic land uses and support the delivery of 'Good' ecological status of the River Adur and Copyhold Stream in accordance with DP42: Water Infrastructure and the Water Environment;..."

Policy DP41 of the District Plan states:

"Proposals for development will need to follow a sequential risk-based approach, ensure development is safe across its lifetime and not increase the risk of flooding elsewhere. The District Council's Strategic Flood Risk Assessment (SFRA) should be used to identify areas at present and future flood risk from a range of sources including fluvial (rivers and streams), surface water (pluvial), groundwater, infrastructure and reservoirs.

Particular attention will be paid to those areas of the District that have experienced flooding in the past and proposals for development should seek to reduce the risk of flooding by achieving a reduction from existing run-off rates.

Sustainable Drainage Systems (SuDS) should be implemented in all new developments of 10 dwellings or more, or equivalent non-residential or mixed development unless demonstrated to be inappropriate, to avoid any increase in flood risk and protect surface and ground water quality. Arrangements for the long term maintenance and management of SuDS should also be identified.

For the redevelopment of brownfield sites, any surface water draining to the foul sewer must be disconnected and managed through SuDS following the remediation of any previously contaminated land.

SuDS should be sensitively designed and located to promote improved biodiversity, an enhanced landscape and good quality spaces that improve public amenities in the area, where possible.

The preferred hierarchy of managing surface water drainage from any development is:

1. Infiltration Measures
2. Attenuation and discharge to watercourses; and if these cannot be met,
3. Discharge to surface water only sewers.

Land that is considered to be required for current and future flood management will be safeguarded from development and proposals will have regard to relevant flood risk plans and strategies."

Policy DP42 of the District Plan states:

"New development proposals must be in accordance with the objectives of the Water Framework Directive, and accord with the findings of the Gatwick Sub Region Water Cycle Study with respect to water quality, water supply and wastewater treatment and consequently the optional requirement under Building Regulations - Part G applies to all new residential development in the district. Development must meet the following water consumption standards:

- Residential units should meet a water consumption standard of 110 litres per person per day (including external water use);
- Non-residential buildings should meet the equivalent of a 'Good' standard, as a minimum, with regard to the BREEAM water consumption targets for the development type.

Development proposals which increase the demand for off-site service infrastructure will be permitted where the applicant can demonstrate;

- that sufficient capacity already exists off-site for foul and surface water provision. Where capacity off-site is not available, plans must set out how appropriate infrastructure improvements approved by the statutory undertaker will be completed ahead of the development's occupation; and
- that there is adequate water supply to serve the development.

Planning conditions will be used to secure necessary infrastructure provision. Development should connect to a public sewage treatment works. If this is not feasible, proposals should be supported by sufficient information to understand the potential implications for the water environment.

The development or expansion of water supply or sewerage/sewage treatment facilities will normally be permitted, either where needed to serve existing or proposed new development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impacts and that any such adverse impact is minimised."

SDP20 of the Masterplan states that green infrastructure will help to reduce flood risk and manage storm water through an extensive network of SuDS.

SDP23 of the Masterplan states that the Northern Arc will identify opportunities to reduce potable water demand to below the 110 litres per day through the use of a non-potable water network.

The IDP identifies that the Northern Arc will deliver potable water, surface water and foul water projects to the development.

Flood Risk

The majority of the site is located within Flood Zone 1 (low risk), however, the development extends into Flood Zones 2 (medium risk) and 3 (high risk) where it is immediately west of the river. No development is located within the flood zone.

The Eastern Bridge and Link Road runs through the middle of the Bellway site. The planning permission included a condition on that consent requiring access ramps along the river banks prior to the use of the bridge. The access to the river would need to be provided within the parcels covered by this application, however, details of this access have not been provided. As such, a condition is recommended to secure details of this river access prior to the commencement of this parcel.

The Environment Agency have commented on the proposal and have raised no objection subject to a condition to secure the access ramps along the river bank referred to above.

Sustainable Drainage

Details of Sustainable Drainage has been addressed through the outline permission with a condition being used to secure full details of the drainage.

Notwithstanding this the Council's Drainage Officer has been consulted and has commented that the drainage strategies submitted meet the requirements of the Drainage Masterplan and we therefore do not object to the details being addressed as part of a future discharge of conditions application.

In light of the above comments, the proposal is considered to be in accordance with Policies DP9, DP41 and DP42 of the District Plan, Principles SDP20 and SDP23 of the Masterplan, the IDP and the NPPF.

Sustainability

Policy DP39 of the District Plan states:

"All development proposals must seek to improve the sustainability of development and should where appropriate and feasible according to the type and size of development and location, incorporate the following measures:

Minimise energy use through the design and layout of the scheme including through the use of natural lighting and ventilation;

Explore opportunities for efficient energy supply through the use of communal heating networks where viable and feasible;

Use renewable sources of energy;

Maximise efficient use of resources, including minimising waste and maximising recycling/ re-use of materials through both construction and occupation;

Limit water use to 110 litres/person/day in accordance with Policy DP42: Water Infrastructure and the Water Environment;

Demonstrate how the risks associated with future climate change have been planned for as part of the layout of the scheme and design of its buildings to ensure its longer term resilience"

SDP21 (Climate Resilient Development) of the Masterplan states that:

"Development within the Northern Arc will seek to make best possible use of passive design approaches to optimise the internal comfort of buildings. Coupled with extensive green infrastructure, these will in turn help to manage external comfort by managing air flows, temperature and shade.

Green infrastructure will also help to reduce flood risk and manage storm water through an extensive network of biodiverse SuDS. Evidence of response to future climate projections (i.e. UKCP18) will be required for all future development.

Green infrastructure will be designed with species that are tolerant to the prevailing climatic conditions of the south east, in order to respond to the hotter, drier summers and the colder winters. Additionally, a wide palette of species will be used to enhance the existing species range on site in order to improve resilience to pests and diseases."

SDP22 (Low Carbon Energy) of the Masterplan states that:

"Development at the Northern Arc will promote low carbon energy technologies, meeting criterion 1 of Part L of Building Regulations through passive design and embracing the transition to electric vehicles.

Buildings will be oriented for solar gain, alongside fabric efficiency measures. The development will also incorporate low carbon energy generation/distribution to ensure that energy performance delivers a meaningful reduction in carbon emissions from the baseline. This could include the use of emerging technologies, such as waste heat networks and local electricity storage and aggregation.

All properties with off- street parking will include charging points. For properties with on-street parking, there will be sufficient charging points to be ahead of the emerging electric vehicle market. The development will also include rapid charging points for taxis and buses and will provide electric car clubs to help reduce congestion and overall vehicle movement."

SDP23 (Integrated Water Management) of the Masterplan states that:

"Responding to the challenge of water stress across the South East, the Northern Arc will identify opportunities to reduce potable water demand to below the 110 litres per day required by Part G of the Building Regulations.

To deliver this, a non-potable water network will be required, building on the existing commitment to an extensive network of natural SuDS which, as well as mitigating flood risk, will provide an alternative source of water and allow for the potential reuse of waste water."

SDP24 (Construction and Material Use) of the Masterplan states that:

"The development will take into consideration the whole life cost and embodied carbon of all building materials to encourage innovated and sustainable use of natural resources. This will include the principles of 'Long life/loose fit' - buildings designed for adaptability with a simple floor plate, good daylighting, generous floor to ceiling heights and adequate space for servicing that enables easy reconfiguration of internal space as well as design for disassembly.

Homes England has an ambition to deliver homes at the Northern Arc at an accelerated pace, including through the use of Modern Methods of Construction (MMC). These comprise use of volumetric systems, panelised systems and systems which use pre-manufactured components."

The IDP also sets out a number of Sustainable Travel Projects including walking and cycling projects and travel plans which have been referenced in the highways and access section of this report.

Paragraph 150 of the NPPF seeks to ensure new development helps, "to reduce greenhouse gas emissions, such as through its location, orientation and design." Paragraphs 153 expects new development to, "take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption."

The applicant has provided a sustainability Strategy with the application. This confirms that Bellway Homes and Homes England have committed to deliver an

enhanced sustainability strategy for the site whereby all plots will meet the requirements of the interim Future Homes Standard (Part L 2021).

An overall improvement of 31 per cent reduction in CO2 emissions is achieved against current building regulations.

This will be achieved through the following measures:

- Fabric specification better than the fabric values required to meet Part L including the following:
 - External walls 20 per cent improvement
 - Floors 40 per cent improvement
 - Roof 50 per cent improvement
 - Windows 35 per cent improvement
 - Air tightness 50 per cent improvement
- 113 homes will be installed with PV's
- 23 houses would be fitted with Air Source Heat Pumps
- All apartments fitted with Hot Water Heat Pumps

In addition, houses will be designed with heat distribution systems which accommodate lower flow temperatures of 45 degrees to ensure the high efficiency gas condensing boilers to be fitted are able to operate in condensing mode for longer periods, and to ensure the system is adaptable to the future installation of air source heat pumps should residents wish to retrofit alternative heating systems.

