

MID SUSSEX DISTRICT COUNCIL

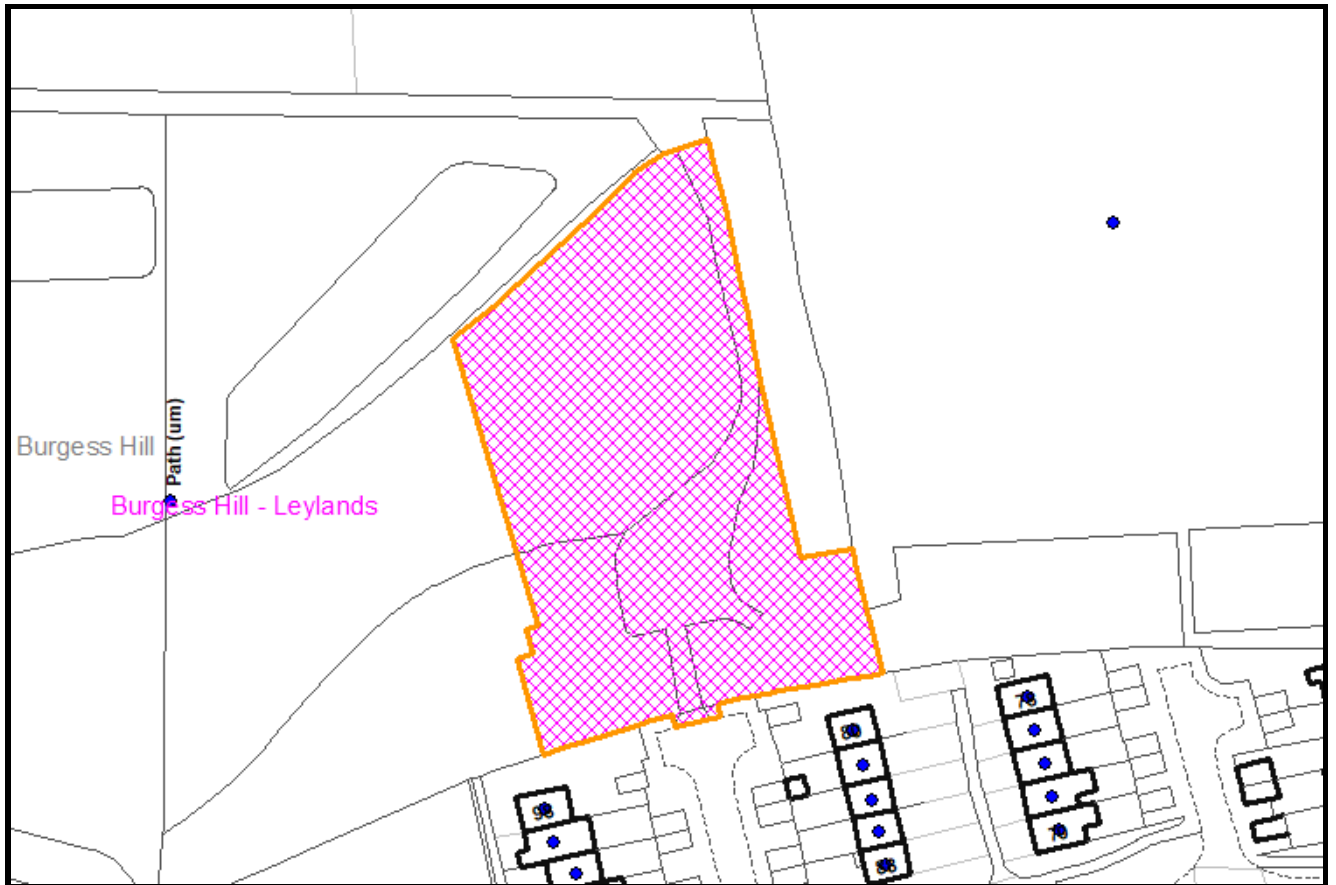
Planning Committee

13 APR 2023

RECOMMENDED FOR PERMISSION

Burgess Hill

DM/22/0239



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**LAND OFF MAPLE DRIVE BURGESS HILL WEST SUSSEX
THE ERECTION OF A NEW CHURCH AND COMMUNITY FACILITY
INCLUDING ALL ASSOCIATED EXTERNAL WORKS FORMING CAR,
MOTOR CYCLE AND CYCLE PARKING AND ASSOCIATED HARD AND
SOFT LANDSCAPING. (AMENDED PLANS RECEIVED 28.02.2023)
MR MIKE SOUTHCOMBE**

POLICY: Area of Special Control of Adverts / Built Up Areas / Informal Open Space / Methane Gas Safeguarding / Aerodrome Safeguarding (CAA) / Minerals Local Plan Safeguarding (WSCC)

ODPM CODE: Minor Other

8 WEEK DATE: 14th April 2023

WARD MEMBERS: Cllr Simon Hicks / Cllr Anne Eves /

CASE OFFICER: Joseph Swift

PURPOSE OF REPORT

To consider the recommendation of the Assistant Director for Planning and Sustainable Economy on the application for planning permission as detailed above.

EXECUTIVE SUMMARY

Planning permission is sought for the erection of a new church and community facility including all associated external works forming car, motorcycle and cycle parking and associated hard and soft landscaping at land north of Maple Drive, Burgess Hill.

Permission was previously granted for the erection of a new Church and Community Facility including all associated external works forming car, motorcycle and cycle parking and associated hard and soft landscaping under application DM/18/3627. This permission was not implemented and has lapsed. The current proposal is for a revised design, which is considered to be of an appropriate design, size and scale that is in-keeping with the character of the locality, accords with the Design Guide principles and preserves the character of the wider locality.

The application is being reported to planning committee as the development is on MSDC owned land.

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.

National planning policy states that planning should be genuinely plan led. The Council has an up to date District Plan and is able to demonstrate that it has a five year housing land supply. Planning decisions should therefore be in accordance with the development plan unless material considerations indicate otherwise.

The principle of a new church and community facility is considered acceptable within this location, being within the built up area boundaries of Burgess Hill a category 1

settlement and supported by DP25. The design of the proposed building will not have any undue impact on the surrounding character and appearance of the area. The proposal would also result in construction jobs over the life of the build.

The application sites lies within the strategic allocation to the north of Burgess Hill, as set out in the District Plan, DP9. However, the site does not lie within the approved Northern Arc Masterplan (2018) nor within the areas that are subject to the current planning application which will deliver the Northern Arc (Brookleigh) allocation. Therefore this application will not impact upon the delivery of the strategic allocation.

The Church is currently hiring Sheddingdean Community Centre, as such the proposal would provide the Church with its own designated space, while also providing additional community facilities.

In addition the scheme has been designed in such a way as to prevent any significant harm being caused to the amenity of the surrounding dwellings.

There will be a neutral impact in respect of highways and parking provision, impact on neighbouring amenities, trees, drainage, sustainable construction, contamination and the impact on the Ashdown Forest.

Weighing against the scheme is the loss of open space, however, this was previously supported through the previous permission for a church on this site and it is considered that the additional community facility for the local community weighs significantly in favour of approving the application and outweighs the negative policy aspects of the proposal.

It is considered that the proposal complies with policies DP6, DP9, DP24, DP25, DP26, DP27 and DP41 of the Mid Sussex District Plan, policy LR1 of the Burgess Hill Neighbourhood Plan, the Mid Sussex Design Guide, Site Allocation DPD and the aims and objectives of the National Planning Policy Framework.

RECOMMENDATIONS

Recommendation A

It is recommended that planning permission be approved subject to the conditions outlined at Appendix A.

