



For and on behalf of
Homes England

**Western Bridge and Link Road Phase 3 - Brookleigh
Planning Statement**

**Prepared by
DLP Planning Ltd
London**

Document Reference number SX5054

December 2024

Prepared by:	Steph Parker BA(Hons) MCD
Checked by:	Aimee Cannon
Date:	January 2025

DLP Planning Ltd
107 Clerkenwell Workshops
31 Clerkenwell Close
London
EC1R 0AT

Tel: 02037 615390

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 Introduction	4
2.0 Site Location and Background	7
Surrounding Development Context	7
Pre-application Advice	8
Planning History.....	9
3.0 The Proposed Development.....	11
4.0 Policy Context.....	13
The Development Plan	13
Mid Sussex District Plan 2014 – 2031 (Adopted)	13
Other Material Considerations	15
<i>National Planning Policy Framework (2023)</i>	15
Presumption in Favour of Sustainable Development.....	15
Promoting Sustainable Transport.....	16
Northern Arc Approved Masterplan	18
5.0 Planning Assessment.....	20
Principle of development.....	20
6.0 Conclusion.....	25

1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by DLP Planning Ltd (“the Agent”) in coordination with Jackson Civil Engineering and Waterman Infrastructure & Environment Ltd on behalf of Homes England (“the Applicant”) in support of an application for Full Planning Permission for land at Jane Murray Way, north of Gatehouse Lane, Burgess Hill BN6 9LD (“the Application Site”).

1.2 The Proposed Development is as follows:

“Widening and extension of the existing footway for creation of a shared footway/cycleway along the western side of the A273 between Gatehouse Lane and A272 roundabout via the removal of the carriageway hard strip, relocation of existing bus stop bench, lighting, landscaping and associated works.”

1.3 The Proposed Development intends to provide highways infrastructure improvements associated with a concurrent Reserved Matters application for highway works pursuant to Phase 3 of the Western Bridge and Link Road (WBLR) which in turn forms part of, and is pursuant to, development authorised by outline planning permission (Application Reference: DM/21/3279 on the land northwest of Burgess Hill (hereafter referred to as ‘Brookleigh’).

1.4 The masterplan of the approved Strategic Extension comprises phases of development to be delivered over a 13-year period from 2020 – 2033. The plan below at Figure 1 illustrates the character sections across the masterplan in its entirety.

1.5 Whilst the Application Site is located outside of red line boundary of the Burgess Hill Northern Arc Strategic Extension development, it is directly associated with the strategic context set out within the development masterplan.

1.6 This Planning Statement describes the Application Site and its surroundings and outlines the relevant planning history and background to the proposals. This document then describes the proposals and sets it within the context of national and local planning policy and guidance.