Devices to increase the energy efficiency of the heating systems such as Flue Gas Heat Recovery and Waste Water Heat Recovery will be installed.

These measures would be secured by condition.

The proposal is therefore considered to be in accordance with Policy DP39 of the District Plan, Principles SDP21, SDP22, SDP23 and SDP24 of the Masterplan, the IDP and paragraphs 150 and 153 of the NPPF.

Other Issues

A number of third party concerns have not been addressed in the report above.

With regards to noise, a condition requiring a CEMP is attached to the outline consent, the details contained in the CEMP will help protect surrounding residents from noise disturbance during construction.

With regards to increased traffic, this was assessed at the outline stage and the road network was considered to be able to satisfactorily accommodate the vehicular movements associated with the development.

Finally with regards to the concern that the focus should be on developing Burgess Hill Town Centre and providing meaningful facilities, the Council must determine the application that has been submitted. Any applications for development within the Town Centre will be assessed on their own merits.

EIA Regulations

The proposal is part of a project that is EIA development. The outline planning application, DM/18/5114, was accompanied by an Environmental Statement.

This application is considered to be a subsequent application as it is part of the same project.

It is considered that the environmental information already before the Council is adequate to assess the significant effects of the development of the environment. It is considered that the development is in broad accordance with the outline planning permission and as such the conclusions of the Environmental Statement submitted under that application remain relevant.

Planning Balance and Conclusion

The principle of the development of up to 460 dwellings, has been established through the granting of the outline planning permission DM/18/5114.

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the development plan and then to take account of other material planning considerations including the NPPF.

The details of the reserved matters of the layout, scale, appearance and landscaping of the site need to be assessed against the relevant policies in the development plan. In making an assessment as to whether the proposal complies with the development plan, the Courts have confirmed that the development plan must be considered as a whole, not simply in relation to any one individual policy. It is therefore not the case that a proposal must accord with each and every policy within the development plan.

The impact of the scheme on the surrounding landscape and the trees is considered acceptable.

The proposal is considered acceptable in respect of the visual impact with the design being supported by the Council's Urban Designer, the Design Review Panel and the Council's Tree Officer.

The proposal preserves the significance of Lowlands Farm (a non-designated heritage asset) and has no unacceptable impact on any other heritage assets. The proposal is supported by the Council's Tree Officer.

The proposal also provides a good level of play space and open space in accordance with District Plan policy.

No objections are raised to the proposal by the local highway authority and in the absence of any technical objections there are not deemed to be any reasonable grounds to refuse the application on highways related matters. Adequate levels of car and cycle parking are provided.

The affordable housing provision of 75 units is policy compliant (30 per cent) and the mix of units and their location also accords with the Council's requirements.

The proposal will not result in demonstrable significant harm to neighbouring residential amenity and the scheme will provide a good standard of accommodation for future occupiers.

There are no technical reasons to object to the scheme in respect of water resources, flood risk and drainage.

The proposal also accords with the Council's sustainability policy requirements and in respect of the ecological and biodiversity effects of the development.

The application is deemed to comply with policies DP4, DP6, DP7, DP9, DP20, DP21, DP22, DP23, DP26, DP28, DP29, DP30, DP31, DP34, DP37, DP38, DP39, DP41 and DP42 of the Mid Sussex District Plan, the Northern Arc Masterplan (2018), the Northern Arc Infrastructure Delivery Plan and Phasing Strategy (2018) and the NPPF.

The application is therefore recommended for approval, subject to the conditions listed in Appendix A.

APPENDIX A – RECOMMENDED CONDITIONS

1. The development shall be carried out in accordance with the approved details.

Reasons: To ensure an acceptable development in accordance with Policy DP9 of the District Plan.

2. No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To ensure an acceptable level of car parking and to ensure highway safety in accordance with Policy DP21 of the District Plan.

3. No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with Policy DP39 of the District Plan.

4. The Measures set out in the Sustainability Strategy Note shall be implemented for each dwelling prior to the occupation of that dwelling.

Reason: To ensure sustainable construction in accordance with Policy DP39 of the District Plan.

5. Prior to the commencement of Parcels P1.5 and OS1.2N, full details of the Green Circle route shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure connectivity with the surrounding parcels in accordance with DP9 and DP26 of the District Plan

Parcel P1.3

6. Prior to the commencement of any development on Lowlands Barn (including demolition work) full details of the following shall be submitted and approved in writing by the Local Planning Authority:

- a) Details of roofing and facing materials
- b) Detailed drawings at an appropriate large scale, including sections and annotated to show materials and finishes, of the following:
 - typical examples of windows and external doors
 - typical eaves detail
- c) Confirmation that the rainwater goods will be of painted metal
- d) Confirmation that the rooflights to be flush fitting, metal framed conservation style rooflights.

The development shall be carried out in accordance with the approved details.

Reason: To ensure the significance of the non-designated heritage asset is preserved in accordance with DP34 of the District Plan

7. Prior to the commencement of development on Parcel P1.3 (as shown on plan 022106-BEL-SL-LPP) the following shall be submitted and approved in writing by the Local Planning Authority in relation to parcel P1.3:
- a) Details and samples of the facing materials to include a materials plan
 - b) 1: 5 scale front elevation and section drawings of the hot water pump system vents on the block of flats shown in context.
 - c) 1:20 scale elevation and section drawings showing the following typical features of the houses and flats in context: balustrading, entrance door/canopy, projecting brick detailing between vertically grouped windows, inset rainwater downpipe, eaves detailing, PV panels on the roof.
- The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity in accordance with DP9, DP26 of the District Plan

8. Prior to commencement of development on Parcel P1.3 (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel P1.3 shall be submitted to and approved in writing by the Local Planning Authority. This shall include:
- New planting
 - Indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
 - Hard surfacing
 - Boundary treatments
 - Section drawings of the attenuation ponds/swales

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on the heritage asset and retained trees in accordance with DP9, DP26, DP34 and DP37 of the District Plan.

9. No part of Parcel P1.3 shall be occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: In the interests of sustainability in accordance with Policy 39 of the District Plan.

Parcel P1.5

10. Prior to the commencement of development on Parcel P1.5 (as shown on plan 022106-BEL-SL-LPP) the following shall be submitted and approved in writing by the Local Planning Authority in relation to parcel P1.5:

- a) Details and samples of the facing materials to include a materials plan
- b) 1: 5 scale front elevation and section drawings of the hot water pump system vents on the block of flats shown in context.
- c) 1:20 scale elevation and section drawings showing the following typical features of the houses and flats in context: balustrading, entrance door/canopy, projecting brick detailing between vertically grouped windows, inset rainwater downpipe, eaves detailing, PV panels on the roof.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity in accordance with DP9, DP26 of the District Plan

11. Prior to commencement of development on Parcel P1.5 (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel P1.5 shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- New planting
- Indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Hard surfacing
- Boundary treatments
- Section drawings of attenuation ponds/swales

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on retained trees in accordance with DP9, DP26 and DP37 of the District Plan.

12. No part of Parcel P1.5 shall be occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: In the interests of sustainability in accordance with Policy 39 of the District Plan.

Parcel 1.6

13. Prior to the commencement of development on Parcel P1.6 (as shown on plan 022106-BEL-SL-LPP) the following shall be submitted and approved in writing by the Local Planning Authority in relation to parcel P1.6:

- a) Details and samples of the facing materials to include a materials plan
- b) 1: 5 scale front elevation and section drawings of the hot water pump system vents on the block of flats shown in context.
- c) 1:20 scale elevation and section drawings showing the following typical features of the houses and flats in context: balustrading, entrance door/canopy, projecting brick detailing between vertically grouped windows, inset rainwater downpipe, eaves detailing, PV panels on the roof.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity in accordance with DP9, DP26 of the District Plan

14. Prior to commencement of development on Parcel P1.6 (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel P1.6 shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- New planting
- Indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Hard surfacing
- Boundary treatments

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on retained trees in accordance with DP9, DP26, and DP37 of the District Plan.

15. No part of Parcel P1.6 shall be occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: In the interests of sustainability in accordance with Policy 39 of the District Plan.

Parcel OS1.1a

16. Prior to commencement of development on Parcel OS1.1a (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel OS1.1a shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- New planting
- Tree survey and indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Hard surfacing
- Boundary treatments
- Other furniture
- Details of bat house

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local

Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on retained trees in accordance with DP9, DP26, and DP37 of the District Plan.