SUMMARY OF REPRESENTATIONS

4 letters of representation has been received raising the following concerns:

- Use of cul -de- sac as access/Highway safety/access
- Overspill for BHTFC/Clash
- Contaminated land

- Noise and disturbance
- Only cater for a small section of the community
- Impact on amenity of residents on Maple Drive
- Used by dog walkers
- Loss of Trees
- Looks attractive but concerns how the white render will age
- Impact on wildlife/protected species
- Loss of outlook
- Significant overbearing impact
- Air Quality
- Design

SUMMARY OF CONSULATATIONS

WSSC Highways

No objection

MSDC Contaminated Land Officer

Approve with conditions

MSDC Drainage Officer

No objection subject to conditions

MSDC Environmental Protection Officer

No objection subject to conditions

MSDC Community Leisure Officer

This development is supported in principle

MSDC Street naming and Numbering

Informative 29 - address allocation.

Tree Officer

Requested conditions

Corporate Estates

No comments

TOWN COUNCIL OBSERVATIONS

Burgess Hill Town Council: Committee noted concern

MSDC Urban Designer

Support this planning application.

Introduction

This application seeks full planning permission for the erection of a new Church and Community Facility including all associated external works forming car, motor cycle and cycle parking and associated hard and soft landscaping at land off Maple Drive, Burgess Hill.

Relevant Planning History

14/03505/FUL: Erection of a new Church and Community Facility including all associated external works forming car, motor cycle and cycle parking and associated hard and soft landscaping. WITHDRAWN

DM/18/3627: The erection of a new Church and Community Facility including all associated external works forming car, motor cycle and cycle parking and associated hard and soft landscaping. PERMISSION

Site and Surroundings

The application site is set to the northern side of Maple Drive, with access gained through the existing cul -de -sac, which contains a number of detached garages and parking for the dwellings to the south. The application site is designated as being within the built up area boundaries of Burgess Hill within the Mid Sussex District Plan and designated as an Informal Open Space within the Burgess Hill Neighbourhood Plan.

The site is of a considerable size, with part of the site being used as an overflow car park associated with the Burgess Hill Town Football Club which is located to the north east of the application site. In addition, part of the application site is used as a kick-about area and the wider area is part of the Bedelands Nature Reserve which covers 80 acres, with a BMX track further to the north of the site.

The application site is within the built up area boundaries of Burgess Hill and designated within DP9 as mixed use development, the site currently has residential dwellings to the south and more verdant open space to the north. The site itself is well screened along the south and eastern (front and side) boundaries by an established tree belt

Application Details

The proposal is for the construction of a new single storey church building and community facilities with the capacity of up to 192 people. The proposal would have a gross internal floor area of approximately 526 square metres, with the provision of

onsite parking for 71 cars, with the addition of 6 motor cycle spaces and 14 cycle parking spaces. The proposal will incorporate a worship space, 2 multi purposes spaces, office, two storage spaces, WC, Kitchen, Open plan office, three WC's (one accessible), coat room and a space for the friends of Burgess Hill Green Circle Network.

The proposed church is located to the north of No. 80 and 98 Maple Drive and has been designed with a mix brick/render walls, the proposed roof will be a sheeted pitched roof. The proposed building would measure a maximum of some 24.6 metres in width, with a depth of 26.9 metres in depth, with a mix of eaves height ranging from 4 metres up to 4.5 with an overall height of some 7.2 metres.

This application is to be determined at Planning Committee as the application site is on land owned by Mid Sussex District Council.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, the Burgess Hill Neighbourhood Plan and the Sites Allocation DPD.

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

District Plan Policies

Policy DP6 (Settlement Hierarchy)
Policy DP7 (General Principles for Strategic Development at Burgess Hill)
Policy DP9 (Strategic Allocation to the north and north-west of Burgess Hill)
Policy DP21 (Transport)
Policy DP24 (Leisure and Cultural Facilities and Activities)
Policy DP25 (Community Facilities and Local Services)
Policy DP26 (Character and Design)
Policy DP37 (Trees, Woodland and Hedgerows)
Policy DP39 (Sustainable Design and Construction)
Policy DP41 (Flood Risk and Drainage)

Burgess Hill Neighbourhood Plan

Neighbourhood Plan Policies

LR1 - Improved Recreational Facilities and New Community/Sports Hall at Leylands Park

Site Allocations Development Plan Document

The SADPD was adopted on 29th June 2022. It identifies sufficient housing sites to provide a five year housing land supply to 2031 and also makes sure that enough land is allocated to meet identified employment needs. Relevant Policies are:

SA38: Air Quality

Mid Sussex District Plan 2021-2039 Consultation Draft

The District Council is now in the process of reviewing and updating the District Plan. The new District Plan 2021 - 2039 will replace the current adopted District Plan. The draft District Plan 2021-2039 was published for public consultation on 7th November and the Regulation 18 Consultation period runs to 19th December 2022. No weight can currently be given to the plan due to the very early stage that it is at in the consultation process.

National Policy and Legislation

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

Ministerial Statement and Design Guide

On 1 October 2019 the Secretary of State for the Ministry of Housing, Communities and Local Government made a statement relating to design. The thrust of the statement was that the Government was seeking to improve the quality of design and drive up the quality of new homes. The Government also published a National Design Guide, which is a material planning consideration. The National Design Guide provides guidance on what the Government considers to be good design and provides examples of good practice. It notes that social, economic and environmental change will influence the planning, design and construction of new homes and places.

Assessment (Consideration of Key Issues)

Principle of Development

The church currently hires Sheddingdean Community Centre. The proposal is seeking to have its own designated space and achieve the following aims as set out within the supporting design and access statement:

- To create an inspiring worship space and build on the Mission life of the Church.
- To increase the number of people from the community who are involved with the church and its facilities.
- To develop a number of additional uses for the building that match the needs of the community with the missional focus of the church.
- To generate additional income for the longer term sustainability of the Church and the facilities.
- To develop the building as a sustainable and energy efficient building.
- To develop a strong sense of Church and community by working in partnership with external organisations.

The application site is located within built up area boundaries of Burgess Hill by virtue of policy DP9 of the District Plan. Within such areas Policy DP6 in the District Plan states:

'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.'

The principle of a community building within the built up area is thus acceptable.

The application site also lies within the strategic allocation to the north of Burgess Hill, as set out in the District Plan, DP9.

However, the site does not lie within the approved Northern Arc Masterplan (2018) nor within the areas that are subject to the current planning application which will deliver the Northern Arc (Brookleigh) allocation. Therefore this application will not impact upon the delivery of the strategic allocation.

Policy DP25 of the Mid Sussex District Plan supports the provision of new community facilities and states:

'The provision or improvement of community facilities and local services that contribute to creating sustainable communities will be supported. Where proposals involve the loss of a community facility, (including those facilities where the loss would reduce the community's ability to meet its day-to-day needs locally) evidence will need to be provided that demonstrates:

- *that the use is no longer viable, or*
- *that there is an existing duplicate facility in the locality which can accommodate the impact of the loss of the facility, or*
- *that a replacement facility will be provided in the locality.*
- *The on-site provision of new community facilities will be required on larger developments, where practicable and viable, including making land available for this purpose. Planning conditions and/or planning obligations will be used to secure on-site facilities. Further information about the provision, including standards, of community facilities will be set out in a Supplementary Planning Document.*
- *Community facilities and local services to meet local needs will be identified through Neighbourhood Plans or a Site Allocations Development Plan Document produced by the District Council.'*

While Policy LR1 of the Burgess Hill Neighbourhood Plan states:

'A new community/sports facility will be supported in Leylands Park. The location and size of the community facility will be agreed with the local community as part of the work on a Development Brief for the area. Funding for the community facility will come from new residential development in the area. Up to 40 dwellings could be accommodated to help fund the community centre and other improvements within the policy area. Space has also been identified for up to 20 self build units. Information on layout, design and servicing requirements of the units will be included in the development brief.