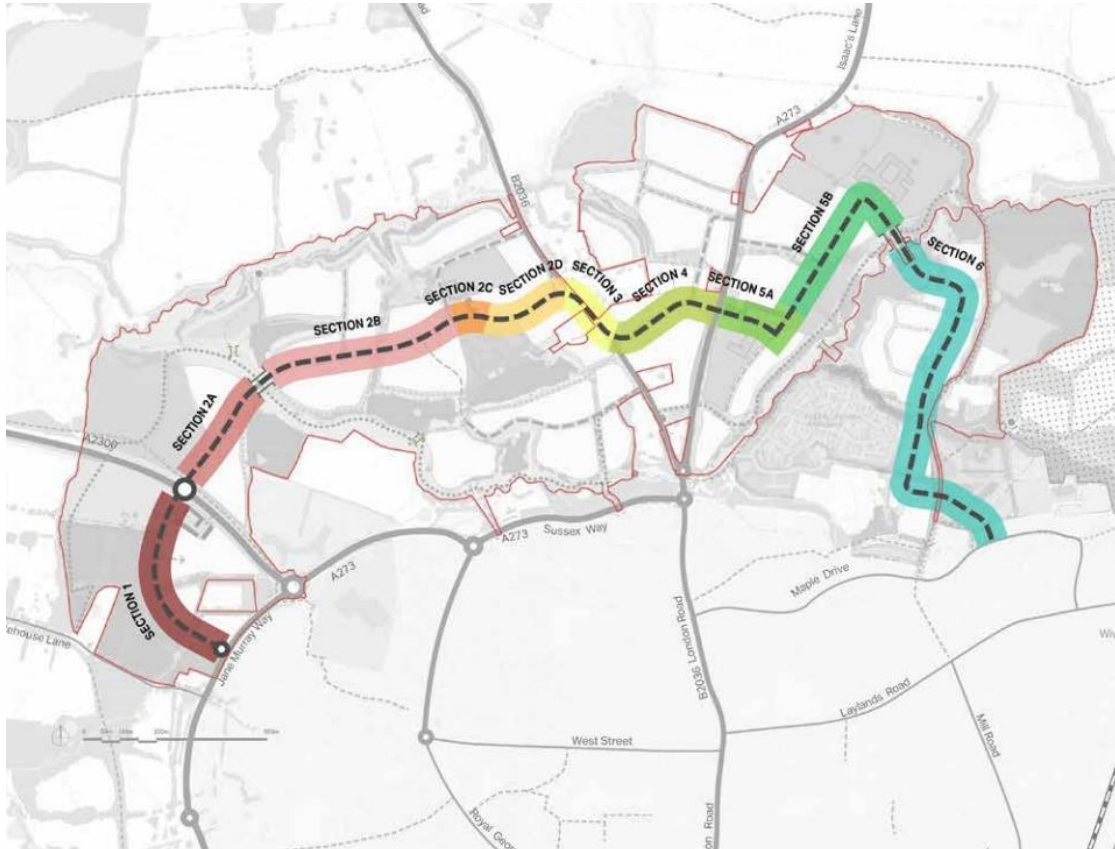


Figure 1: Extract of Burgess Hill Northern Arc Street Design and Adoption Manual

1.7 This Planning Statement is one of a suite of documents that have been prepared in support of the Proposed Development and, as such, should be read in conjunction with all other submitted plans and documents. The supporting plans and documents are set out below:

- Location Plan (dwg no.19442-WIE-ZZ-XX-DR-C-900005 Rev P01)
- Red Line Boundary (dwg no.19442-WIE-ZZ-XX-DR-C-900003 Rev P01)
- Existing Layout S1 (dwg no.19442-WIE-ZZ-XX-DR-C-900011 Rev P03)
- General Arrangement Landscaping GA S1 (dwg no.19442-WIE-ZZ-XX-DR-C-740101 Rev 05)
- General Arrangement Overview (dwg no.19442-WIE-ZZ-XX-DR-C-900100 Rev P05)
- Proposed Contours (dwg no.19442-WIE-ZZ-XX-DR-C-950021 Rev P03)
- Developed Sections (dwg no.19442-WIE-ZZ-XX-DR-C-950071 Rev P02)
- New Supplies and Diversions (dwg no.19442-WIE-ZZ-XX-DR-C-960032 Rev P03)
- Street Lighting Layout Drawing Sheet 1 (dwg no. EVO20014676-LD-001 Rev B)
- Arboricultural Constraints Plan (dwg no. 19442-100-WIE-ZZ-XX-DR-V-77-001 Rev P01)
- Tree Removal and Protection Plan (dwg no. 19442-100-WIE-ZZ-XX-DR-V-77-002 Rev P05)
- Drainage Overview S1 (dwg no. 19442-WIE-ZZ-XX-DR-C-900521 P02)

- Drainage Catchment Area S1 (dwg no. 19442-WIE-ZZ-XX-DR-C-900521 P02)
- Lighting Plan (dwg no. EV020014676-LD-001-C)
- Statement of Community Involvement (DLP Planning, January 2025)
- Drainage Strategy & Maintenance Plan (Waterman Infrastructure & Environment Limited, January 2025))
- Outline Construction Environmental Management Plan (Outline CEMP) (Jackson Ltd, December 2024)
- Lighting Report (Enerveo Ltd, February 2023)
- Stage 1 Road Safety Audit and Designers Response (M B Projects Ltd, July 2024)
- Sustainability Statement (Waterman Infrastructure & Environment Ltd, January 2025)
- Arboricultural Impact Assessment (Waterman Infrastructure & Environment Limited, December 2024)
- Ecological Impact Assessment (Waterman Infrastructure & Environment Ltd, January 2025)
- Design Principals Statement (Waterman Infrastructure & Environment Ltd, January 2025)