Parcel OS1.1b

17. Prior to commencement of development on Parcel OS1.1b (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel OS1.1b shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- New planting
- Tree survey & indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Hard surfacing
- Boundary treatments
- Furniture
- Section drawings of attenuation ponds/swales

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on retained trees in accordance with DP9, DP26, and DP37 of the District Plan.

Parcel OS1.2N

18. Prior to commencement of development on Parcel OS1.2N (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel OS1.2N shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- New planting
- Tree survey and indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Removal of existing boundary treatments and hard surfacing
- Hard surfacing (including Green Circle details)
- Details of the maintenance access route to the river (as required by condition 15 of the Eastern Bridge and Link Road Permission - DM/19/3313)
- Boundary treatments
- Furniture

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die,

are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity, to ensure an acceptable impact on retained trees and to ensure suitable access to the river banks for maintenance/emergency works as necessary in accordance with DP9, DP26, DP37 and DP41 of the District Plan.

Parcel OS1.5

19. Prior to commencement of development on Parcel OS1.5 (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel OS1.5 shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- New planting
- Indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Hard surfacing (including pedestrian/cycle links to eastern neighbourhood centre)
- Boundary treatments
- Furniture

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on retained trees in accordance with DP9, DP26, and DP37 of the District Plan.

Parcel OS1.6

20. Prior to commencement of development on Parcel OS1.6 (as shown on plan 022106-BEL-SL-LPP) and notwithstanding any information submitted to the contrary, full details of a hard and soft landscaping scheme for Parcel OS1.6 shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- New planting
- Indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development.
- Hard surfacing (including pedestrian/cycle link)
- Boundary treatments
- Furniture
- Section drawings of pocket park

These works shall be carried out as approved. The works shall be carried out in accordance with a programme agreed by the Local Planning Authority. Any trees or

plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. In addition, all planting either in the verge adjoining the cycleway or in any visibility splay informed by Manual for Streets design must be kept below 600mm in height.

Reason: In the interests of visual amenity and to ensure an acceptable impact on retained trees in accordance with DP9, DP26, and DP37 of the District Plan.

INFORMATIVES

1. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Plans referred to in Consideration of this Application:
Plans to be added in update

APPENDIX B – CONSULTATIONS

Parish Consultation

Noted.

Contaminated Land

The updated information does not alter my comments made on the 16/11/2021, which are reproduced below:

The EIA Statement of Conformity makes it clear that a Phase II site investigations and risk assessment will be completed, in line with condition 10 of outline application DM/21/3870, after this application has been given consent. As such, I have no comment to make on the current application.

MSDC Urban Design Officer

Urban Design Observations

To: Louise Yandell, Development Management

From: Will Dorman, Urban Designer, Mid Sussex DC

Application ref: DM/21/3870

Date: 26/4/22

Address: Northern Arc, Land N/NW of Burgess Hill between Bedelands Nature Reserve in the east and Goddard's Green Waste, Water Treatment Works in the west

Description: Reserved Matters Application pursuant to outline application DM/18/5114, to consider access, appearance, landscaping, layout, and scale with respect to the erection of 247 dwellings and associated car parking, open space, and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, OS1.1a, OS1.1b, OS1.1N, OS1.5 and OS1.6 to the east of Isaacs Lane and Lowlands Farm at the Northern Arc development.

Drawings: Revised drawings received 17/3/22 + 19/4/22

PARCEL 1.5/1.6

Layout / Landscaping

The overall layout works well and appropriately accords with the guidelines in the Northern Arc Design Guide/masterplan. The development benefits from a variety of open spaces and a retained hedgerow as well as a backdrop of mature trees principally on the south, east, and west boundaries; this not only helps through softening and screening, but it also helps invest the different parts of the scheme with their own character.

The central focus of the scheme is the formal north south tree-lined axis of the N Arc avenue (NAA) which bisects the development (and will be terminated by the proposed secondary school). This is appropriately defined by the higher density element that is provided by 3 storey apartment blocks.

Running parallel with the NAA on the west side is the retained hedgerow where the opportunity has been taken to provide a green/pedestrian link that provides a safe environment for children to walk to the secondary school (which is proposed to be extended through to the development parcel to the south to link up with eastern neighbourhood centre). This arrangement reduces the amount of road space that necessitates the large rear court parking area at the rear of the apartment blocks 3 to 8. These parking areas have been carefully designed and enclosed by coach house style flats over garages (FOG's) that contribute to the natural surveillance of the space and reduce the amount of visible parking. Trees and threshold gardens serving the apartment blocks also help to soften this area and create a Mews style street that contributes to giving variety to the development. The following revisions have been made that positively respond to the DRP's concerns about the layout/landscaping:

- The northern boundary now integrates more successfully with the school and the Eastern Bridge Link Road (EBLR). Most notably the pocket park north of block 3 has been re-designed with an extended boundary (facilitated by a reduced secondary school threshold) that allows sufficient space for the pathway to negotiate the significant east west level difference. The extension has also enabled the school entrance plaza to be extended into the pocket park and provides for trees and shrubs on the northern boundary that will screen the weld mesh school security fence.
- The pathway along the green link has been widened and pulled marginally* away from the houses to both accommodate large numbers of school children and reduce their impact upon residents (*it was not possible to further increase the buffer because of the need to safeguard the ecology of the retained hedge).
- The path around the attenuation pond is now linked up on the east and west side and the seating has been set-back to avoid impeding the path.
- The axial link between block 6 and 7 that is terminated with block 1's eastern frontage has now been rationalised avoiding unnecessary turns in the path.
- As a safety measure a knee-high rail has been incorporated around the so-called "Village Green".

I nevertheless still have the following detailed comments which I would like to be addressed through a landscaping condition:

- More discussion is needed on the palette of surface materials and street furniture to ensure there is sufficient coordination to avoid a busy appearance.
- On the other hand, all shared surfaces should be finished in a material other than tarmac to visually indicate that pedestrians have equal right of use. This applies to the eastern area of parcel 1.5 and the street serving plots 53-55 and 83-86.
- Some of the proposed street trees such as in front of plot 1 and block 2 do not appear to have sufficient safeguarding space around them to protect them from vehicles. I also think all the street trees need to demonstrate they have sufficient soil volume to support them.
- While I note that the planting around the pumping station has been extended in response to the DRP's concerns, it would benefit from some trees as well as shrubs (ie. not just ornamental amenity planting). Trees on the south and west side of the attenuation basin will nevertheless need to be carefully positioned so they allow some natural surveillance of the pathways from the adjacent blocks of flats.
- The tree selection and arrangement need reviewing as some potential large trees (Lime and Oak) in the Village Green look too closely spaced trees. More generally I would also like to see more consistent application of tree species along the streets.
- A detailed section of the SuDS (swales and attenuation pond) is needed to ensure they contribute positively to the appearance of the surrounds.

- The pocket park needs to be further reviewed to ensure that it addresses the DRP's concerns about its vulnerability to trampling adjacent to the paths. The surface materials also need to be coordinated with the EBLR and the school entrance plaza.

It should also be noted that perspective PER01 is inaccurate as the existing hedge will occupy most of the foreground space (which also looks exaggerated) and will neither permit much of a view of the houses nor provide much usable open space as suggested. For this reason, I recommend it is not presented to the Committee.

Elevations

The revised drawings incorporate re-designed apartment blocks along the NAA that involve the replacement of flat roofs with pitched roofs and improvements in the overall articulation and detailing of the facades. This gives the blocks a better relationship with the design of the rest of the dwellings and provides a more elegant and architecturally interesting façade which now acceptably address this key street frontage. The articulation includes more consistently proportioned bays that generate a natural rhythm that is typical of a run of terraced houses which helps to break down the scale of these long frontages. The brick detailing has been employed to vertically group the upper floor windows which contributes to the vertical proportions of the facade. In response to the DRP's request, a large-scale drawing has been produced to show how the bricks would be laid to achieve the design effect of the gables. Recessed balconies are now consistently incorporated throughout the frontage that help give the elevations a sense of structural depth; and the balustrading feature metal railings in place of glass panels and are better detailed. The rear elevations have also been improved so they provide a formal frontage facing the rear court parking/mews. Internally the two-bedroom flats have been redesigned where it was necessary to address the DRP's concerns by providing larger living rooms and allowing more fenestration to face the balcony.

Following the DRP's concerns, the revised drawings also illustratively show vents on the apartment buildings that are required to accommodate the proposed hot water pump system in the apartment blocks. Unfortunately, no precedent pictures have been provided that show how they will actually appear, and I am concerned they may have a more disruptive impact than currently shown. A condition is therefore recommended to ensure this is sensitively accommodated.