Enhanced areas of formal recreational facilities will be provided as part of the Leylands Park study area. These include improvements to the children's play area and BMX track in the existing locations. The retention of the two 'Southdown' football pitches and space for allotments are also supported.

The relocation of the Burgess Hill Town Football Club to equivalent or better facilities in a suitable location will be required to allow the housing development to go ahead. This will be controlled through the development brief.

A public transport and cycle link will be supported between the proposed Northern Arc strategic development and Maple Drive running to the north of The Hawthorns, providing the existing play facilities are relocated to at least the existing standard at the satisfaction of the Council.'

The proposal for a new church and community facilities is thus also supported by these policies in principle.

The site is identified as open space within the Burgess Hill Neighbourhood Plan. DP24 states that proposals that involve the loss of open space will not be supported unless the facility is surplus to requirements, the loss would be replaced, or the development is for alternative provision which outweighs the loss.

In this case, the proposal is for a new community facility, and whilst it would involve the loss of open space, the proposed use will provide an additional recreational

facility for the local community. Therefore, proposed development is considered to outweigh the loss of the existing open space.

Furthermore, permission has previously been granted for a church and community facility within this location under DM/18/3627.

The proposal is thus considered to comply with policy DP6, DP24 and DP25 of the District Plan and LR1 of the Neighbourhood Plan.

Design and visual impact

Policy DP26 of the District Plan relates to character and design and 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:

- *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 DP27),*
- *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 Council's adopted Design Guide is a material consideration in the determination of the application. Design Principle DG38 requires good architecture whilst responding appropriately to its context.

While Principle DG11 of the Mid Sussex Design Guide states in part:

'new development should generally reflect the scale of adjacent areas and the settlement context within which it is located to deliver a coherent and consistent urban fabric.'

Principle DG18 in part states:

'The quality of the street environment should be a paramount consideration in designing parking spaces into the street. Parking should be attractively integrated so that it does not dominate the streetscape, is softened by landscaping and accords with the other layout principles in the Guide.'

In addition Principle DG19 in part states:

'Larger parking courts/squares will normally be unacceptable unless they are designed as part of a well landscaped and ordered open space that contributes positively to the development.'

Paragraph 126 of the NPPF states:

'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

Following the Urban Designer comments, the scheme has been amended. The roofline has now been totally amended to suit a more traditional dual-pitched style which adds a conformity to the whole project and is similar to the neighbouring buildings. Together with detailing of the proposed rainwater discharge arrangement which is considered acceptable.

The Urban Designer has confirmed that the design changes are satisfactory and support the proposal subject to conditions. The Officer agrees with these view that these changes have addressed the initial concerns raised by the Urban Designer and are now acceptable. The site is currently used as an overflow car park for BHTFC on match days, the addition of any building within this location would impact upon the open character of the area. However, the application site is afforded good levels of screening along its southern and eastern boundaries and the car park has been amended so that it reflects the previous approval.

The current proposal is smaller in scale than the previously approved scheme being only single storey in nature compared to the previous approved two storey scheme. The proposal has been designed with a mix of pitched roof heights which helps to break up the massing of the building, while also matching in with the pitched roofs of the dwellings to the south. Due to its relationship to the existing dwellings to the south it is considered to result in a natural extension of Burgess Hill.

The design approach that has been adopted in this instance will provide a distinctive, but functional, building that will benefit the informal open space and the uses that will occur therein.

Officers are content that the proposal complies with the above mentioned policies.

Highways and parking

The proposal is seeking to gain access via an existing cul-de-sac which provides access and parking for the dwellings to the south of the application site. At present the site is used as an overflow car park with access gained through the end of the cul-de-sac and a link on the eastern (side) boundary.

WSCC Highways initially requested additional information in relation to a plan showing the parking spaces, access design and details on how the agreement will work with the football club.

These details have been provided and full comments of WSCC Highways Authority are available to view at Appendix B which raises no objections to the proposal and as such the proposal is deemed to comply with Policy DP21 of the Mid Sussex District Plan.

Neighbouring amenity

Policy DP26 of the District Plan relates to character and design of proposals. Within this there is a requirement that proposals do *'...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'*.

A similar ethos is found within Principles DG45, 46 47 and 48 of the Mid Sussex Design Guide.

The application site is bounded on three sides by open land/kickabout areas, with residential dwellings only to the south.

To the immediate south of the application site, along the proposed access are a number of dwellings, the closest of which are 98 and 80 Maple Drive. It is proposed that the majority of screening along the southern boundary will be retained, while being set approximately 33 metres from No.98 Maple Drive and some 30 metres from No.80 Maple Drive.

Vehicular movements will increase in the cul-de-sac when the building is in use, for example, it is anticipated that a typical Sunday morning service will be attended by 90 people (72 adults and 18 children) which leads to around 30 cars arriving, thus creating a total of 60 trips. There will therefore, be additional traffic generated when in use relative to the existing situation and this will have a level of impact on the residential amenities of these occupiers, by way of noise and disturbance. However, adjacent residents are located within a built up area and as such some level of

disturbance is expected. Additionally the situation would be little different from that was considered to be acceptable in 2019 for the permitted scheme (DM/18/3627).

The test within the policy DP26 is whether the impact would be significant and, while it is recognised there would be an impact, it is not considered that this would result in a significant detrimental impact upon the amenities of neighbours, particularly when weighed up against the wider benefits of the provision of a community facility. For these reasons the application is deemed to comply with the above mentioned policy.

Trees and Landscaping

The site currently benefits from tree screening along the southern and eastern boundaries, A site plan has been submitted showing that 4 trees will need to be relocated. This current proposal actually result in less trees being removed than previously approved under application DM/18/3627. It should also be noted that none of the trees upon the site benefit from preservation orders. The Tree Officer has not raised an objection to the application, furthermore, details of the Tree protection Plan, Method statement detailing construction details of hard standing have been attached as conditions. No objection is therefore raised in respect of the loss of the trees upon the site and improvements to the landscaping upon the site would be supported.

Drainage

Policy DP41 relates to flood risk and drainage and requires development to demonstrate it is safe across its lifetime and not increase the risk of flooding elsewhere.

The means of drainage to serve the proposed development could be controlled by condition, as confirmed by the council's Drainage Engineer, and hence the proposal would comply with Policy DP41 of the Mid Sussex District Plan.

Sustainability

Policy DP39 of the District Plan relates to Sustainable Design and Construction and requires development proposals to improve the sustainability of development and should where appropriate and feasible according to the type and size of development and location, incorporate measures including minimising energy use through the design and layout of the scheme, maximise efficient use of resources, including minimising waste and maximising recycling/re-use of materials through both construction and occupation, and also to limit water use to 110 litres/person/day.

Paragraph 152 of the NPPF states:

'The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the reuse of

existing resources, including the conversion of existing buildings, and support renewable and low carbon energy and associated infrastructure.'

Paragraph 157 states:

'In determining planning applications, local planning authorities should expect new development to:

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable, and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.'