2.0 SITE LOCATION AND BACKGROUND

- 2.1 The Application Site is located in a semi-rural setting on the northwestern outskirts of Burgess Hill in West Sussex. The Application Site is located within the district of Mid Sussex.
- 2.2 The Application Site, bound in red in figure 1 below and shown in the 'Full Application Red Line Boundary Plan' (Drawing Ref 19442-WIE-ZZ-XX-DR-C-900003 P01), covers an area of approximately 0.1 hectare of land and runs for a linear distance of approximately 68 metres. It extends along the verge of the northeast bound traffic lane on the western side of the A273 Jane Murray Way, immediately to the south of the recently completed junction of the Brookleigh Distributor Road (WBLR Phase 1). This site comprises a narrow roadside verge of modified grassland and includes a bus stop.
- 2.3 The Application Site is approximately centred on the National Grid reference 529433, 119815. It is within Flood Zone 1, and there are no listed buildings nearby; nor is the Application Site within a conservation area.

Surrounding Development Context

- 2.4 The Application Site is located adjacent to the northwestern edge of Burgess Hill, with the A273 Jane Murray Way predominantly representing the present boundary between the urban area of the town and the surrounding countryside.
- 2.5 Land to the east and south of the Application Site, within the line described by the A273, is predominantly residential in character. To the northeast is the junction of the A273 and the A2300 which is known as the Triangle Roundabout.
- 2.6 Whilst land to the west of the Application Site, presently has a predominantly rural character, comprising agricultural fields divided by a network of hedgerows, woodland blocks, belts and watercourses, there are two residential dwellings immediately to the west of the Application Site accessed from Gatehouse Lane, and beyond these an area of allotment gardens. The construction of the WBLR is delivering the core infrastructure of the new urban development.



Figure 1: Aerial View of Application Site (Source: Google Maps)

Pre-application Advice

- 2.7 The detailed design of the proposal has been developed in consultation with Mid Sussex District Council (MSDC) between September 2022 and May 2024.
- 2.8 Initially these meetings were focused on drainage matters and design progress for WBLR Phase 3 and latterly the meetings have focused on more detailed aspects related to the reserved matters and full application including actions to be incorporated in the post planning detailed design in response to a Stage 1 Road Safety Audit.
- 2.9 The drainage of the Proposed Development has been discussed with MSDC and West Sussex County Council (WSCC) (as highway authority) (pre-application meeting 2022). WSCC have advised a general acceptance that the area can continue to drain into the adjacent carriageway / highway drainage network given the very small catchment area, existing constraints (the rear of the footway is bounded by the fence of the adjacent residential property) and unsuitability of the underlying ground for infiltration making attenuation impracticable.

- 2.10 It has been discussed, and agreed with Mid Sussex District Council that a BNG Assessment would not be required to support this application.
- 2.11 The comments received from the pre-application discussions have informed the final design proposal and supporting information.

Planning History

- 2.12 Relevant planning history for the Application Site is provided in the table below:

Reference	Description	Decision
DM/18/5114	Outline Planning Permission for the Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.	Approved on 04/10/2019
DM/20/0254	Reserved Matters application for DM/18/5114 - the first phase of the Western Link Road, comprising the construction of a new all-movements roundabout on the A273 Jane Murray Way, a single-carriageway 7.3-metre wide highway link with two 3-metre shared footways/cycleways and two 2.75-metre verges, connecting to the A2300 via a new all-movements roundabout, junction to the UKPN electricity substation, junction to future employment uses, zones for two minor junctions, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting, and landscaping. Amended plans and updated supported documents received 17th March 2020 detailing amendments including the extension of the southern boundary of the site to accommodate increased drainage basins and inclusion of bridleway on north side of A2300.	Approved 10/07/2020