Many of the other streets feature gabled fronted houses that help punctuate/address the street corners and vertically articulate and add interest to the wider street frontage. This is exemplified by the long elevation (plots 1 to 20) facing the "Village Green" where the revised drawings benefit from a consistent arrangement of gabled fronted houses within the semi-detached configuration that is suitably formal.

The DRP were nevertheless previously critical of the inconsistent application of secondary facing materials at front and back. This has largely been addressed and the drawings now show the elevations that are clearly visible from the public realm benefiting from the application of cladding or tile hanging on the front, side, and rear elevations.

The facing materials have generally been used consistently within each street to help distinguish and give a different character to the various parts of the development.

Also in response to the DRP, photovoltaics are now clearly indicated on the roofs where they are proposed. They have been designed to sit flush with the roof and are mostly discreetly positioned at the side or rear roof slope. The main exception to this is plots 1-20 facing the "Village Green"; here I am concerned the PV's may look cluttered as there are so many of

them. I feel consideration should be given to employing slate or grey tiling which will at least help lessen the contrast with the PV panels.

The revised drawings show the coach houses/FOG's on corner plots 115,117,118, 120 with windows in the return corner which address the streets and spaces they face. I nevertheless note that street section SS22B the FOG has been incorrectly drawn as it is orientated the wrong way round with the entrance canopy facing west, not east.

PARCEL 1.3

The layout generally works well on this constrained site and it benefits from frontages that face the tree lined boundaries that provide an attractive backdrop to the public realm. I nevertheless have some concerns about the proximity of the block of flats to Freeks Lane as it does not allow much space to accommodate new trees and shrubs to replace the existing soft landscaped boundary which will mostly be lost to facilitate the scheme (as I understand it has little value in arboricultural or ecological terms). Careful species selection will therefore be needed to ensure that it provides a soft edge to preserve the character of Freeks Lane without depriving residents of natural light.

The houses on parcel 1.3 have been designed in the same architectural style as the larger site. While this does little to distinguish it, this is a small site separated from parcel's 1.5/1.6 by Countryside's Freeks Farm scheme that ensures there is sufficient diversity of character across this part of the Northern Arc. Also, both prominent buildings at the site entrance are quite individual. This includes the converted barn and the three-storey block of flats with its angled return configuration, dormer windows, black cladding and barn hip roof that helps generate a softer aesthetic than the blocks on the larger parcel that is commensurate with its more rural location.

In response to the DRP's comments on plots 243 and 244, the garages have now been designed with barn hips on both sides that has improved their relationship with the adjacent houses.

In respect of the landscaping, I have the same comments as with parcels 1.5/1.6 (refer above) on the surface materials/street furniture/shared surfaces and the design of the attenuation pond and would likewise recommend that the landscape condition applies to parcel 1.3.

The revised drawings have nevertheless addressed the DRP's concern about the design of the parking and T-junction adjacent to the converted barn and this now appropriately shows more soft landscaping.

OVERALL ASSESSMENT

The scheme now sufficiently accords with policy DP26 of the District Plan and the principles set out in the Council's Design Guide; I also believe the proposal addresses most of the DRP's issues. I therefore raise no objections, but would recommend that conditions are included requiring the submission of the following drawings/information to secure the quality of the design:

- Hard and soft landscaping details including boundary treatments across the scheme and detailed section drawings of the pocket park, attenuation ponds and swales showing the surrounding context.
- Details of the facing materials including a materials plan.

- 1: 5 scale front elevation and section drawings of the hot water pump system vents on a typical block of flats shown in context.
- 1:20 scale elevation and section drawings showing the following typical features of the houses and flats in context: balustrading, entrance door/canopy, projecting brick detailing between vertically grouped windows, inset rainwater downpipe, eaves detailing, PV panels on the roof.

Consideration could also be given to securing the scheme's sustainability proposals through the inclusion of a condition.

Northern Arc Design Review Panel

NOTES OF NORTHERN ARC DESIGN REVIEW PANEL (24/03/2022)

Panel: Neil Way (Chair), Lap Chan (Vice Chair), Alice-Rose Hoile, James Rae, Andrew Cameron, Richard Partington

MSDC: Will Dorman (MSDC Urban Designer), Louise Yandell (Northern Arc Strategic Development Manager)

Ward Councillor: Councillor Anne Eaves

Bellway Parcels (Sub-phases P1.3, P1.5, P1.6, OS1.5 & OS1.6 and part of OS1.1a, OS1.1b, OS1.2N of the Northern Arc)

Description of Scheme

Reserved Matters Application pursuant to outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale for the erection of 247 dwellings, alterations to Lowlands Farm and its conversion to form 2 dwellings, associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle (pedestrian/cycle/equestrian route) for Sub-Phases P1.3, P1.5, P1.6, OS1.5, OS1.6 and part of OS1.1a, OS1.1b and OS1.2N.

Presenters

Architect: Ed England (DHA)
 Steve Mitchell (DHA)
 Landscape Architect: Adam Williams (Macfarlane Associates)
 Developer: Mike Birch (Bellway)
 Planning Agent: James McConnell (McConnell Planning)

The Panel's Comments

The panel commended the progress that had been made to the design since the DRP in January. The panel considered that most of the comments made by the panel had been addressed and the changes represented an improvement to the overall design especially in respect of the apartment blocks and the pocket park.

Nevertheless, the scheme would benefit from some further refinement to the design particularly in relation to the landscaping that could be more positively designed and avoid being dominated by the vehicular and servicing requirements:

- The landscaping often appears engineered especially where it is squeezed in around turning areas where it would benefit from careful integration.
- The parking area immediately in front of the pocket park, some of the spaces could possibly be rotated 90 degrees to reduce the hardstanding.
- The pedestrian journey from the area in front of block 1, past units 98-100 and past the area to the side of block 8 does not flow particularly effectively because of the 90 degree turns. The panel questioned whether this route could be softened and whether the overall experience could benefit from the rotation of block 1 that would enable the area in front of this block to be opened up.
- On parcel P1.3, the panel believed the use of bollards adjacent to the barn was unnecessary because it is a lightly trafficked area. The delineation of the path and carriageway can instead be indicated through different materials. The parking to the east of the barn could be brought forward and staggered to reduce the expanse of hardstanding in this area. Furthermore, the parking alongside the road in this area could be more effectively integrated into the widths of the highway, reducing the need for the parking bays which appear overly formal in the context of this parcel.
- The imagery of the soft landscaping was quite aspirational. Careful consideration is needed of tree species in relation to their locations, and all plants need specifying. Details including the soil volume of tree pits, as well as the size of the girths and root balls should be included in the application submission.
- The landscaping outside of the flats will need to be managed by a private management company to ensure a consistent appearance and avoid changes by private owners which could reduce the quality of the appearance.
- The widths of paths should be considered further and where these are narrowed due to the placement of furniture, the routes should be widened, or the furniture set-back from the paths to ensure these routes are not constrained (e.g. where the benches are positioned around the SuDS basin).
- The planting in the pocket park may be vulnerable to trampling adjacent to the paths and could benefit from rationalisation. Concern was also raised about the proximity of the events space and the adjoining dwellings and the location of this should therefore be reconsidered.
- The area of open space on the southern boundary should integrate effectively with the Eastern Neighbourhood Centre parcel to the south.
- The pumping station and substation need to be better integrated into the surrounding open space. A tarmacked surface would appear visually intrusive here and an alternative more natural surfacing should be used that integrates harmoniously with the soft landscape. The hedging follows the unnatural rectilinear boundary of the pumping station and substation. The landscaping would benefit from a bolder approach this could include a bosque of tree planting and the shrubs spreading out to the surrounding pathways and the SuDS basin.

With regards to sustainability, the panel were glad to see that PV's had now been shown on the buildings; however, they will need to be on the side of the building which maximises their performance and the inconsistent positioning on perspective 5 suggested this may not be the case. The PV's will also need to be well detailed and set flush with roof slope to provide an acceptable appearance.

There was a concern the design team did not fully understand the hot water pump system. The air ducts required are likely to result in very large vents both in and out of the building that would significantly impact upon the buildings appearance. This does not appear to have been considered and it is unclear where they would be located. It was also unclear how the heat would be distributed around the building; this should be considered further with the details included in the application.

The building regulation changes will introduce a requirement to consider overheating. It was unclear if this had been considered by the design team. This should be investigated to avoid the need for retrospective mechanical solutions

The panel had some questions regarding the detailing of the gables and how the bricks would be laid to achieve the design effect. Large scale drawings should be provided to indicate how this would be achieved.

The relationship of the asymmetric roofs of the garages and the houses on plots 243 and 244 would benefit from being reviewed.