The submitted planning statement contains a sustainability section which states the proposal would include/use the following:

- The proposed building will be constructed via a SIP (Self Insulated Panel) system. This system is manufactured off site cutting down construction times on site and reducing traffic and noise pollution. The system also uses FSC timber OSB panel sheeting and is highly effective at reducing cold bridging within buildings thus increasing the thermal efficiency of the building. The effectiveness of this system of construction will reduce energy consumption and the panels could be re-used or recycled at the end of the buildings lifespan. Points 1, 2, 3 and 6 of DP39.
- The foundations of the building will be done on a pile foundation system. A timber frame floor cassette will then be installed with an air gap underneath the building. The timber frame and insulation will be constructed of FSC timber and recycled plastic insulation. The air gap will aid the ventilation of the building and increase the thermal properties. The fact the building will be raised off the ground will help reduce any damage due to potential future flooding issues which may occur due to climate change and allow surface water to dissipate in absence of a hard standing or concrete base. Points 1, 4, 5 and 6 of DP39.
- The heating system will be done via an air source heating and cooling system which reduces energy consumption and allows the building to not require any gas. For smaller rooms Infrared panel heaters will be installed which negate the need to heat cold air and give instantaneous results. Points 1 and 2 of DP39.
- We are proposing a rainwater harvesting system to allow the building to use rainwater for flushing the toilets. All toilets will also have limited capacity, and all taps will switch off after use. All hot water will be done by an instantaneous heating system. We have calculated that the building will use circa 440 litres of water per day of which circa 100 will be provided by the rainwater harvesting system. This would leave 340 litres which equates to around 20 litres per person per day. This also reduces the impact on potential drainage

capacity and flooding issues that may arise in the future. Points 1, 2, 3, 4, 5 and 6 of DP39.

- There is extensive A rated glazing around the whole building to maximise natural light. This includes a raised roof area on the main church hall. Point 1 DP39.

Therefore, it is considered that the proposal complies with the relevant criteria policy DP39 of the District Plan and the requirements of the NPPF, consequently the proposal is considered to be acceptable in sustainability terms.

Ashdown Forest

Under the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations'), the competent authority - in this case, Mid Sussex District Council - has a duty to ensure that any plans or projects that they regulate (including plan making and determining planning applications) will have no adverse effect on the integrity of a European site of nature conservation importance. The European site of focus is the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC).

The potential effects of development on Ashdown Forest were assessed during the Habitats Regulations Assessment process for the Mid Sussex District Plan. This process identified likely significant effects on the Ashdown Forest SPA from recreational disturbance and on the Ashdown Forest SAC from atmospheric pollution.

A Habitats Regulations Assessment screening report has been undertaken for the proposed development.

Recreational disturbance

Increased recreational activity arising from new residential development and related population growth is likely to disturb the protected near-ground and ground nesting birds on Ashdown Forest.

In accordance with advice from Natural England, the HRA for the Mid Sussex District Plan, and as detailed in District Plan Policy DP17, mitigation measures are necessary to counteract the effects of a potential increase in recreational pressure and are required for developments resulting in a net increase in dwellings within a 7km zone of influence around the Ashdown Forest SPA. A Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) mitigation approach has been developed. This mitigation approach has been agreed with Natural England.

This planning application does not result in a net increase in dwellings within the 7km zone of influence and so mitigation is not required.

Atmospheric pollution

Increased traffic emissions as a consequence of new development may result in additional atmospheric pollution on Ashdown Forest. The main pollutant effects of interest are acid deposition and eutrophication by nitrogen deposition. High levels of nitrogen may detrimentally affect the composition of an ecosystem and lead to loss of species.

The potential effects of the proposed development are incorporated into the overall results of the transport model prepared for the Site Allocations DPD, which indicates there would not be an overall impact on Ashdown Forest. This means that there is not considered to be a significant in combination effect on the Ashdown Forest SAC by this development proposal.

Conclusion of the Habitats Regulations Assessment screening report

The screening assessment concludes that there would be no likely significant effects, alone or in combination, on the Ashdown Forest SPA and SAC from the proposed development.

No mitigation is required in relation to the Ashdown Forest SPA or SAC.

A full HRA (that is, the appropriate assessment stage that ascertains the effect on integrity of the European site) of the proposed development is not required.

Other Issues

All the other issues raised during the consultation period have been taken into account and these other issues are either considered not to warrant a refusal of permission, are items that could be dealt with effectively by planning conditions or other legislation or are not material planning considerations.

For instant concerns raised in regards to contaminated land have been controlled by condition requiring additional investigations to take place and for remediation to take place as needed.

Although concerns were raised in regards to the weathering and graffiti of the render this is a maintenance issue and as such is not a material planning consideration that can be taken into account in regards to this application.

In relation to Policy SA38 of the Sites Allocation DPD it states:

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

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

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

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

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

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

Details of this have been secured by an Air Quality condition.

Concerns have been raised in relation to the impact upon a number of protected species/wildlife, the site is currently used as an overflow car park for the football club, parts of the site are hard surfaced and the claims regarding the number of protected species are not backed by any detailed survey evidence and the presence of these species were not identified during my site visits. As such it is considered that on the evidence the risk to wildlife is low.

PLANNING BALANCE AND CONCLUSION

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.

National planning policy states that planning should be genuinely plan led. The Council has an up to date District Plan and is able to demonstrate that it has a five year housing land supply. Planning decisions should therefore be in accordance with the development plan unless material considerations indicate otherwise.

The principle of a new church and community facility is considered acceptable within this location, being within the built up area boundaries of Burgess Hill a category 1

settlement and supported by DP25. The design of the proposed building will not have any undue impact on the surrounding character and appearance of the area. The proposal would also result in construction jobs over the life of the build.

There will be a neutral impact in respect of highways and parking provision, impact on neighbouring amenities, trees, drainage, sustainable construction, contaminated land and the impact on the Ashdown Forest.

Weighing against the scheme is the loss of open space, however, it is considered that on balance the additional community facility for the local community is considered to weigh significantly in favour of approving the application and outweighs all negative aspects identified above.

The application sites lies within the strategic allocation to the north of Burgess Hill, as set out in the District Plan, DP9. However, the site does not lie within the approved Northern Arc Masterplan (2018) nor within the areas that are subject to the current planning application which will deliver the Northern Arc (Brookleigh) allocation. Therefore this application will not impact upon the delivery of the strategic allocation.

It is considered that the proposal complies with policies DP6, DP9, DP21, DP24, DP25, DP26, DP37, DP39 and DP41 of the Mid Sussex District Plan, policy LR1 of the Burgess Hill Neighbourhood Plan, the Mid Sussex Design Guide, Site Allocation DPD and the aims and objectives of the National Planning Policy Framework.

APPENDIX A – RECOMMENDED CONDITIONS

1. Approved Plans

The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interest of proper planning.

2. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3. No development shall be carried out unless and until a schedule/samples of materials and finishes to be used for external walls roof, windows and doors of the proposed building have been submitted to and approved by the Local Planning Authority. The works shall be carried out in accordance with the approved details unless otherwise agreed with the Local Planning Authority

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

4. No development shall commence unless and until there has been submitted to and approved in writing by the Local Planning Authority full details of a hard and soft landscaping scheme These details shall include:
- Tree Protection Plan and a Method Statement detailing construction details of hard standing;
 - Details of the heat pumps, bin store and cycle store
 - Details on the materials and finishes for the hardstanding

these works shall be carried out as approved. 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.

Reason: In the interests of visual amenity and of the environment of the development and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

5. No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use and to comply with Policy DP21 of the Mid Sussex District Plan 2014 - 2031.

6. No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport and to comply with Policy DP21 of the Mid Sussex District Plan 2014 - 2031.

7. No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall included details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access and to comply with Policy DP21 of the Mid Sussex District Plan 2014 - 2031.

8. Construction hours: Works of construction or demolition, including the use of plant and machinery, as well as any delivery or collection of plant, equipment or materials

for use during the demolition/construction phase necessary for implementation of this consent shall be limited to the following times:

Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays and Bank/Public Holidays no work permitted

Reason: to protect the amenity of local residents and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

9. Construction Environmental Management Plan (CEMP): No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall address control of noise and vibration from demolition and construction work, dust control measures, policy for burning on site, and site contact details in case of complaints. The approved Plan shall be adhered to throughout the construction period.

Reason: To safeguard the amenity of nearby occupiers and to accord with Policy DP26 of the Mid Sussex District Plan 2014-2031.