DM/21/3279	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 5 (approved parameter plans), 6 (accordance with Design Guide) , 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland), removal of conditions 50 (public transport strategy) and 51 (phase public transport strategy), addition of new conditions relating to public art on planning permission DM/18/5114, to allow amendments to site boundary, densities and heights, parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual, allow phased submission of details for archaeology and drainage details and require a public transport strategy and financial contributions towards the public transport strategy to be secured in the legal agreement. Amendments to the legal agreement associated with the amendments to the conditions and additional amendments related to the delivery of open space parcels OS1.2N, OS1.2S, OS3.3 and OS3.4, the Centre for Outdoor Sports, Employment Strategy, the Secondary School, Mobility Corridors, payment of financial contributions and monitoring fees (Amendments received, including an addendum to the Environmental Statement)	Approved 09/12/2022
DM/24/2576	Non Material Amendment to planning application DM/21/3279 - Updating the drawings listed under Condition 5, namely: - 002 Rev 03: Land Use, - 003 Rev 07: Green Infrastructure, - 006 Rev 04: Building Heights, - 008 Rev 03: Phasing Plan	Approved 25/10/2024

Table 1: Relevant Planning History

3.0 THE PROPOSED DEVELOPMENT

3.1 The application seeks full planning permission for the following development:

“Widening and extension of the existing footway for creation of a shared footway/cycleway along the western side of the A273 between Gatehouse Lane and A273 roundabout via the removal of the carriageway hard strip, relocation of existing bus stop bench, lighting, landscaping and associated works.”

3.2 The Proposed Development is complementary to the scheme for the Northern Arc Strategic Extension granted under application reference DM/21/3279 (S73 application on outline planning permission DM/18/5114). The general arrangement of the Proposed Development is shown in Drawing Reference 19442-WIE-ZZ-XX-DR-C-900101 P06 which shows the following:

- Installation of new street lighting;
- An upgrade to the existing footway, which would be extended (up to 68m in length) and widened up to 3.29m in width;
- To facilitate this extension, the existing grassland verge will be paved over, and the existing bus stop will be relocated; and
- To facilitate the widening of the footway, the carriageway kerbing will be extended into the carriageway itself via removal of the existing hard strip but not affecting the width of the existing traffic lanes.

Lighting Design

3.3 At present, the existing highway is lit with 10m high street lighting columns. One of these columns is located within the area of the proposed footway and the proposal seeks to adjust the street lighting position slightly (by circa 1m) to place it towards the back of the proposed footway area.

3.4 The proposed lighting column will be 10 metres in height and will be installed to illuminate the shared cycle and footpath and will fully accord with WSCC current lighting design guide for this type of shared surface. The location of the lighting column is shown on 19442-WIE-ZZ-XX-DR-C-900101-P06 General Arrangement and Drawing Ref EV020014676-LD-001-C.

Drainage Strategy

- 3.5 The existing section of footway and the grass verge currently drains to the adjacent carriageway where run-off is collected via carriageway gullies discharging into the existing highway drainage network. It has been generally accepted that this area can continue to drain into the adjacent carriageway / highway drainage network.

Landscaping

- 3.6 The landscape proposals associated with the Proposed Development are shown within Drawing Ref: 19442-WIE-ZZ-XX-DR-C-740101-P05 'Landscape General Arrangement Sheet 1'.
- 3.7 To facilitate the provision of the widened footway/cycle path, two existing trees will be removed as shown on Tree Protection and Removal Plan. However, large areas of existing vegetation will also be retained but with some pruning of lower branches to provide sufficient headroom over the shared footway. In general, planting adjacent to the shared route will comprise wildflower meadow mix.

