

Planning Statement and Statement of Community Involvement

**Application for the
Construction of Replacement
Commercial Building (Within
Classes E(g), B2 and B8),
Capital Warehouse, Consort
Way, Burgess Hill**

Prepared For
Capital Hair and Beauty Ltd

**4391
November 2024**



bell cornwell

CHARTERED TOWN PLANNERS

Bell Cornwell LLP, Winslade Park, Winslade House, Manor Drive
Clyst St Mary, Exeter, EX5 1FY

01392 539720 | hello@bell-cornwell.co.uk | www.bell-cornwell.co.uk



CONTENTS

1	INTRODUCTION	1
2	THE SITE	2
3	THE PROPOSED DEVELOPMENT	4
4	NEED FOR THE SCHEME	5
5	STATEMENT OF COMMUNITY INVOLVEMENT	6
6	RELEVANT PLANNING POLICY	7
	The Development Plan	7
	Other Relevant Policy	8
7	ANALYSIS OF TECHNICAL MATTERS	10
	Transport	10
	Air Quality Assessment	12
	Ecology and Biodiversity Net Gain	13
	Land Contamination	14
	Flood Risk Assessment and Drainage Strategy	15
	Sustainability Statement	15
8	ASSESSMENT OF PROPOSED DEVELOPMENT	17



1 INTRODUCTION

- 1.1 This statement describes the proposals for the construction of a new commercial building on land at Consort Way in Burgess Hill. The building would replace an earlier warehouse on the site which was destroyed by fire.
- 1.2 The statement provides details of the proposed development, the rationale behind the proposals and the technical work which has informed the scheme.
- 1.3 The statement should be read in conjunction with other application documents notably the drawings and design and access statement prepared by KTA.



2 THE SITE

- 2.1 The application site comprises 0.3 hectares of land which is located within Victoria Business Park, a large industrial estate within the town of Burgess Hill. The site is enclosed on all sides by existing industrial buildings which predominately have large footprints and are two to three storeys in height. The surrounding businesses are a mixture of warehouse and light industrial uses.
- 2.2 Vehicular access to the site is provided via an existing shared access on the site's north-eastern corner onto Consort Way, one of the business parks' main distributor roads.
- 2.3 The site is largely vacant open land, with the previous building having been destroyed by fire. The northern periphery of the site is framed by a wide grass verge which forms the boundary with Consort Way. A small group of trees about the western edge of the site but these are not within the application site boundary and are remote from the part of the site which would be subject to building works. Two buildings, in third party ownership and outside the site boundary, adjoin the eastern and southern edges of the land.
- 2.4 The site is not subject to any environmental designations and is on land at low risk of flooding. There are no designated heritage assets on or adjacent the site.

Site Location





Planning History

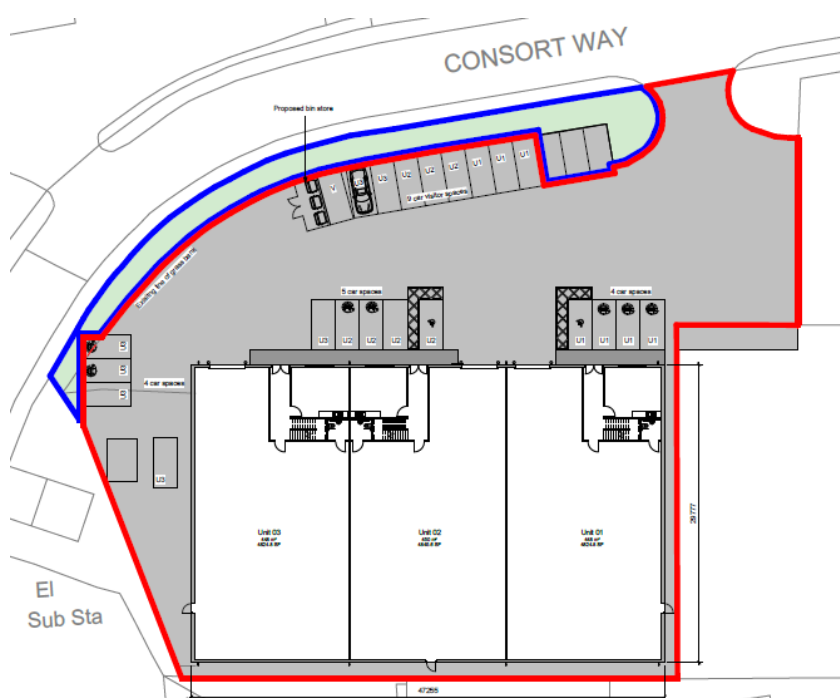
- 2.5 Planning permission was granted (reference BH/022/78) in April 1978 for the construction of a large building for industrial or warehousing use.
- 2.6 There is no other planning history of relevance to the scheme.