The panel were concerned that the layout of the two-bedroom flats in the blocks facing the Northern Arc avenue did not represent the best use of the space available. They suffered from a disproportionately small living rooms and too much circulation space. The fake windows behind the balcony would have a deadening effect upon the road frontage and a better solution could be achieved, where the balcony directly fronts onto living space. Storage in the units would be limited as most of the space would be required for the heat pump infrastructure, and for this reason it was questioned whether the flats meet the minimum space requirements.

The panel were keen to ensure that:

- All the dwellings, including the flats/coach houses would have convenient access to secure cycle parking.
- Car parking spaces within the car ports were restricted for car parking (with inclusion of a planning condition) so they cannot be infilled in the future.

Overall Assessment

The panel support the scheme subject to changes that address the above issues.

NOTES OF NORTHERN ARC DESIGN REVIEW PANEL (13/01/2022)

Panel: Neil Way (Chair), Lap Chan (Vice Chair), James Rae, Andrew Cameron, Richard Partington

Apologies: Alice-Rose Hoile

MSDC: Will Dorman (MSDC Urban Designer), Louise Yandell (Northern Arc Strategic Development Manager)

Ward Councillor: Councillor Anne Eaves

Bellway Parcels (Sub-phases P1.3, P1.5, P1.6, OS1.1a, OS1.1b, OS1.2N, OS1.5 & OS1.6 of the Northern Arc)

Description of Scheme

Reserved Matters Application pursuant to outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale with respect to the erection of 247 dwellings and associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, OS1.1a, OS1.1b, OS1.1N, OS1.5 and OS1.6.

Presenters

Architect: Steve Mitchell (DHA)
Landscape Architect: Glen Macfarlane (Macfarlane Associates)
Adam Williams (Macfarlane Associates)
Developer: Mike Birch (Bellway)
Planning Agent: James McConnell (McConnell Planning)

The panel commended the general design aesthetics of the scheme but were concerned that the scheme did not rise to the aspirations seen at Freeks Farm and represented a step down in design quality.

The panel were disappointed that comments raised at the previous Design Review Panel in relation to sustainability did not appear to have been seriously considered or addressed, and that Bellway appeared to be proposing a minimum compliance approach.

Concern was raised that the approach to uplift the carbon reduction from 19 per cent to 31 per cent by PV panels hadn't been fully considered and the exact details of how the uplift would be achieved was not known. A large number of the roofs face east-west and would not be suitable for solar panels. In addition, the impact on the overall appearance of PV's on the scheme had not been considered. PV's should be shown on the application drawings.

No consideration appeared to have been given to the panel's previous comments regarding overheating from large areas of west facing glazing.

In relation to the comments regarding the properties being suitable for retrofitting to use air source heat pumps, the panel wanted clarification on where the units would be located for flats.

The Northern Arc Avenue is a very significant route where much of the activity will be and should be the part of the scheme with the grandest architecture and civic space. The panel were disappointed with the design of the flats which appeared to be too simplified, and in relation to the remainder of the scheme. There seemed to be no context for the aesthetic (which gives the impression of 1950's factory buildings). Consideration should be given to increasing the height of the flats and modelling the roofline such as by providing pitched roofs. Concern was also raised with the design and horizontal emphasis of the balconies and overall further detail is needed by the inclusion of 1:20 drawings.

The panel were concerned around the lack of rear elevations in the presentation and wanted to ensure that the rear elevations were not watered down and reflected the front elevations.

The inclusion of detailed sections was helpful. However, it demonstrates there will need to be a lot of cut and fill to achieve the re-profiled slopes. It would also be helpful to have sections across the Northern Arc Avenue.

Concern was raised with some of the presentation material being mis-representative of how the development would appear in reality, e.g backdrop's of trees where buildings would be located, open space where there would be retained hedgerow, failure to ensure CGI's and plans were accurate in relation to each other etc. It was recommended that the design team carry out an audit of all the application drawings to ensure accuracy.

Concern was raised about the design of the green link that forms the main route from the Neighbourhood Centre to the school which should be seen as the most attractive/convenient approach in order to promote its use. It therefore needs to address the following:

- The width of the path at 2m is very narrow for the large numbers of movements school children arriving both on foot and by bike, and is uncomfortably close to building frontages.
- The desire line through the pocket- park to the school entrance.
- The route through the open-space at the south of the plot to the neighbourhood centre.

The design needs to embrace what is happening around the red line boundary. The interface between both the school and the Eastern Bridge Link Road (EBLR) needs to be explored further with the other teams of consultants and a composite drawing produced.

The panel considered that access should be provided to the SuDS basin from The Northern Arc Avenue.

The panel considered that car ports should be used in preference to garages to encourage their use for car parking over storage.

Th panel were concerned that the car parking could dominate the area around the "village green" and considered that the parking and shared surface so close to a play area could raise safety issues and require fencing.

The panel were concerned about the distance between the coach houses (flats over garages) and the flats at the southern end of the mews. The panel considered that the FOG's at the south-west of block 7 should be omitted to allow a better outlook from the flats immediately facing these.

With regards to parcel P1.3, the panel considered that the Roman Road could continue across the road to provide a courtesy crossing.

Overall Assessment

The panel did not support the scheme.

MSDC Drainage Engineer

RESERVE MATTERS APPLICATION CONSULTATION RESPONSE

APPLICATION DETAILS

Application Number	DM/21/3870
Planning Officer	Louise Yandell
Flood Risk and Drainage Officer	Natalie James
Response Date	2022-01-18
Site Location	Isaacs Lane, Burgess Hill
Northern Arc Development Description	Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works. Burgess Hill Northern Arc, Land North and North West of Burgess Hill, Between Bedelands Nature Reserve in The East And, Goddard's Green Wastewater Treatment Works In The West
Development Parcels	1.3, 1.5 and 1.6
Recommendation	No objection subject to existing conditions Advice

This response provides an update to the flood risk and drainage team's consultation response dated 2021-12-06 and supersedes it.

The flood risk and drainage team provided initial response to this application on 2021-12-06. The initial response included some comments from the team regarding the drainage strategy submitted for parcels 1.3, 1.5 and 1.6. These comments were based on previous pre-application discussions around potential drainage strategies for the plots. A meeting was held between the applicant and the flood risk and drainage team to discuss the comments on 2022-01-18.

The following comments are based on the previous consultation response and discussions held within the 2022-01-18 meeting.

The Flood Risk and Drainage team are aware the application is to address the reserve matters, access, appearance, landscaping, layout, and scale. Therefore, we recommend the detailed drainage design is managed via the conditions associated with the outline planning application.

The drainage strategies submitted as part of this reserved matters application lack several the SuDS features / options discussed as part of the site's pre-application process. The designs at present focus on a more traditional piped system with a single attenuation location before discharging surface water into a watercourse.

The drainage strategies submitted meet the requirements of the Drainage Masterplan and we therefore do not object to the details being addressed as part of a future discharge of

conditions application. However, we provide the following comments on the proposed surface water drainage scheme for the consideration of the developer within the detailed drainage design:

- *The detailed drainage design should include a summary/comparison table which shows the technical requirements of each drainage system (discharge rates, on-plot and regional attenuation and design storms etc) based on the Drainage Masterplan and the submitted detailed drainage design.*
- *This is to ensure the systems do not over utilise regional drainage features which are designed to serve multiple development plots.*
- *If piped drainage has been utilised instead of more sustainable design such as ditches and swales, then evidence should be provided which shows why this approach has been taken.*
- *Following our meeting we understand that the existing pipe-led design is based on site constraints such as topography and root protection zones. The drainage design should show how more sustainable options have been considered and discounted.*
- *If source control, or early SuDS train features such as rain gardens, swales, small scale attenuation features are not included within the detailed drainage design then evidence into why this approach has been taken will need to be provided.*

Following our meeting we understand that the existing pipe-led designs have been produced due to the site constraints found as part of the drainage strategy work. The information submitted as part of the drainage design should show how source control or early SuDS train features have been considered throughout the design process.

Tree Officer

These comments relate to the development of land bordering Isaacs Lane only.

All the relevant documents appear to have been submitted in sufficient detail to constitute a reserved matter, including technical details of planting pits.

In general, a reasonable and appropriate selection of trees has been made, however, a number of unsuitable trees have been included, in particular *Acer pseudoplatanus* which I would like to see replaced with British natives. Policy DP37 favours native planting and , whilst there are a number of non natives, there is a balance to be struck.

I think there is a place for some of these ornamentals, however, *Gleditsia* is not a good choice in general for the area, soil etc

I note that we have an avenue style area where *Tilia tomentosa* is used and, whilst not native, I consider these appropriate within their context.

I note that there has been some effort to incorporate resistant elms, Scots pines, hornbeams etc, as well as oaks. A number of protected oaks have been lost along Isaacs Lane and I would favour oaks to replace at least some of the sycamores.