4.0 POLICY CONTEXT

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) states the planning application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan

- Mid Sussex District Plan 2014 – 2031 (Adopted)
- 4.2 Other material considerations include:
- National Planning Policy Framework (2024) (the Framework)
 - National Planning Policy Guidance (NPPG)
 - The West Sussex Transport Plan, 2011-26 (LTP3)
 - Burgess Hill Neighbourhood Plan (Burgess Hill Town Council)
 - Burgess Hill Town Wide Strategy (Burgess Hill Town Council)

Mid Sussex District Plan 2014 – 2031 (Adopted)

- 4.3 The Mid Sussex District Plan 2014-2031 (The District Plan) was adopted on the 28th March 2018. The District Plan supports development of the Northern Arc Strategic Extension to make a significant contribution to meeting local housing need and to help accelerate the regeneration of Burgess Hill. The following policies are of relevance to this Reserved Matters Application.
- 4.4 **Policy DP7 (General Principles for Strategic Development at Burgess Hill)** states that strategic development will be designed to integrate seamlessly into the existing town, ensuring connectivity with essential services and facilities. It aims to create high-quality employment opportunities through well-located Business Park developments accessible by public transport. The policy focuses on enhancing public transport, walking, and cycling infrastructure, with improved access to Burgess Hill and Wivelsfield railway stations and the town centre. Necessary transport improvements will be made to address the wider impact of development, including highway enhancements around Burgess Hill and improvements to the A2300 link road and its junction with the A23. The policy also emphasises the provision and improvement of sports, recreation, and open spaces, including the expansion of the 'Green Circle' network of multi-functional paths. Additionally, it supports the creation of a multi-functional route between Burgess Hill and Haywards Heath.
- 4.5 **Policy DP9 (Strategic Allocation to the north and north-west of Burgess Hill)** This policy

sets out the strategies in place to develop the land known as the Northern Arc, with a range of strategies in place. Those which relate to this application include the improvement of services for public transport and public transport measures, and improvements of links across the A2300 and A273 Sussex Way / Jane Murray Way to improve integration with the remainder of Burgess Hill.

- 4.6 **Policy DP21 (Transport)** Requires that development must align with the West Sussex Transport Plan 2011-2026, supporting a high-quality transport network that fosters a competitive economy. It should ensure resilience, complement the built and natural environment, and aim to reduce carbon emissions over time. The development should enhance access to services, employment, and housing, while ensuring the transport network is safe and healthy for users. Decisions on development proposals will consider these objectives to determine their suitability.
- 4.7 **Policy DP26 (Character and Design)** This policy requires that all development must be well-designed to reflect the distinctive character of towns and villages while being sensitive to the countryside. Developments should create a sense of place, respect the character and scale of the surroundings, and protect open spaces, trees, and gardens. They should also maintain the identity and character of towns and villages, avoid significant harm to nearby residents' amenities, and ensure a pedestrian-friendly, safe, and accessible layout. Finally, a site's potential for development should be fully optimised.
- 4.8 **Policy DP29 (Noise, Air and Light Pollution)** This Policy seeks to ensure protection from unacceptable levels of noise, light and air pollution and to minimise the impact on landscapes, areas of nature conservation, wildlife habitats and the quality of people's lives.
- 4.9 **Policy DP37 (Trees, Woodland, and Hedgerows)** The District Council will support the protection and enhancement of trees, woodland, and hedgerows, with a focus on preserving ancient woodland and veteran trees. Development proposals that damage or result in the loss of trees, woodland, or hedgerows will generally be rejected. New development must integrate and protect important trees and hedgerows and prevent damage to root systems.
- 4.10 **Policy DP38 (Biodiversity)** - Biodiversity will be protected and enhanced by ensuring that development contributes to a net gain in biodiversity, incorporating opportunities to improve and restore habitats and green infrastructure. Developments must protect existing biodiversity to prevent net loss, minimise habitat fragmentation, and enhance ecological

corridors. They should avoid damage to internationally, nationally, and locally designated conservation sites. Additionally, valued soils, including prime agricultural land, will be protected from pollution, and geodiversity will be safeguarded by preventing harm and enhancing geological conservation interests where possible.