3 THE PROPOSED DEVELOPMENT

- 3.1 The proposed scheme comprises the construction of a 1,409 sqm commercial building which would be used within light industrial, general industrial and storage uses (within use classes E(g), B2 and B8). The building would be sited towards the rear (southern) part of the site with car parking and servicing area laid out to the front.
- 3.2 The building would be double height and would be subdivided into three separate units. The building would be on a brick plinth with grey metal walls and roof. A single roller shutter doors would be provided for each of the three units.
- 3.3 A very limited amount of lighting would be provided. This would be mounted on the walls of the building and above the roller shutter doors.
- 3.4 A total of 22 car parking spaces would be provided which would include seven spaces per unit (including two disabled spaces) and one visitor space.
- 3.5 Vehicular access would be via the existing entrance onto Consort Way.

Proposed Layout





4 NEED FOR THE SCHEME

- 4.1 As part of the scheme preparation advice has been sought from local agents, the Stiles Harold Williams Partnership (SHW) on the degree of market need for the scheme.
- 4.2 SHW act for a number of landlords and companies in the Mid Sussex and Burgess Hill area and regularly monitor the enquiry levels for industrial and warehouse accommodation in the area, with this information being used to inform their twice yearly Industrial and Logistics Focus documents. They are therefore well informed on market requirements for commercial schemes in the area.
- 4.3 SHW's research confirms that for the current year, they have received enquiries for over 950,000 sq ft (95,000 sqm) of industrial and warehouse buildings in the area which are made up of over 24 specific enquiries. The majority of these enquiries were in the 5,000 –10,000 sq ft range which is the size range that would be represented by the proposed new units in the current scheme. They have confirmed that local Burgess Hill companies wanting units in this size range generally want to remain on the main industrial estates area in Burgess Hill, such as the Victoria Business Park, with larger enquiries being accommodated in the new development schemes on the periphery of the town.
- 4.4 SHW have confirmed that the size of units being proposed is in the ideal size range to cater for both local market demand and from companies wishing to relocate into the town.
- 4.5 SHW have advised that the design, specification and layout of the building proposed in the is the best option for the redevelopment of this site, offering the best flexibility for its future use.
- 4.6 This analysis therefore confirms that there is a strong demand for the type and size of units proposed and the scheme would therefore assist in meeting this demand.
- 4.7 Using the guidance set out in the HCA Employment Density Guide (2015), the scheme would generate approximately 20 FTE jobs.



5 STATEMENT OF COMMUNITY INVOLVEMENT

- 5.1 The nature and location of the scheme, being a replacement commercial use within a large existing employment area, means that there is little need to undertake any significant consultation. However, the ward member for the Burgess Hill ward, Councillor Peter Ward, as well as Burgess Hill Town Council have been contacted and advised of the proposals.



6 RELEVANT PLANNING POLICY

- 6.1 Section 38(6) of the *Planning and Compulsory Purchase Act* (2004) requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan

- 6.2 In this instance, the relevant development plan for the area comprises the 'Adopted' Mid Sussex District Plan (2018) and the 'Made' Burgess Hill Neighbourhood Plan (2016).

Mid Sussex Local Plan

- 6.3 The most relevant policies are those set out below.
- 6.4 Policy DP1 'Sustainable Economic Development' indicates that the Council will promote a full range of businesses, will help local enterprise to thrive and provide opportunities for people to live and work within their communities. In line with these objectives, the policy indicates that the Council will encourage inward investment and will support existing businesses. The Council will seek the retention of existing employment uses but allow the redevelopment of premises.
- 6.5 Policy DP7 'Strategic Development at Burgess Hill'. Although a policy which relates primarily to future strategy growth in the town, Policy DP7 does note the need for the town to have additional employment opportunities for the community and the need to provide for more business park type development.
- 6.6 Policy DP21 'Transport' sets out the Council's approach with regard to transport objectives and requirements for new development. Amongst other things, new development should provide adequate levels of car parking, should encourage alternative modes of travel and protect the safety of road users and pedestrians. The policy also adds that, where practicable, developments should incorporate electric charging for low emission vehicles.