There is an opportunity to use *Acer campestre* within the site. This is a predominant tree in the area and could be used in preference to a number of unsuitable trees.

I will comment on individual drawings as follows :

Drawing 1/6

Please replace *Acer pseudoplatanus* and other *Acer* sp with British natives, preferably with oaks or other natives used within the site.

I have concerns with the use of Pyrus ' Chanticleer ' partly because of the fruit smell nuisance but there is an opportunity for a better, native tree, although I would accept a crab apple. Otherwise, hawthorn or other suitable native.
Although Prunus sargentii is a fine tree, this is another opportunity to use a native, eg Prunus avium (not ' plena').

Drawing 2/6

Same concerns over Pyrus and sycamore, as above.

Drawing 3/6

Same concerns over Pyrus and sycamore, as above.
Please replace P. sargentii with P. avium

Drawing 4/6

Same concerns over Pyrus and sycamore, as above.

Drawings 5/6 and 6/6

Same concerns over Pyrus and sycamore, as above

Subject to these changes, I could support this application.

These comments relate to the Green Circle only.

There is a lack of detail, including the exact route of the path. However, my understanding is that other details will be conditioned.

One concern relates to the use of limestone within RPAs , with the potential to leach into rooting areas of adjacent trees. It may be the case that you wish surfacing to be agreed as a condition, rather than as shown on the plan. I would also like to see appropriate treatments of the tanalised timber edgings to prevent leaching where this is being suggested.

I note the intention within the landscape strategy to divert the path around valuable trees where possible and narrow the path where this is not possible. This is welcome and could be conditioned. It is in accordance with Policy DP37.

If the details are conditioned, a tree survey would be required, an AIA and method statement would also be required.

So, a condition re exact route of path with diversion around valuable trees and path narrowing where possible would meet the ' tests', particularly as it is already stated as an intention.

A condition requiring a topographical survey and technical details of a methodology to address this where there are issues with levels around trees would be valuable.

There is insufficient detail for me to comment further.

These comments relate to Bedelands only.

There is insufficient detail for me to comment fully.

However, it is noted that all trees will be retained.

An AIA, tree survey and method statement will be required. A topography schedule detailing treatments of trees and paths where there are slopes, should also be supplied.

I have concerns about muddy 'mown paths'. The ground here is susceptible to flooding.

I am also concerned about the use of limestone and potential leaching through to tree roots.

Although some detail is shown in relation to planting pits, fence design should include details of post holes being lined to prevent leaching of concrete etc, therefore, further details required.

These comments relate to land at Lowlands Farm only.

I note the use of some native trees and there is a balance to be struck between these and more ornamental species.

However, of concern is the use of *Acer pseudoplatanus* and *Pyrus 'Chanticleer'*. *Gleditsia* is inappropriate for this soil type and location.

These trees should be replaced with natives such as oak, where larger species required and potentially with field maple where smaller specimens are required.

Subject to this and replacement of *Gleditsia* and *P sargentii* with natives, I would not object to the planting.

MSDC Heritage Officer

Further comments on the above application, in respect of the impact on the Non Designated Heritage Asset at Lowlands Barn. Please read these in conjunction with my previous comments on the proposal, repeated below for your convenience.

Following on from my previous comments and our online meeting to discuss the proposal the applicants have made amendments to the scheme in respect of the alterations to the barn, in terms of the proposed fenestration, and in particular rather than introducing large new openings to the side and rear of the building to reopen the original barn door opening to the front (courtyard facing) elevation. These amendments address the concerns previously raised and in terms of the reopening of the barn doors will reintroduce some the character that the building has lost due to previous harmful alterations. The applicant has also confirmed that the extension to the east of the building is to be retained and modified, and that internally the cross frames to the roof structure are to be kept in situ. On this basis the proposal is now considered to preserve the character of the NDHA, subject to detail which can be controlled by condition.

I would recommend the following conditions:

- Details of roofing and facing materials
- Detailed drawings at an appropriate large scale, including sections and annotated to show materials and finishes, of the following:
 - typical examples of windows and external doors
 - typical eaves detail
 - Rainwater goods to be of painted metal
 - Rooflights to be flush fitting, metal framed conservation style rooflights
- Detailed hard and soft landscaping scheme for the area around the barn, including details of any new or altered boundary treatments, and of hard landscaping materials.

Lowlands Farm Barn appears to date from around the mid 19th century and is part of Lowlands Farm (formerly Frick Farm, then Freeks Farm). Lowlands Farm is a small farmstead, now in use as kennels, and is listed in the West Sussex Historic Farmsteads and Landscape Character Assessment as a historic farmstead of the 19th century. The farm's surviving barn, together with a small outbuilding to the south east of this, appear to date from the mid 19th century or earlier and are the earliest surviving buildings on the site. There are a number of other buildings around the courtyard which are more recent- the original farmhouse appears from historic mapping to have been located to the south west of the farm courtyard but appears to have been demolished by the mid 20th century, having been possibly made redundant by a new dwelling constructed just to the south of the courtyard c.1900 (this house is still extant).

The Barn, as previously discussed, would be regarded as a non-designated heritage asset (NDHA), and although it has been altered, would be considered to possess a moderate degree of potential historical evidential value. It also has historical illustrative value, again moderate, in the local context, in terms of illustrating the former agricultural economy of the area, prior to the spread of Burgess Hill during the 20th century. The building also has modest fortuitous aesthetic value, despite some unfortunate moderate alterations, which depends on its vernacular form and materials, seen within the existing rural setting. The building is therefore considered to be an NDHA of moderate significance within the local context.

The existing rural setting of the building contributes significantly, in my opinion, to both its historical illustrative and its aesthetic value. The site makes up a large part of this setting and makes a strong contribution to the appreciation of these aspects of the NDHA's significance. This includes not only views from the barn towards the site and vice versa, but also the approaches to the barn along the PROW running along Freeks Lane.

The current proposal is for the approval of reserved matters in relation to the outline approval DM/18/5114 for a development of 247 dwellings, including access, appearance, landscaping, layout and scale. This detailed application also includes the proposed retention and conversion of Lowlands Barn into 2 dwellings, with associated internal and external alterations.

The retention of the barn, which in earlier versions of the scheme it was proposed to demolish, is welcome, and the principle of residential conversion is not considered contentious. In terms of the detail of the scheme, I would make the following comments, which are made in light of the relevant Historic England guidance on adapting traditional farm buildings for new uses :

- Externally, a number of alterations to the building are proposed including removal of some of the existing additions to the building and the construction of what appears to be a new extension to its eastern end, although it is not entirely clear from the plans whether this is new or a modification of the existing structure. Demolition and roof plans would be helpful to allow a more informed assessment of this aspect of the proposal, although it is not likely to be considered contentious in principle, as the existing additions to the building are not of interest and tend to obscure the original barn.
- Also, externally alterations to the existing window openings, and the creation of new openings are proposed. The position, size and form of some of the proposed new openings are not considered sympathetic to the character of the building, and would be contrary to the above HE guidance, in particular the large openings to the western and northern elevations, both of which will result in the loss of a significant amount of fabric from the framing of the building. The form of these openings is

similar to the glazing often seen to barn door openings to converted barns, however neither of these openings is existing or in the position where barn doors would be expected (centrally on one or both long elevations). For these reasons these openings are unsympathetic to the character of the barn. I appreciate the need to provide natural light to the interior of the building, however, so would be open to a discussion of alternatives with the applicant.

- It is not clear from the submitted drawings whether it is proposed to retain the surviving original cross frames which are a feature of the surviving original roof structure. This should be clarified- ideally we would wish as much as possible of the original structure to be retained.
- Internally, it appears that the building has been subject to a number of interventions relating to the kennels and possibly other previous uses, including insertion of a floor structure and extensive partitioning. It would appear that due to these alterations little of the original character of the barn, which is likely to have been one space open to the roof, remains. The current proposal has the potential to see some of that original character restored, with the creation of a double height space to the western end of the barn, however it is not clear if this space is open to the full height of the building- sections would be useful to illustrate this.
- Although the degree of compartmentation elsewhere in the main barn building would be likely to be considered unacceptable in other circumstances (for example see the above mentioned Historic England guidance), given the existing situation this is not considered contentious in this particular case.

In summary, although the principle of the proposal is not considered contentious, aspects of the scheme require amendment or further information.

MSDC Housing Enabling & Development Officer

DM/21/3870 Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West

Reserved Matters Application pursuant to Outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale for the erection of 247 dwellings, alterations to Lowlands Farm and its conversion to form 2 dwellings, associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle (pedestrian/cycle/equestrian route) and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, , OS1.5 OS1.6 and part of OS1.1a, OS1.1b, OS1.1N to the east of Isaacs Lane and Lowlands Farm at the Northern Arc development on land north and north-west of Burgess Hill. (Amended description following the receipt of amendments)

A development of 249 units (including the conversion of Lowlands Farm into 2 dwellings) is now being proposed but this still gives rise to an Affordable Housing requirement of 75 units (30 per cent) in line with District Plan Policy DP31. The applicant has also submitted amended plans for the site which have slightly adjusted the floorspace of some of the units, however these appear to still meet our occupancy and floor area requirements.