- 4.11 **Policy DP39 (Sustainable Design and Construction)** states that development proposals must aim to enhance sustainability by incorporating measures appropriate to their type, size, and location. Developments should maximise resource efficiency, minimise waste, and promote recycling and re-use during both construction and occupancy. Additionally, proposals must demonstrate planning for future climate change risks to ensure long-term resilience in the layout and building design.
- 4.12 **Policy TDP41 (Flood Risk and Drainage)** sets out that SuDS should be designed to enhance biodiversity, landscape quality, and public amenities. The preferred hierarchy for managing surface water drainage in developments is: 1) Infiltration measures, 2) Attenuation and discharge to watercourses, and if these options are not feasible, 3) Discharge to surface water sewers. Land needed for current and future flood management will be protected from development, and proposals must consider relevant flood risk plans and strategies.

Other Material Considerations

National Planning Policy Framework (2024)

- 4.13 The National Planning Policy Framework (revised December 2024) (NPPF) sets out Government's aims and objectives for the planning system. Paragraph 15 continues to set out how the planning system should be genuinely plan-led. It states how succinct and up-to-date plans should provide a positive vision for the future of each and provide a framework for assessing the economic, social and environmental priorities.

Presumption in Favour of Sustainable Development

- 4.14 The NPPF sets out its stance on achieving sustainable development in Chapter 2.

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by*

- identifying and coordinating the provision of infrastructure;*
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
 - c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

4.15 Paragraph 11 parts (c) and (d) state that,

"plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".*

Promoting Sustainable Transport

4.16 Paragraph 109 sets out that Transport issues should be considered from the earliest stages of plan-making and development proposals which should involve :

- (a) making transport considerations an important part of early engagement with local communities;*
- (b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- (c) understanding and addressing the potential impacts of development on transport networks;*
- (d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- (e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- (f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

4.17 Paragraph 111 states that planning policies should

"support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure,

education and other activities”.

4.18 Paragraph 112 goes on to set out the considerations for development proposals, and that it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.19 Paragraph 117 goes on to say that applications should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*

4.20 Finally, paragraph 118 states that

“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

4.21 Section 8 of the NPPF aims at promoting healthy and safe communities and in paragraph 99, and states that planning..

“decisions should consider the social and economic and environmental benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard”.

4.22 Section 12 of the NPPF sets out the national planning policy stance on the importance of the design of the built environment and that good design is a key aspect of sustainable development.

- 4.23 Section 14 of the NPPF sets out the national planning policy stance on flooding and paragraph 170 states that:

“where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere”.

- 4.24 Paragraph 187 states that:

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

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;*
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

- 4.25 Paragraph 198 sets out that:

“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.”

Northern Arc Approved Masterplan

- 4.26 The Northern Arc Masterplan was approved by Mid Sussex District Council in September 2018 for the delivery of the Northern Arc as a strategic mixed-use allocation within the adopted District-wide Local Plan. It was prepared in close collaboration with the District Council and the County Council and on the basis of a comprehensive technical analysis of the site and surrounding area.

- 4.27 The proposals set out in this planning application fall outside the Strategic Allocation Area but are complementary to the 'Off Site Highway Works' to be provided as part of the OPP.

5.0 PLANNING ASSESSMENT

- 5.1 The below provides a robust rationale as to why it is considered that the Proposed Development is acceptable in planning terms.

Principle of development

- 5.2 The proposal seeks to provide a pedestrian and cycle-friendly layout that is safe, well-connected and legible. The circa 3-metre-wide shared surface will enable sufficient space for both cyclists and pedestrians to travel in both directions predominately in line with national guidance document LTN 1/20 and to a layout which has been confirmed as acceptable by MSDC and WSCC as highway authority during the pre-application process.
- 5.3 The design of the proposal connects into the WBLR Phase 1 infrastructure (the A273 roundabout). Furthermore, the proposed infrastructure improvements are associated with a concurrent Reserved Matters application for highway works pursuant to Phase 3 of the Western Bridge and Link Road (WBLR). The principle of the development should therefore be considered as already established.

Design

- 5.4 The design considerations for the Proposed Development are principally focussed on its function and compliance with applicable design standards for such infrastructure. The design and function of the Proposed Development inherently complies with relevant elements of Policies DP7 and the Northern Arc Street Design and Adoption Manual. It is therefore considered that the Proposed Development is in accordance with development plan policies and material considerations relating to design.