- 6.7 DP39 'Sustainable Design and Construction'. This requires that new development should wherever possible include measures to minimise energy use, use renewable sources of energy and address the implications of climate change.

Burgess Hill Neighbourhood Plan

- 6.8 The Burgess Hill Neighbourhood Plan does not identify the site as being subject to any formal designations and there are no significant policies which are relevant to the proposed development.
- 6.9 In addition to the development plan policies, it is necessary to have reference to the draft policies within the emerging plan as these represent material considerations of potential relevance to the proposed development.

Other Relevant Policy

Draft District Plan 2021 – 2039 (Submission Draft)

- 6.10 The relevant policies within the submission draft are very similar to those in adopted plan. Burgess Hill is identified as a Category 1 settlement where is the greatest emphasis for growth.
- 6.11 The proposed employment policies seek to encourage new high value employment development, to support existing businesses and to promote inward investment (draft Policy DPE1) and to protect existing employment sites within E(g), B2 and B8 class uses.

National Planning Policy Framework

- 6.12 The National Planning Policy Framework ("Framework") sets out the Government's national planning policy and is an important material consideration in the determination of planning applications.
- 6.13 Paragraph 11 establishes a presumption in favour of sustainable development and indicates under criterion c) that for proposals that accord with an up-to-date development should be approved without delay.



6.14 Paragraph 85 indicates that planning decisions should create the conditions to allow businesses to invest, expand and adapt. It emphasises that significant weight should be given on the need to support economic growth and productivity.



7 ANALYSIS OF TECHNICAL MATTERS

- 7.1 The applicant has commissioned a number of consultants to carry out a wide range of detailed technical studies to develop a scheme that meets the relevant policy requirements. To support the scheme, the following technical reports are provided:

Transport

- 7.2 As part of the scheme work, a Transport Statement (TS) has been prepared by Apex and a copy of this has been provided as part of the planning application. This considers the transport characteristics of the area around the site, the attributes of the proposals and the likely impacts on the area.
- 7.3 Section 2 of the TS considers the highways characteristics of the area around the site. It notes that Consort Way is within Victoria Business Park and as such the local road network accommodates all vehicle types associated with the surrounding industrial and employment uses. It notes that Consort Way is not subject to parking restrictions and as such some on-street parking occurs.
- 7.4 The TS confirms that during the last seven-year period, no personal injury accidents occurred within the vicinity of the site. This includes the extent along Consort Way, at the site access, and within the visibility splays. There is therefore no evidence of a road safety issue.
- 7.5 Section 3 of the TS considers the site's accessibility for none car modes of transport. It notes that the site is well connected to good pedestrian routes and facilities and is located within a well established industrial/employment area. There are no formal cycle routes within the vicinity of the site. However, the surrounding local network is considered suitable for cyclists to be accommodated on-carriageway. It notes that the entire town of Burgess Hill as well as Hickstead, Sayers Common, Clayton, Hurstpierpoint, World's End, Ditchling, Ditchling Common and the southwestern extent of Hayward Heath are all accessible within an appropriate cycling distance.



- 7.6 In relation to public transport, the closest bus stops to the application site are the Consort Way stops located on Victoria Gardens. These can be accessed within a 280m (4 minute) walk via the footways on Consort Way and Victoria Gardens. These bus stops are served by bus service 100 which provides a connection between Pulborough and Burgess Hill and operated by Compass Travel. The TS notes that the nearest railway station is Burgess Hill, located approximately 1.6km to the east of the site and can be accessed within a 20 minute walk or seven minute cycle via appropriate routes. Burgess Hill Rail Station has cycle parking spaces with a capacity for 64 spaces. This enables journeys to be made to the application site by cycle and then rail, with a cycle parked at the station.
- 7.7 The TS reviews the scheme parking provision against the requirements for new developments within the West Sussex Guidance on 'Parking at New Developments' (September 2020). This indicates that for B8 uses, 1 space per 100 sqm should be provided. The TS confirms that the proposed levels of parking within the scheme would confirm to this requirement as well as in respect of disabled parking provision.
- 7.8 The TS considers the site layout and its ability for delivery and service vehicles to turn appropriately and enter and exit onto the highway network in forward gear. It notes that swept path analysis has been undertaken to demonstrate that an 8m long vehicle can be accommodated reversing against each of the loading bay doors. The TS notes that the site can accommodate larger vehicles, including 16.5m long articulated vehicles, which would be loaded and unloaded from the side, from within the service yard. These vehicles and all vehicles of up to this length would then turn in the shared area opposite the access. This is consistent with the historic movements and would remain appropriate for the proposals. The TS adds that, if on the extremely rare occasions a 16.5m long articulated lorry visits the site, this would need to enter the site access from the west and depart to the east and all drivers would be aware of this as part of the management plan on the site. Such rare events could be managed by the site occupiers.
- 7.9 Section 5 of the TS considers the level of movements likely to arise from the proposed scheme. Based on the highest level of movements for the use, the proposals are forecast