The development comprises 3 sub phases:

Sub-phase P1.3

This sub-phase comprises 25 units of which 8 units are for Affordable Housing (30 per cent). These units comprise 6 units for social / affordable rent and 2 units for shared ownership

Affordable/Social Rent

2 x 1B/2P flats @ 54.15m² - 54.38m²

4 x 2B/4P flats @ 70.34m² -70.62m²

Shared Ownership

2 x 2B/4P duplex flats @ 79.29m², each with its own separate access

Sub-phase P1.5

This sub-phase comprises 136 units of which 41 units are for Affordable Housing (30 per cent). These units comprise 31 units for social / affordable rent and 10 units for shared ownership

Affordable /Social Rent

General Needs

13 x 1B/2P flats @ 50.01m² - 50.69m²

2 x 1B/2P coach houses @ 50.19m² - 61.07m²

9 x 2B/4P flats @ 70.07m² - 70.24m²

3 x 2B/4P houses @ 79.95m²

1 x 3B/5P house @ 93.82m²

Affordable / Social Rent

Wheelchair Accessible units

2 x 1B/2P flat @ 57.24m²

1 x 2B/3P flat @ 70.07m²

Shared Ownership

2 x 1B/2P Coach houses @ 50.19m² - 61.07m²

5 x 2B/4P houses @ 79.95m²

3 x 3B/5P houses @ 93.82m².

Sub-phase P1.6

This sub-phase comprises 86 units of which 26 units are for Affordable Housing (30 per cent). These units comprise 20 units for social / affordable rent and 6 units for shared ownership.

Affordable / Social Rent

16 x 2B/4P houses @ 79.95m²

4 x 3B/5P houses @ 93.82m²

Shared Ownership

3 x 2B/4P houses @ 79.95m²

2 x 3B/5P houses @ 93.82m²

1 x 4B/6P house at 106.54m²

Please note however that we still require 3 hard copies of 1:50 plans showing dimensions and floor areas of individual rooms for the wheelchair user flats and these will need to be checked and approved by our OT prior to planning permission being granted or as a condition of planning consent. This is to make sure that these units meet the requirements contained in Part M4(3)(1)(a) and (b) and Part M4(3)(2)(b) of Schedule 1 of the Building Regulations 2010 as amended. I should be grateful if these could be sent to me at the Council Offices asap.

MSDC Ecology Consultant

Ecological Advice

TO: Louise Yandell

FROM: Mike Bird

APPLICATION REF: DM/21/3870

SITE: Burgess Hill Northern Arc, Land North And North West of Burgess Hill, Between Bedelands Nature Reserve In The East and, Goddard's Green Waste Water Treatment Works In The West

PROPOSAL: Reserved Matters Application pursuant to outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale for the erection of 247 dwellings, alterations to Lowlands Farm and its conversion to form 2 dwellings, associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle (pedestrian/cycle/equestrian route) and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, OS1.5, OS1.6 and part of OS1.1a, OS1.1b and OS1.1N to the east of Isaacs Lane and Lowlands Farm at the Northern Arc development on land north and north-west of Burgess Hill (Amended description following the receipt of amendments)

DATE: 13 April 2022

Based on the results of the phase 2 species surveys , and appropriate measures being set out in the CEMP required under Condition C8 of DM/18/5114, I am of the opinion that significant impacts on protected / notable species can be avoided, adequately mitigated or, as a last resort, compensated for in accordance with the requirements of DP38 and Policy 180 of the NPPF. I am also of the view that where a European protected species licence is required that it will be feasible to demonstrate to Natural England that the derogation tests can be met, including maintaining favourable conservation status of the species concerned.

With regard to habitat impacts, there is a discrepancy between baseline hedgerow surveys undertaken by Aecom for the outline application and the results presented by Greengage for this reserved matters application, with the former indicating that hedgerows that will be lost (or subsumed within built development) are species poor (see Fig 1 below) and the latter suggesting that they are species rich . This discrepancy needs explanation and the status of any hedgerows to be lost should be confirmed with survey data conforming to standard hedgerow sampling methodology (as set out in the Hedgerows Regulations 1997). Species rich hedgerows are indicative of older hedgerows which pre-date the typically species-poor hedgerows planted under the enclosure acts and may be deemed irreplaceable due to landscape heritage value and biodiversity value developed over centuries. Policy 180 of the NPPF states that:

"development resulting in the loss or deterioration of irreplaceable habitats... should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists". Irreplaceable habitat is defined in the NPPF as "Habitats which would be technically

very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity".

Under guidance for the proposed government biodiversity net gain metric, bespoke compensation needs to be agreed where approval is proposed involving loss of irreplaceable habitats.

¹ Ecological Impact Assessment report by Greengage dated October 2021 and Additional Ecological Survey Results report dated January 2022

¹ Para 5.68 of the Ecological Impact Assessment by Greengage

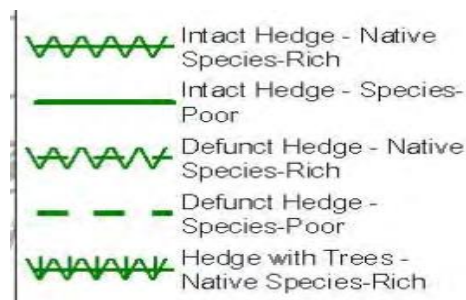


Fig 1: extract from Aecom Phase 1 habitat survey with main impacted section highlighted

With regard to biodiversity net gain requirements generally, the proposals and supporting metrics demonstrate an increase in units of 22.48 per cent compared to the predicted outcomes in the approved Biodiversity Scheme of 21.71 per cent . For hedgerows, the increase is only 5.40 per cent which is below the minimum 10 per cent requirement for the Northern Arc development as a whole and considerably below the predicted outcome for these particular parcels within the approved Biodiversity Scheme, which is 49 per cent . The metric does not allow trading between linear and area-based habitats and therefore creates a concern for delivery of approved Biodiversity Scheme. If the minimum 10 per cent requirement cannot be met within these land parcels, my view is that offsetting options within the wider Northern Arc scheme should be explored with Homes England and a suitable option identified to support this application.

Mike Bird MCIEEM

Principal Consultant, Calyx Environmental Ltd

The contents of this memo are provided under a consultancy agreement between Calyx Environmental Ltd and Mid Sussex District Council. They do not constitute a view for or against a proposal, but represent independent ecological advice on the biodiversity implications of a planning application so that it may be determined in accordance with relevant planning policies and legal obligations.

Environment Agency

Dear Planning team (FAO: Louise Yandell),

RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE APPLICATION DM/18/5114, TO CONSIDER ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR THE ERECTION OF 247 DWELLINGS, ALTERATIONS TO LOWLANDS FARM AND ITS CONVERSION TO FORM 2 DWELLINGS, ASSOCIATED CAR PARKING, OPEN SPACE AND INFRASTRUCTURE, INCLUDING AN EXTENSION TO BEDELANDS NATURE RESERVE AND PROVISION OF THE GREEN CIRCLE (PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE) AND PEDESTRIAN/CYCLE ROUTE FOR SUB-PHASES P1.3, P1.5, P1.6, OS1.5, OS1.6 AND PART OF OS1.1A, OS1.1B AND OS1.1N TO THE EAST OF ISAACS LANE AND LOWLANDS FARM AT THE NORTHERN ARC DEVELOPMENT ON LAND NORTH AND NORTH-WEST OF BURGESS HILL (AMENDED DESCRIPTION FOLLOWING THE RECEIPT OF AMENDMENTS).

BURGESS HILL NORTHERN ARC LAND NORTH AND NORTH WEST OF BURGESS HILL BETWEEN BEDELANDS NATURE RESERVE IN THE EAST AND GODDARD'S GREEN WASTE WATER TREATMENT WORKS IN THE WEST.

In light of the additional information provided in an email from Mid Sussex District Council dated 13 April 2022, confirming that the red line has now been reduced in size to remove the river crossing from the proposal and this will form a separate Reserved Matters application which is expected later in the summer, we can remove our objection to this reserved matters application (as per our letter dated 23 March 2022), provided that the following condition be attached to any planning permission granted, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.

Condition

Prior to any development within Parcel OS1.1a, full details of the maintenance access route to the river (as required by condition 15 of the Eastern Bridge and Link Road Permission - DM/19/3313) shall be submitted to and approved in writing by the Local Planning Authority.