Landscaping

- 5.5 The landscape proposals are summarised in paragraph 3.7 of this Planning Statement and are presented on the Landscape Plan submitted as part of this application (Drawing Ref: 19442-WIE-ZZ-XX-DR-C-740101 P05 'Landscape General Arrangement Sheet 1').
- 5.6 Two existing trees will be removed to allow for the proposal however, large areas of existing vegetation will also be retained, but with some pruning of lower branches to provide sufficient headroom over the shared footway. In general, planting adjacent to the shared route will encompass wildflower meadow mix.

- 5.7 The proposals are therefore in accordance with development plan Policies DP7 and DP37.

Movement

- 5.8 Through the provision of a shared surface on the western side of the A273, the proposals will provide a legible connection for pedestrians and cyclists; provide a connection to the Green Superhighway as part of the OPP and a connection with Gatehouse Lane. As such it is considered to respond to the general principles for strategic development in Burgess Hill as set out in Policy DP7. The proposals will provide appropriate opportunities for more sustainable development, as set out in paragraph 109 of the NPPF.
- 5.9 The new pedestrian and cycle infrastructure within the Proposed Development provides opportunities to facilitate an increased use of non-car modes of transport by providing safe and convenient routes for walking and cycling. The route will provide continuity in pedestrian and cycle access between the Brookleigh Development and Burgess Hill. In conjunction with the design of the Proposed Development being to adoptable standards, it is compliant with the relevant requirements of Policy DP7 and Policy DP21. A Stage 1 Road Safety Audit has been submitted as part of this application.
- 5.10 Based on the above assessment it is considered that the proposal is in accordance with the development plan policies as a whole and material considerations relating to walking and cycling.

Ecology and Arboriculture

- 5.11 Policy DP7 requires development to respond to the landscape setting including retention of woodland, hedgerows and other natural features. The policy also requires developments to respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity.
- 5.12 Policy DP37 seeks to ensure that development does not damage or lead to a loss of trees and where possible incorporating existing important trees, woodland and hedgerows into the design of the development.
- 5.13 The linear nature of the Proposed Development and its functional requirement as a shared route would result in the loss of trees. The updated tree survey as part of the Arboricultural Impact Assessment (AIA) confirms that two trees of Category C trees will be removed to

facilitate the Proposed Development but most of the existing landscaping will be retained. Appropriate mitigation measures have been detailed within the Ecological Impact Assessment (EcIA). Based on the above, and following the mitigation proposed within the Ecological Impact Assessment (EcIA), it is considered that the Proposed Development is in accordance with development plan policies and material considerations relating to ecology and arboriculture.

Flood Risk and Drainage

- 5.14 The Application Site is wholly within Flood Zone 1, hence is land at the lowest risk of fluvial flooding.
- 5.15 Policy DP41 requires that SuDS should be implemented to avoid any increase in flood risk and to protect surface and ground water quality and that arrangements for the long-term maintenance and management of SuDS should be identified. Furthermore, Policy DP42 requires there to be sufficient capacity for surface water provision.
- 5.16 A Drainage Strategy and Maintenance Plan has been submitted in support of the application. At present, the site drains into the existing carriageway, adjacent to the A273. The proposals indicate that as the width of soft landscaping between the rear of the path and the existing fence / private land boundary is so narrow (~0.3m) there is insufficient space to provide SuDs. The underlying ground is unsuitable for infiltration, and the area of new footway created is so small that attenuation of surface water run-off and discharge at a controlled rate is not practicable.
- 5.17 The drainage of the footway area has subsequently been discussed with MSDC and WSCC during the pre-application process and it has been accepted that this area can continue to slope / drain into the adjacent carriageway and be captured by the existing road gullies / highway drainage network. It is further noted that within the concurrent RMA there is generally an overall reduction in paved area draining to the existing highway drainage network, as sections of the existing paved carriageway hard strips are being reduced / removed and replaced by grass verges which then drain away from the carriageway – thus reducing the catchment of the highway drainage network in those areas.