10. Air Quality - Prior to commencement, the applicant shall submit an emissions mitigation calculation, in accordance with the Air Quality & Emissions Mitigation Guidance for Sussex which is current at the time of the application, the purpose of which is to assess the emissions relating to the development and to determine the appropriate level of mitigation required to help reduce the potential effect on health and/or the local environment.

The emissions mitigation assessment must use the most up to date emission factors. A Mitigation Scheme to the calculated value shall be submitted to and approved in writing by the Local Planning Authority. Upon development, work should be carried out in accordance with the approved scheme.

Reason - In line with MSDC Policy DP29: Noise, Air and Light Pollution of the Mid Sussex District Plan 2014-2031 and SA38 of the Sites Allocations DPD.

11. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site, including the identification and removal of asbestos containing materials, shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified
- all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways, and receptors
 - potentially unacceptable risks arising from contamination at the site

and, unless otherwise agreed in writing by the LPA,

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;

and, unless otherwise agreed in writing by the LPA,

c) Based on the site investigation results and the detailed risk assessment (b) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

12. The development hereby permitted shall not be occupied/brought into use until there has been submitted to and approved in writing by the Local Planning Authority a verification plan by a competent person showing that the remediation scheme required and approved has been implemented fully and in accordance with the approved details (unless varied with the written agreement of the LPA in advance of implementation). Any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be identified within the report, and thereafter maintained

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

13. If during construction, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the LPA), shall be carried out until a method statement identifying, assessing the risk and proposing remediation measures, together with a programme, shall be submitted to and approved in writing by the LPA. The remediation measures shall be carried out as approved and in accordance with the approved programme. If no unexpected contamination is encountered during development works, on completion of works and prior to occupation a letter confirming this should be submitted to the LPA. If unexpected contamination is encountered during development works, on completion of works and prior to occupation, the agreed information, results of investigation and details of any remediation undertaken will be produced to the satisfaction of and approved in writing by the LPA.

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

14. The development hereby permitted shall not commence unless and until details of the proposed foul and surface water drainage and means of disposal have been submitted to and approved in writing by the local planning authority. The development shall be occupied or brought into use until all the approved drainage works have been carried out in accordance with the approved details. The details shall include a timetable for its implementation and a management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Maintenance and management during the lifetime of the development should be in accordance with the approved details.

Reason: To ensure that the proposal is satisfactorily drained and to accord with the NPPF requirements and Policy DP41 of the Mid Sussex District Plan (2014 - 2031).

15. No development shall take place until details of energy and water conservation measures such to improve the sustainability of the scheme have been submitted to and approved by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

Reason: To comply with the requirements of Policy DP39 of the Mid Sussex District Plan.

16. No development above slab level shall take place until a 1:20 scale elevation/section drawing showing half of the proposed front elevation to secure the quality of the design of the buildings have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details unless otherwise agreed with the Local Planning Authority in writing.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve buildings of visual quality and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031

INFORMATIVES

1. In accordance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. The proposed development will require formal address allocation. You are advised to contact the Council's Street Naming and Numbering Officer before work starts on site. Details of fees and developers advice can be found at www.midsussex.gov.uk/streetnaming or by phone on 01444 477175.
3. Your attention is drawn to the requirements of the Environmental Protection Act 1990 with regard to your duty of care not to cause the neighbours of the site a nuisance.
4. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
5. It is advised that as part of the hard and soft landscaping condition, the details of the rear car park should not have a tarmac finish.

Plans Referred to in Consideration of this Application

The following plans and documents were considered when making the above decision:

| Plan Type | Reference | Version | Submitted Date |
|----------------------|-----------------------|---------|----------------|
| Topographical Survey | 3.9 | 1 | 15.02.2022 |
| Location Plan | 3.1 | 3 | 21.09.2022 |
| Tree Survey | 3.11 | 1 | 15.02.2022 |
| Site Plan | SITE LAYOUT | 3 | 27.03.2023 |
| Site Plan | SITE PLAN | 3 | 27.03.2023 |
| Proposed Floor Plans | GROUND FLOOR PLAN | 3 | 27.03.2023 |
| Proposed Roof Plan | ROOF PLAN | 3 | 27.03.2023 |
| Proposed Roof Plan | ROOF DISCHARGE | 3 | 27.03.2023 |
| Proposed Elevations | APPROACH ELEVATION | 3 | 27.03.2023 |
| Proposed Elevations | LEFT ELEVATION | 3 | 27.03.2023 |
| Proposed Elevations | RIGHT ELEVATION | 3 | 27.03.2023 |
| Proposed Elevations | REAR ELEVATION | 3 | 27.03.2023 |
| Sections | ROOF GUTTER | 3 | 27.03.2023 |
| Sections | OVERHANG | 3 | 27.03.2023 |

APPENDIX B – CONSULTATIONS

Street Naming and Numbering 14/03/2022

Weekly list date: 07.03.2022 and 11.03.2022

Please can you ensure that the street naming and numbering informative is added to any decision notice granting approval in respect of the planning applications listed below as these applications will require address allocation if approved. Thank you.

Linda Symes
Street Naming and Numbering Officer

Informative (Info29)

The proposed development will require formal address allocation. You are advised to contact the Council's Street Naming and Numbering Officer before work starts on site. Details of fees and advice for developers can be found at www.midsussex.gov.uk/streetnaming or by phone on 01444 477175.

Planning applications requiring SNN informative

DM/22/0239
DM/22/0732
DM/22/0377
DM/22/0718
DM/21/3202
DM/22/0596
DM/22/0733
DM/22/0666
DM/22/0711

Street Naming and Numbering 06/03/2023

Weekly list date: 27/2/2023 and 3/3/2023

Please can you ensure that the street naming and numbering informative is added to any decision notice granting approval in respect of the planning applications listed below as these applications will require address allocation if approved. Thank you.

Linda Symes
Street Naming and Numbering Officer

Informative (Info29)

The proposed development will require formal address allocation. You are advised to contact the Council's Street Naming and Numbering Officer before work starts on site. Details of fees and advice for developers can be found at www.midsussex.gov.uk/streetnaming or by phone on 01444 477175.

Planning applications requiring SNN informative

DM/22/0239
DM/22/0240
DM/22/0241
DM/22/0242

Community Facilities Project Officer 22.03.2022

Thank you for the opportunity to comment on the plans for a new Church and Community Facility on Land North of Maple Drive, Burgess Hill on behalf of the Head of Corporate Resources.

This development is supported in principle by the Council who have offered a Facility Grant toward the costs of construction subject to Planning approval and further details regarding the lease agreement and community access.

Please note, ambulance and maintenance vehicle access should be retained to the BMX track, to the north of the development site. The site also currently provides an occasional overflow car park with 60 spaces for Burgess Hill Town Football Club which will need to be retained. It will also be necessary to keep the height restrictor at the entrance to the site.

Kind regards,
Elaine

Community Facilities Project Officer 07.10.2022

Thank you for the opportunity to comment on the amended plans in respect of the erection of a new Church and Community Facility on Land Off Maple Drive, Burgess Hill.

As the design alterations have not affected the internal layout of the community / multi-functional spaces significantly, I have nothing further to add to my previous comments.

Community Facilities Project Officer 07.03.2023

Thank you for the planning consultation regarding amended plans for the erection of a new Church and Community Facility on Land Off Maple Drive, Burgess Hill.

I have no comments to make on this application.