Reasons

Suitable access to the river banks must be provided for maintenance/emergency works as necessary. Details of the access route are therefore required prior to development in the area in which the access route is shown as being located.

Advice to the Applicant

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 requires a permit (called a 'Flood Risk Activity Permit') to be obtained for any activities which will take place:

- On or within 8 metres of a main river (16 metres if tidal);
- On or within 8 metres of a flood defence structure or culvert (16 metres if tidal);
- On or within 16 metres of a sea defence;
- Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert; and/or
- In a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it is a tidal main river) and you do not already have planning permission.

For further guidance, please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

The Applicant should note that a permit is separate to and in addition to any planning permission granted. The granting of planning permission does not necessarily lead to the granting of a permit.

To enquire about the permit application process, the Applicant should contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

If you have any queries regarding the above information, please do not hesitate to contact the advisor identified below.

Yours faithfully,

Environment Agency - Solent & South Downs

Sustainable Places Advisor: Phoebe Nelson

Direct dial: 02077 141637

Direct e-mail: phoebe.nelson@environment-agency.gov.uk

WSCC Highways

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO: Mid Sussex District Council

FAO: Louise Yandell

FROM: Stephen Gee WSCC - Highways Authority

DATE: 2 December 2021

LOCATION: Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature

Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West

SUBJECT: DM/21/3870

Reserved Matters Application pursuant to Outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale with respect to the erection of 247 dwellings and associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, OS1.1a, OS1.1b, OS1.1N, OS1.5 and OS1.6 to the east of

Isaacs Lane and Lowlands Farm at the Northern Arc development on land north and north-west of Burgess Hill.

DATE OF SITE VISIT: n/a

RECOMMENDATION: More Information

S106 CONTRIBUTION TOTAL: n/a

The application is for the approval of reserve matters pursuant to Outline application DM/18/5114 for sub-Phases P1.3, P1.5, P1.6, OS1.1a, OS1.1b, OS1.1N, OS1.5 and OS1.6
Pre application discussions have taken place between May and September 2021 Access

Parcel 1.3 is to be accessed from the Freek's Farm development via a simple priority junction including 6m kerb radi, 5.5m wide carriageway and 2m wide footway.

Parcel 1.5 is served via the Eastern Bridge Link Road (EBLR) with both parcels being served by simple priority junctions as set out in the EBLR approved application including 6m kerb radi, 5.5m wide carriageway and 2m wide footway.

Parcel 1.6 is to be accessed from the south via the construction of a secondary street between Isaac's Lane and the EBLR

Parking

P1.3

A total of 47 spaces are to be provided (32 allocated, 7 unallocated for apartments, 3 unallocated for house residents and 5 visitor spaces)

P1.5

A total of 168.5 parking spaces are to be provided (63 allocated, 1 garage (counting as 0.5 of a space), 88 unallocated for apartments and 17 unallocated for house residents) It is noted 6 spaces are included along the link road which is outside the red line boundary.

P1.6

A total of 172 spaces are to be provided (108 allocated, 8 garages (counting as 0.5 of space) 12 unallocated for apartment residents, 30 unallocated for house residents and 18 visitor parking spaces.

The level of unallocated/visitor parking spaces along the southern road would create an unbalanced provision but would not result in a reason for refusal.

The level of parking on each phase slightly exceeds the WSCC guidance and as such no concerns are raised.

Details of EV parking levels are secured via condition of the outline application however the planning statement and transport note now indicate that they will be provided in line with WSCC guidance and as such details should be secured via condition

Cycle Parking

Cycle parking is to be provided in line with WSCC guidance (totalling 275 spaces), any property without a garage will be provided with a safe and secure cycle storage space within the rear garden. Apartment blocks will be provided secure storage units.

Vehicle Tracking

Tracking appears only to have been provided for plot 1.5 (Two drawings only have a north arrow within the appendices which could be corrupted versions). It would be beneficial to separate the refuse tracking and fire tender tracking within the plan.

Within 1.5 no details appear to have been provided on the refuse strategy to the southern corner east of the link road.

Green Circle

Clarification is required upon the delivery of the green circle to the south east of phase 1.5. Some of the drawing show an additional section of the route being delivered (as shown below and highlighted yellow)

Conclusion

Additional information is requested in the form of:

Separation of refuse and fire tender tracking

Vehicle tracking for P1.3 and P.16

Clarification on refuse strategy for P1.5

Details of the interaction between the carriageway in front of plots 206/7 and the shared use facility

Further details on the provision of the greenlink in the South East corner of P1.5

Stephen Gee

West Sussex County Council - Planning Services

WSSCC Public Rights of Way

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO: *Mid Sussex District Council*

FAO: *Louise Yandell*

FROM: *WSSCC Highways - Public Rights of Way*

DATE: *24 December 2021*

LOCATION: *Burgess Hill Northern Arc, Land North And North West Of Burgess Hill,*

Between Bedelands Nature

Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West

SUBJECT: *DM/21/3870*

Reserved Matters Application pursuant to Outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale with respect to the erection of 247 dwellings and associated car parking, open space and infrastructure, including an extension to Bedelands Nature Reserve and provision of the Green Circle and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, OS1.1a, OS1.1b, OS1.1N, OS1.5 and OS1.6 to the east of Isaacs Lane and Lowlands Farm

at the Northern Arc development on land north and north-west of Burgess Hill.

DATE OF SITE VISIT: *n/a*

RELEVANT PUBLIC RIGHTS OF WAY NUMBER(S):

FP's 43BH, 44BH, 45BH, 94CR and 96CR

RECOMMENDATION: *No Objection*

S106 CONTRIBUTION TOTAL: *n/a*

Thank you for the opportunity to comment on the above numbered planning application. This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSSCC map information. In respect to the above planning application I would provide the following comments.

Unfortunately the documents were not available on the District Council website due to an error on the system but the basic principles of upgrading the above named public footpaths to Bridleway status to allow walking, horse riding and cycling are supported by WSSCC's PROW team.

Whilst the PROW team support the proposals there are some important elements that need to be considered as part of any upgrade in status of the existing footpaths. Firstly at no stage, without a legal closure, can any of the Public Rights of Way be closed or obstructed at any time. If a closure is required, for the purposes of protecting public safety, then a legal closure must be sought from WSSCC's PROW team.

Secondly any upgrade in status of the above referenced footpaths will require an increase in usable width. The minimum width accepted on a shared use route, which a public bridleway would be, is 3m but ideally we would like to see a width of around 4m to comfortably accommodate the different users within the legal width. It is possible to have pinch points along the route where unavoidable but these should be short sections and visibility needs to

be carefully considered at these points to avoid any potential conflict between all lawful users. From the documents seen to date this seems to be achievable but further discussion will be necessary to minimise the pinch points along the proposed public bridleway so as not to adversely impact future lawful use. Continuity is also an important thing to consider when upgrading the above referenced footpaths to bridleway. There must be public access continuity for lawful users therefore any length of proposed bridleway must allow lawful users to use the route and have a continuation route they are legally allowed to use. This can be between public highway of the same or higher status but dead end routes must be avoided. Through previous discussions this seems to be able to be achieved but I believe some of the proposed Green Circle will not be PROW but managed and maintained by another party other than WSCC so whilst people will have the ability to use then they will not be formally designated as highway. In relation to this if advice is required on specifications, widths and structures along these non-highways sections we would of course be happy to offer advice however will not require any particular standards due to the routes not falling with WSCC PROW teams remit to manage or maintain. Specification for any formal public bridleway will also have to be carefully considered as part of these proposals and WSCC's PROW team have previously provided a specification that would be acceptable on a public bridleway that will be managed and maintained by WSCC as highway. Any specification must be approved in writing by the PROW team prior to any works taking place and in respect of the proposed status upgrade of Freaks Lane there will be a need for two different specifications due to the differing uses. The section proposed solely for walkers, horse riders and cyclists will need to be a rolled stone surface consistent with the existing Green Circle in Burgess Hill and in respect of the length of proposed bridleway that will carry vehicles as well a more hard wearing specification will be required to accommodate the higher impact use of vehicles. An example specification for a shared route carrying vehicular access has also been provided through the stages of this process I believe but it must be agreed with the PROW team prior to works commencing. Due to the difficulty in accessing the documents on-line I hope that this covers the PROW element of these proposals but if not then please do contact me for further comment and I would be more than happy to advise further in relation to what can and can't be achieved on the PROW network and how WSCC may support the proposals of improved public access as part of the Northern Arc development. (Mapping reproduced from or based upon 2021 Ordnance Survey material, WSCC licence 100023447. Rights of Way information is not definitive).

Nick Scott
Principal Rights of Way Officer
Public Rights of Way
West Sussex County Council