to generate up to 10 two-way vehicle movements in the AM network peak hour and up to nine two-way vehicle movements in the PM network peak hour. Over a daily period on a weekday, it is forecast that the proposals could generate up to 125 two-way vehicle movements. This is considered to be equivalent to one vehicle on the network every six minutes during the busiest hour, on average. This level of movement would not have a severe impact on the capacity at any of the local junctions and the site access would operate well within capacity. All trips generated by the proposed development could be suitably accommodated by existing highway infrastructure within the well-established employment area surrounding the site

- 7.10 Section 6 of the TS sets out the conclusions. It notes that the proposals offer a suitable choice of travel options and represent sustainable development in line with the requirements of the NPPF. The proposed development would not have a severe impact on the operation of the surrounding highway network or an unacceptable impact on road safety and is therefore in accordance with the NPPF. The TS concludes that there are no reasons relating to transport or highways for objecting to the application.

Air Quality Assessment

- 7.11 An air quality assessment (AQA) has been carried out in respect of the scheme by Greenavon and a copy of their report has been submitted as part of the application.
- 7.12 The AQA considers the potential impacts and sensitivities of the scheme on air quality in the area around the site.
- 7.13 Section 2 of the AQA considers the land use policy framework and regulations as set out in the Environment Act (1995), the NPPF and within the Mid Sussex District Plan.
- 7.14 Section 3 of the AQA sets out the methodology used to undertake the work. This has included an assessment of baseline conditions, a construction phase assessment, consideration of construction and related traffic and an assessment of the operational phases effects. Paragraphs 3.2.1 considers the sensitivity of the scheme use and notes that as it is for commercial purposes, members of the public are not expected to spend substantial time at the site and therefore the air quality standards for NO₂, PM₁₀ and



PM2.5 do not technically apply to the proposals. Nonetheless, some reference has been made to NO2 guidelines.

- 7.15 Section 4 considers the baseline conditions. The site is over 3km from the nearest air quality management area, Stonepound Crossroads. There are no industrial sources in the area that might harm local air quality, with the nearest potential source 1.8km away.
- 7.16 Reference is also made to the data provided from the Mid Sussex network of automatic monitoring stations, with the AQA setting out the results of these.
- 7.17 Section 5 of the assessment considers construction related issues, notably the potential for dust. The AQA notes that there are no high or medium sensitivity uses within 100m of the site. Table 5.4 of the AQA summarises the dust impact risks during the construction phases of the scheme. It concludes that all aspects of the scheme would generate low or negligible risks to human health and ecology.
- 7.18 Table 5.5 of the AQA identifies a range of mitigation measures which can be employed to control dust effects. These include proper site management and measurement as well as the proper preparation and siting of equipment.
- 7.19 Section 6 of the AQA reviews the likely operational effects of the scheme on air quality. It reviews the traffic impacts and generation as set out in the scheme Transport Statement and also considers how the building will be heated. Paragraph 6.2 of the AQA concludes that “...the scheme would no significant impact on local air quality.”
- 7.20 The AQA concludes that “*after the implementation of construction dust mitigation, there would be no significant impacts...The Proposed Development is considered compliant with all local and national planning policy. Air quality should not, therefore, present a significant barrier to the planning process.*”

Ecology and Biodiversity Net Gain

- 7.21 Local ecologists, Co-ecology have undertaken a review of the site’s ecological potential. A copy of their letter has been provided with the application. They note that the nature of the site, containing no buildings and made up overwhelmingly of hard standing,



means that there is extremely little habitat and the land therefore has negligible ecological potential. On this basis, Co-ecology conclude that:

“No further surveys or assessment is required due to the nature of the site and the negligible ecological value and negligible risk of the presence of any protected species from the proposed development.”