- 5.18 Based on the above, it is considered that the Proposed Development accords, as far as practicably, with the principles detailed within the NPPF and the District Plan policies relating to water management.

Air Quality and Noise

- 5.19 Policy DP29 states that development will only be permitted where noise pollution and air pollution does not exceed unacceptable levels.
- 5.20 Given the nature and scale of the proposals it is considered that there will be no significant noise or air quality effects during the construction phase or operational phase of the proposals. It is therefore considered that the proposal accords with development plan policies and material considerations relating to air quality and noise.

Sustainability

- 5.21 The scope of this application is focussed on delivery of highways infrastructure and as such, many of the important sustainability topics, such as use of renewable energy, water conservation and thermal efficiency of buildings are not directly applicable. Notwithstanding a Sustainability Strategy has been submitted as part of this application which focuses on the specific opportunities to minimise impact and optimise sustainability for the Proposed Development.
- 5.22 Water Cycle Management – A Drainage Strategy has been submitted following discussions with the LPA which outlines the approach that runoff from the shared will discharge to the drainage system within the carriageway.
- 5.23 More Sustainable Transport – The new pedestrian and cycle infrastructure within the Proposed Scheme will provide the opportunities to facilitate use of non-car modes of transport by providing safe and convenient routes for walking and cycling,
- 5.24 Resource efficiency –The Proposed Development has been designed to work with the topography of the Application Site in order to reduce the amount of earthworks and levelling.
- 5.25 Green Infrastructure and Biodiversity – Despite the scale and nature of the proposal, there is potential for the biodiversity of the site to be enhanced through the proposed wildflower meadow mix.

- 5.26 A OCEMP has been prepared and submitted in support of this application describes the checking, monitoring and audit processes that should be implemented to ensure works are being undertaken in accordance with these requirements, together with measures to enable appropriate corrective actions or mitigation measure are taken.
- 5.27 Based on the above, it is considered that the Proposed Development is in accordance with relevant development plan policies and material considerations relating to sustainability.

6.0 CONCLUSION

- 6.1 This Statement together with the suite of supporting application documents submitted in support demonstrates the case in support of the Proposed Development.
- 6.2 The development intends to provide highways infrastructure improvements associated with a concurrent Reserved Matters application for highway works pursuant to Phase 3 of the Western Bridge and Link Road (WBLR) which in turn forms part of, and is pursuant to, development authorised by an outline planning permission for a mixed-use urban extension on land to the northwest of Burgess Hill.
- 6.3 The shared surface will enable sufficient space for both cyclists and pedestrians to travel in both directions predominately in line with national guidance document LTN 1/20 and to a layout which has been confirmed as acceptable by MSDC and West Sussex CC as highway authority during the pre-application process. The route will provide continuity in pedestrian and cycle access between the Brookleigh Development and Burgess Hill
- 6.4 Section 5 of this Planning Statement has demonstrated that the proposals accord with relevant policies in the statutory development plan and relevant material considerations including the NPPF.
- 6.5 Accordingly, it is considered that a decision to grant permission for the proposal would be in accordance with the MSDC Development Plan when read as a whole.

ABERGAVENTNY

Planning

abergavenny@dlpconsultants.co.uk

BEDFORD

Planning / SDD / SPRU

bedford@dlpconsultants.co.uk

BRISTOL

Planning / SDD / SPRU

bristol@dlpconsultants.co.uk

EAST MIDLANDS

Planning/ SDD

nottingham@dlpconsultants.co.uk

LEEDS

Planning

leeds@dlpconsultants.co.uk

LIVERPOOL

Planning

liverpool@dlpconsultants.co.uk

LONDON

Planning

london@dlpconsultants.co.uk

MILTON KEYNES

Planning

miltonkeynes@dlpconsultants.co.uk

RUGBY

Planning

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD

Planning/ SDD / SPRU

sheffield@dlpconsultants.co.uk



IEMA

Transforming the world
to sustainability



RTPI

Chartered Town Planner