Drainage Officer

22.03.2022

| Application Details | |
|---------------------------------|---|
| Application Number | DM/22/0239 |
| Planning Officer | Joseph Swift |
| Flood Risk and Drainage Officer | Natalie James |
| Response Date | 2022-03-25 |
| Site Location | Public open space north 98, Maple Drive, Burgess Hill |
| Development Description | The erection of a new Church and Community Facility including all associated external works forming car, motorcycle and cycle parking and associated hard and soft landscaping. |
| Recommendation | No objection subject to condition |

FLOOD RISK

The site is in flood zone 1 and is at low fluvial flood risk (risk of flooding from Main Rivers). Most of the site is shown to be at very low surface water flood risk. However, a small area of the site, near the western boundary is shown to have increased surface water flood risk.

There are no historic records of flooding occurring on this site or the immediate area surrounding the site. A lack of historic records of flooding does not mean that flooding has never occurred, instead, that flooding has just never been reported.

SEWERS ON SITE

The Southern Water public sewer map does not show any public sewers located within the redline boundary of the site.

There may be sewers located on the site not shown on the plan which are now considered public sewers. Any drain which serves more than one property, or crosses into the site from a separate site is likely to now be considered a public sewer. Advice in relation to this situation can be found on the relevant water authority's website.

SURFACE WATER DRAINAGE

No information has been provided into how surface water drainage shall be managed on site, except in the application form which states sustainable drainage shall be used.

The BGS infiltration potential map shows the site to be in an area with low infiltration potential. Therefore, the use of infiltration drainage such as permeable paving or soakaways

is unlikely to be possible on site. In addition, the site is known to be a historic landfill and as such infiltration may not be possible due to ground stability and contamination control issues.

The flood risk and drainage team advise the applicant that the detailed drainage design will need to take all the site constraints into consideration.

Information into our general requirements for detailed surface water drainage design is included within the 'General Drainage Requirement Guidance' section. This will need to be supplemented with evidence that the impact of the old landfill usage of the site has been considered as part of the design.

FOUL WATER DRAINAGE

It is proposed that the development will discharge to the public foul sewer.

Information into our general requirements for detailed foul water drainage design is included within the 'General Drainage Requirement Guidance' section.

CONDITION RECOMMENDATION

FOUL AND SURFACE WATER DRAINAGE (COMMUNITY BUILDING)

The development hereby permitted shall not commence unless and until details of the proposed foul and surface water drainage and means of disposal have been submitted to and approved in writing by the local planning authority. The development shall be occupied or brought into use until all the approved drainage works have been carried out in accordance with the approved details. The details shall include a timetable for its implementation and a management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Maintenance and management during the lifetime of the development should be in accordance with the approved details.

Reason: To ensure that the proposal is satisfactorily drained and to accord with the NPPF requirements, Policy CS13 of the Mid Sussex Local Plan, Policy DP41 of the Pre-Submission District Plan (2014 - 2031) and Policy ...'z'... of the Neighbourhood Plan.

GENERAL DRAINAGE REQUIREMENT GUIDANCE

Mid Sussex District Council's flood risk and drainage requirements are based on relevant national and local policies and guidance.

SURFACE WATER DRAINAGE

Finalised detailed surface water drainage design is required to be submitted and approved prior to construction starting on site. The design should be based on the Environment Agency's latest climate change allowances and follow the latest West Sussex Lead Local Flood Authority Policy for the Management of Surface Water (<https://www.westsussex.gov.uk/fire-emergencies-and-crime/dealing-with-extreme-weather/flooding/flood-risk-management/flood-reports-projects-and-policies/>).

The use of pumped surface water drainage is not considered to be sustainable and therefore would not be considered an appropriate means of managing surface water as part of a development.

The locating of attenuation, detention, or infiltration devices (including permeable surfacing) within flood extents is not acceptable.

Table 1 overleaf sets out a list of information the detailed surface water drainage design should include. Developers are encouraged to complete the table and provide as a cover page to future drainage design submissions.

FOUL WATER DRAINAGE

Finalised detailed foul water drainage design is required to be submitted and approved prior to construction starting on site. The use of public foul sewer connection should always be prioritised over non-mains drainage options.

The use of non-mains foul drainage should consider the latest Environment Agency's General Binding Rules (<https://www.gov.uk/guidance/general-binding-rules-small-sewage-discharge-to-a-surface-water>).

The Environment Agency have advised that any existing septic tank foul drainage systems that are found to not comply with the latest Binding Rules will need to be replaced or upgraded.

Table 2 overleaf sets out a list of information the detailed foul water drainage design should include. Developers are encouraged to complete the table and provide as a cover page to future drainage design submissions.

Table 1: Detailed drainage design requirements - surface water

| Requirement | Location of information within submitted design |
|---|---|
| <i>For all designs</i> | |
| Greenfield runoff rate details for the area to be drained (using FEH or a similar approved method) | |
| On-site infiltration test results | |
| Plans / details of areas to be drained based on finalised development plans | |
| Calculations showing the system has been designed to cater for the 1 in 100-year storm event, plus appropriate allowance for climate change | |
| Detailed drainage plans, including invert levels and pipe diameters, showing entire drainage system | |
| Maintenance and management plan ¹ | |
| <i>For soakaways</i> | |
| Sizing calculations (to cater for 1 in 100-year plus climate change event) | |
| Half drain time (<24 hours) | |
| Construction details | |
| <i>For discharge to watercourse</i> | |
| Discharge rate (1 in 1 or QBar Greenfield rate for drained area) ² | |
| Outfall location and construction details | |
| Attenuation sizing calculations (to cater for 1 in 100-year plus climate change event) | |
| <i>For discharge to sewer</i> | |
| Discharge rates (restricted to 1 in 1 or QBar Greenfield rate for drained area unless otherwise agreed with sewerage provider) | |
| Discharge location and manhole number | |
| Outline approval from sewerage provider in relation to connection, discharge rate and connection location ³ | |
| Attenuation sizing calculations (to cater for 1 in 100-year plus climate change event) | |

¹ The scale of this document should reflect the scale of the development and the complexity of the drainage system.

² If the 1 in 1 or QBar Greenfield runoff rate cannot be achieved, then evidence into why a higher discharge rate has been proposed should be provided. Due to improvements in drainage systems the 2l/s minimum will not be accepted without justification.

³ Formal approval via S106 etc is not required.

Table 1: Detailed drainage design requirements – foul water

| Requirement | Location of information within submitted design |
|---|---|
| <i>For all designs</i> | |
| Plans showing entire drainage system, including invert levels, pipe diameters, falls and outfall/connection location | |
| Foul flow calculations and confirmation proposed system is sized appropriately | |
| <i>For connection to main foul sewer</i> | |
| Discharge location and manhole number | |
| Evidence of communication with Water Authority regarding connection ⁴ | |
| <i>For non-mains system with drainage field</i> | |
| Evidence of permeability (infiltration) test results specific to treated effluent drainage fields | |
| Evidence that either: <ul style="list-style-type: none"> a) The system meets latest General Binding Rules b) An Environmental Permit application is to be submitted | |
| <i>For non-mains system with discharge to open water</i> | |
| Evidence that either: <ul style="list-style-type: none"> a) The system meets latest General Binding Rules b) An Environmental Permit application is to be submitted | |
| Outfall location and construction details | |

Drainage Officer 03.10.2022

Just to confirm the flood risk and drainage team's previous consultation response remains valid following the updated plans submitted for the above application.

Drainage Officer 23/03/2023

The flood risk and drainage team have reviewed the additional information submitted in support of the above application. We can confirm that our recommendation that a drainage condition is utilised to secure detailed drainage design remains valid. We would advise that the use of permeable surfacing may not be suitable on the site due to the potentially contaminated nature of the site.

Due to the extended timeframe since our initial response there has been alterations to our general guidance for detailed drainage design. We therefore attached the latest guidance documents for the applicants reference.

WSCC Highways 01/04/2022:

The planning documents are currently unavailable to view on your web page - formal comments to follow in due course.