- 7.22 Given the negligible ecological value of the land, there is no requirement to provide biodiversity net gain as part of the scheme.

Land Contamination

- 7.23 As part of the scheme preparation, a Phase 1 Contamination Assessment has been undertaken by Land Science and a copy of their report has been provided as part of the application.
- 7.24 As part of the work, a walkover survey of the site was carried out and this revealed no evidence of tanks, chemical storage facilities or contaminated land uses.
- 7.25 A historical mapping exercise was also undertaken for the both the site and the adjoining area. This confirms that previous uses were agriculture, then a leisure area and a now filled in boating lake. From the 1980s the area was developed into its current business park use.
- 7.26 A review of local business uses and types was carried out alongside a review of the register of previous pollution incidents in the area.
- 7.27 The assessment indicates that there is little risk arising from unexploded ordnance or from radon gas.
- 7.28 Section 4.3 of the Contamination Assessment provides a summary of the risks identified. The report concludes that there is a risk of soil contamination due to previous land infilling and as a result of the earlier building which, dating from the 1980s suggests the presence of asbestos, metals and organic compounds. The fire in 2022 may also have lead to contamination as a result of the run-off water. Risks from neighbouring uses are considered to be low.



- 7.29 Section 6 of the Contamination Assessment sets out a number of recommendations which can be used to address the identified risks. These include measures such as use of boreholes (to establish the depth of made ground and presence of contamination), the installation of monitoring wells within any areas of made ground which are over 1m thick and undertaking a sequence of monitoring for ground gases. The recommendations also specify the range of materials which should be monitored including heavy metal and organic materials and fire fighting compounds.
- 7.30 These recommendations can be adopted via the use of a suitably worded planning condition as part of any grant of planning permission.

Flood Risk Assessment and Drainage Strategy

- 7.31 A Flood Risk Assessment and drainage strategy (FRA) has been prepared by Civil Station and a copy of this has been submitted as part of the planning application.
- 7.32 Section 3 of the FRA confirms that the site is within Flood Zone 1 and is therefore at a low risk of flooding from rivers or streams. The FRA does note that the northern part of the site – the area proposed to be car parking – is at high risk from surface water flooding but that the area to be occupied by the building is at a low risk from this. The site is not at risk from any other sources of flooding.
- 7.33 Section 4 confirms that under the provisions of the NPPG, the proposed development is classified as a less vulnerable use in relation to flood risk.
- 7.34 Section 5 notes that the scheme will not generate any increase in impermeable area. It is therefore proposed surface water from the roof and external areas will be discharged via below ground pipework to the existing outfall to the Herring Stream.

Sustainability Statement

- 7.35 A Sustainability Statement (SS) has been provided by Coreus and a copy of this has been provided as part of the application submission. The SS reviews the proposals and identifies a number of measures which can be employed to improve scheme sustainability, for example through the employment of photovoltaic cells alongside the



use of electric charging points, to reduce schemes carbon emissions alongside measures relating to building fabric and sustainable water drainage measures.



8 ASSESSMENT OF PROPOSED DEVELOPMENT

- 8.1 The scheme proposes the construction of a warehouse building which would replace a previous building destroyed by fire. The scheme is located within the heart of an existing business park in Burgess Hill, one of the largest and most important towns within Mid Sussex. As a matter of principle therefore, the scheme aligns with all the major development objectives within the Mid Sussex Local Plan as well as the NPPF and the emerging plan. Once operational, it is expected that the scheme would provide around 20 jobs and the scheme will therefore make an important contribution to local employment.
- 8.2 The building would be of a design and layout which would entirely appropriate to the character of the area. At the same time, access, servicing and car parking for vehicles using the scheme would be acceptable and safe.
- 8.3 All the relevant technical assessments need to support the scheme have been undertaken and these confirm that there are no technical reasons to prevent the scheme from being delivered.
- 8.4 Given the above, the scheme represents a high quality proposal which would meet an identified local need, provide local employment and which aligns closely with Mid Sussex's development plan policy objectives. For these reasons, and in line with the clear provisions within the NPPF, planning permission should be granted for the proposed development.