WSCC Highways 11/05/2022:

⁴ Formal approval via S106 etc is not required.

The proposed application is for a new church and community facility (590sqm) with associated parking (50 spaces). New pedestrian and vehicular access points are proposed. The application form states 2 employees and operation times of 0800 - 2200 every day.

The proposals shown is similar to the application DM/18/3627 which was approved

Local Road Network/Site Access

The site is accessed via an existing access from a cul-de-sac (serving garages only) off Maple Drive. The cul-de-sac is approx. 5m wide with footways on both sides and a wide hammerhead turning area at the northern end. Currently few cars park along the main part of the cul-de-sac but it has been reported that some cars park in the hammerhead at the end of the road to each side. At the end of the cul-de-sac, there is a double gate approximately 4m wide with a height barrier above. The gated access serves an informal parking area associated with the nearby Burgess Hill Town Football Club and Leylands Park Recreation Ground used for overspill parking when there are events.

The existing access point into the site is narrow at 4m and should be widened to 4.5m to allow for 2 vehicles to pass and avoid any congestion and or issues for pedestrians. The footway stops at the access to the site leaving pedestrians no option but to step into the carriageway. No access plans has been provided.

Maple Drive is wide and fairly straight at the cul-de-sac location with footways on both sides and a wide grass verge on the north side. Adequate visibility is achievable in each direction from the cul-de-sac.

Transport Statement (TS)/Traffic Generation

A transport Statement has been submitted utilising figures from the existing church operation. The TS can be summarised as follows:

- A typical Sunday morning service is currently attended by around 90 people (72 adults and 18 children) leading to around 30 cars arriving at the site, creating 60 trips on the local highway network.
- Most other people (15+) arrive by walking leading to around 30 walking trips on a typical Sunday.
- A Sunday morning service starts at 1030am and is over by 1200. Therefore, the highest number of trips on the local highway network at between 0930 and 1030 and 1200 and 1300 on Sundays
- The other activities at the church generate much lower levels of trips. Most activities take place once a month and are therefore, not a consideration on a weekly basis. The one activity that currently does take place weekly is the mother and toddler group (Chatterbox) which takes place every Monday morning between 0900 and 1200. This usually involves 14 adults in 12 cars. Therefore, every Monday, there are around 12 trips on the local highway network during the AM peak hour. The 12 return trips take place during the middle of the day

Proposed site

An increased capacity of 240 people in the seating areas is proposed. However, the maximum total potential attendance at any service is estimated at significantly less than this based on the existing total congregation of 150. The additional higher capacity of 240 is for more irregular one off events, such as funerals. In addition, an arrangement is proposed with the existing Sheddingdean Community Primary School to allow for limited end of year

assemblies and other school productions. The proposed car parking would be available for parents attending. Regular church services and sessions would not be held at times which would give rise to travel demands in periods of other general high travel demands. The intended programme is largely as existing at the current site. It is anticipated that the provision of a new purpose built church is likely to lead to a small increase which is estimated at around 10percent over the current experience at the existing location and these have been incorporated into the table below.

PARKING

- The proposed new site for the church is currently used for some limited parking associated with the local football club. This usually only amounts to around 6 cars which will need to be accommodated within the new proposed car park. In addition, the adjoining Burgess Hill Town FC occasionally has special events and use the current field for overspill parking.
- On site, it is proposed that there will be two parking areas, one at the front of the church and one to the rear.
- The proposed car park at the front of the church will be surfaced and will provide parking for 26 cars. There will also be space available for set down and pick up in front of the church. In accordance with the County Council standards, 3 disabled parking spaces will be provided in front of the main church entrance
- To the rear of the church, there will be a second car park. This car park will be unsurfaced and will provide parking for a further 45 cars
- Covered cycle parking provision will be provided at the front of the church. This will provide provision for 14 spaces. In addition, 6 motorcycle parking spaces will be provided in accordance with the County Council standards.

No plans have been provided showing how the car parking will be marked out nor has a pedestrian link between the Football Club and the Church been identified.

The applicant has agreed to develop a Travel Plan, which is welcome and ideal for a proposal such as this where car sharing is an option and flexibility for start/finish times can be adjusted to alleviate any parking pressure.

Visibility from the Cul-de-sac into Maple Drive is good so there would not be any highway safety concerns regarding this. How the access onto the site from the public highway (at the hammerhead) will need to be considered and approved by the Highway Authority given suitable provision and visibility for pedestrians.

No Highway Objection subject to the following:

- Plan showing parking spaces/layout and detailing materials used for rear parking area (the TS suggests it will be unsurfaced).
- Plan showing access design, taking into account pedestrian access
- Details of how the parking will work with the football club - is this informal or will there be an agreement?

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Travel Plan Statement (to be approved)

No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Works within the Highway - Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

WSSC Highways 20/06/2022:

Since our response of the 11/05/22, there appears to be only 1 additional representation listed on the webpage - Vehicle Access 06/06/22 - Dwg No. 3.12.

The plan shows a gravel parking area and with marked spaces. As gravel cannot be marked can the applicant provide some kind of posts at the back of the parking spaces to aid organised parking. The chevron style parking in the centre may need a little more thought though, the layout is acceptable however it will be difficult to distinguish with post so it may need some raised areas, perhaps at the ends and in the centre. They may not have to be permanent ie concrete raised kerbs, railway sleepers have been used in some cases which are moveable.

No additional information on a pedestrian access or details of how the parking will be managed with the football club and is still required.

Please reconsult.

WSSC Highways 21/07/2022

The following additional information has been submitted:

- Parking Plan including space markers and pedestrian route
- Information on space sharing agreement with Football Club

No highway objection

WSSC Highways 12.10.2022

Amendments have been made in accordance with Urban Design comments submitted. Changes do not appear to be highway related. Therefore the Highway Authority would not wish to make further comments at this time.

WSSC Highways 23.03.2023

The amended plans now shows the parking layout. No objection to the amended parking plan.

Tree Officer

Hi Joe,

I understand that this proposal has a previous consent and will also provide community benefits.

I note that a tree report has not been submitted and , as well as the loss of a small group of trees, there will be impacts on the RPAs of a number of trees.

If permission is granted, I would therefore request that conditions be attached requesting a Tree Protection Plan and a Method Statement detailing construction details of hard standing, prior to commencement.

I am also unsure if hard standing will be permeable , could this be confirmed, and/or, conditioned please.

Irene

Environmental Protection Officer 05.04.2022

It is unusual for us to receive noise complaints concerning churches and those we do receive are usually regarding bell-ringing or clock chiming, which appear not to be relevant in this case. Other possible noise sources are use of a musical band as part of worship and the noise of the congregation arriving and departing in their vehicles.

The noise of a band would presumably be occasional, limited to daytime only for a few hours and can be controlled by reducing the amplified volume and/or closing windows. On this basis it would not seem to be a matter that needs Planning controls.

Noise from vehicles is only likely to be an issue in the early morning or late at night and as the hours applied for are 0800 to 2200 this does not apply.

Environmental Protection has no particular concerns but does recommend conditions to control noise and hours during construction, as well as a condition to mitigate against the impact of the development upon air quality. Should the development receive approval, Environmental Protection recommends the following conditions:

Conditions:

Construction hours: Works of construction or demolition, including the use of plant and machinery, as well as any delivery or collection of plant, equipment or materials for use

during the demolition/construction phase necessary for implementation of this consent shall be limited to the following times:

Monday - Friday 08:00 - 18:00 Hours

Saturday 09:00 - 13:00 Hours

Sundays and Bank/Public Holidays no work permitted

Reason: to protect the amenity of local residents.

Construction Environmental Management Plan (CEMP): No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall address control of noise and vibration from demolition and construction work, dust control measures, policy for burning on site, and site contact details in case of complaints. The approved Plan shall be adhered to throughout the construction period.

Reason: To safeguard the amenity of nearby occupiers

Reason - In line with MSDC Policy DP29: Noise, Air and Light Pollution

Air Quality - The applicant shall submit an emissions mitigation calculation, in accordance with the Air Quality and Emissions Mitigation Guidance for Sussex which is current at the time of the application, the purpose of which is to assess the emissions relating to the development and to determine the appropriate level of mitigation required to help reduce the potential effect on health and/or the local environment.

The emissions mitigation assessment must use the most up to date emission factors. A Mitigation Scheme to the calculated value shall be submitted to and approved in writing by the Local Planning Authority. Upon development, work should be carried out in accordance with the approved scheme.

Reason - In line with MSDC Policy DP29: Noise, Air and Light Pollution

Environmental Protection Officer 10.10.2022

The amendments do not appear to affect our previous comments. These previous comments still stand.

Environmental Protection Officer 13.13.2023

Previous comments still apply.

MSDC Urban Designer

This is a disappointing and unconvincing proposal, and has none of the harmony and order of the highly commendable 2014 scheme.

The stepped roofline of the church is a fussy design. It has little relationship with the building frontage that appears like a stuck-on gabled façade and these elements result in an inelegant roof profile on the west elevation. At the rear, the stepped profile builds up to a tall mostly blank façade on the northern side that provides a lifeless backdrop to the north facing communal back garden that is also a bleak location for seating because of the surrounding car park.

The large areas of blank walls and choice of render is unfortunate as it is likely to provide a blank canvas for graffiti artists and will be more of a challenge to maintain than other materials such as brick. The mirror clad frontage is also impractical as it is likely to generate glare and deteriorate over time. The rammed earth element appears superficially applied, as does the glitzy tones of the capping.

The ancillary parts of the building read like bolted-on afterthoughts. The collection of shallow monopitch roofs, flat roof and more stepped roof appear randomly added and have an uncomfortable juxtaposition with the main stepped profile of the church and overall contributes to a confusing and untidy-looking building that lacks design integrity. The shallow-angled monopitch roofs also jar with the steeper pitch of the gabled church frontage.

The internal plan also does not look well organised and generates a long alley leading to the entrance to the ancillary part of the building. This should be avoided for community safety and sustainability reasons as the large recess could attract anti-social activity and generates a higher surface area to volume ratio.

While some of the rainfall will be collected in the sedum roof, there will also need to be other rainwater discharge arrangements which are not shown on the drawings.

The large car park is unfortunate and because it is being formally organised with defined in/out route and parking spaces will impose more upon the open space at the rear than the previous scheme with its more natural/informal arrangement.

For the above reasons, the scheme does not accord with principles DG18, DG19, DG38 and DG42 of the Council's Design Guide or policy DP26 of the District Plan. I therefore object to this planning application.

MSDC Urban Designer 25/10/2022

As discussed, the church element has been improved but overall I feel the design is still unsatisfactory (and does not accord with principle DG38 of the Council's Design Guide). In particular the roof plan is still unfortunately convoluted and I especially question the perpendicular relationship of the roofs over the community space and church. It would be more straightforward and elegant if the ridge line over the community space were parallel with the church. That could be achieved with a pair of double pitch roofs (ie. extruded N/S rather than E/W) generating two additional gable fronts and backs which should work with the internal configuration of the building with its continuous N/S spine walls, as well as the church exterior. Consideration should also be given to incorporating windows (which could still be in projecting bays) in the gable frontages (at front and back) to avoid too much blank façade which is an issue at the front.

The roof plan also needs to be more clearly/consistently drawn as at the moment it does not appear to accord with the elevations.

I am still not satisfied by the rainwater discharge arrangements. If it is to be internally incorporated, the drawings should be showing hidden gutters on the roof (and where they are accommodating the drain holes) and the internal pipes on the ground floor. I however question whether this will be achieved in the final analysis as I have many experiences of schemes which have claimed they will incorporate everything internally only to realise at the construction stage that this is not feasible from a technical and/or cost perspective.

I would be prepared to meet with the applicant to discuss these issues.

In terms of the landscaping, there has been some improvement with a slight reduction in the area of hardstanding and the application of a gravel surface. There should also be scope for some further tree planting at the rear of the church.

MSDC Urban Designer 22/03/2023

As previously discussed, the church element has been improved and overall, I feel the design is satisfactory and suggested changes were made.

1:20 scale drawing showing the roof eaves detail is acceptable as well as other details relating to rainwater discharge arrangements.

The location of wheelchair accessible toilet is unclear and needs to be shown on the plans (this can be done by the slightly reconfigured layout of the proposed toilets).

In terms of the landscaping, I understand there has been some improvement with a reduction of the hardstanding surface and the application of a gravel surface. Not all drawings reflect this change.

I, therefore, support this planning application.

I recommend the following conditions:

- 1:20 scale elevation / section drawings showing half of the front elevation.
- Details of the hard and soft landscaping including the areas within the bund such as the heat pumps, bin and cycle stores.

Corporate Estates 29/09/2022

We do not have any comments regarding the revised application.

Corporate Estates 07/03/2023

No comments to make at this stage.

Contaminated Land Officer 28.03.2022

The application looks to build a church with associated parking.

Our records indicate that the site sits on a historical landfill, and that previous desktop studies for the site (Southern Testing (Ref: J11879), dated 30th July 2014) have found that further investigation is required in terms of ground gases, as testing so far has found high levels of Methane and Carbon Dioxide.

Conditions should therefore be attached requiring additional investigation to take place and for remediation to take place as needed.

Recommendation: Approve with conditions

1) Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site, including the identification and removal of asbestos containing materials, shall each be submitted to and approved, in writing, by the local planning authority:

a) A preliminary risk assessment which has identified

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways, and receptors
- potentially unacceptable risks arising from contamination at the site

and, unless otherwise agreed in writing by the LPA,

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site,

and, unless otherwise agreed in writing by the LPA,

c) Based on the site investigation results and the detailed risk assessment (b) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken

2) The development hereby permitted shall not be occupied/brought into use until there has been submitted to and approved in writing by the Local Planning Authority a verification plan by a competent person showing that the remediation scheme required and approved has been implemented fully and in accordance with the approved details (unless varied with the written agreement of the LPA in advance of implementation). Any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be identified within the report, and thereafter maintained

Reason (common to all): To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

In addition, the following precautionary condition should be applied separately:

3) If during construction, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the LPA), shall be carried out until a method statement identifying, assessing the risk and proposing remediation measures, together with a programme, shall be submitted to and approved in writing by the LPA. The remediation measures shall be carried out as approved and in accordance with the approved programme. If no unexpected contamination is encountered during development works, on completion of works and prior to occupation a letter confirming this should be submitted to the LPA. If unexpected contamination is encountered during development works, on completion of works and prior to occupation, the agreed information, results of investigation and details of any remediation undertaken will be produced to the satisfaction of and approved in writing by the LPA.

Contaminated Land Officer 02.03.2023

The amendments do not appear to affect our previous comments. These previous comments still stand.

Burgess Hill Town Council 06/04/2022

Recommend Approval. The Committee expressed concern over parking constraints and pedestrian access right, and suggested putting in a height barrier

Burgess Hill Town Council 16/03/2023

The Committee noted concern.

There was concern raised about the design of the roof and the complicated pitch of it, as well as concern that the white render would be prone to graffiti.

The Committee discussed the missed opportunities for installing photovoltaics on the roof and concern over the rainwater discharge arrangements. The Committee also requested confirmation that there was cooperation with football club over use of the car park, they additionally questioned whether the surface of the car park was permeable and what protection had been agreed for the existing trees or whether these would be suitably replaced should they be removed.