

ANTLER HOMES

LAND AT SELSFIELD ROAD, ARDINGLY

TRAVEL PLAN STATEMENT

**REPORT REF.
2600980-ACE-00-XX-RP-C-0102A**

May 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	SR	JS/BS	DRAFT	07.04.26
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Distribution

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Antler Homes to advise on the highways/transportation aspects of a proposed residential development on Land at Selsfield Road, Ardingly comprising 35 dwellings. The site is located within the administrative boundaries of Mid Sussex District Council (MSDC, the local planning authority) and West Sussex County Council (WSCC, the local highway authority).
- 1.2. This Travel Plan Statement has been prepared to satisfy Condition 13 of the permitted outline application (MSDC Ref: DM/22/1575) Decision Notice, included at **Appendix A**. Condition 13 states: -

"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."

Scope of Report

- 1.3. This Travel Plan Statement (TPS) has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. This TPS also identifies associated procedures for implementation and monitoring, along with suitable targets, to ensure the overarching objective of reducing single occupancy car travel, whilst increasing the uptake of sustainable modes.
- 1.4. A TPS provides a long-term strategy for encouraging residents to minimise their need to travel, as well as to promote the use modes of transport other than the private motor vehicle. The aims of the strategy are: -
- To promote travel opportunities by environmentally-friendly modes; and
 - To introduce a package of physical and management measures that will facilitate travel by other modes.

Purpose of a Travel Plan Statement

- 1.5. A TPS is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as: a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 1.6. The benefits from a TPS can be loosely categorised under three main headings:
- Health Benefits;
 - Environmental Benefits; and
 - Financial Benefits.

Health Benefits

- 1.7. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.
- 1.8. Regular, moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

- 1.9. Climate change is a global issue that is affecting nations. The British Government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: "it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline".
- 1.10. Encouraging residents and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that new and existing development across Eastbourne has on the local environment and air quality.
- 1.11. An increase in car trips can also contribute to negative local environmental issues such as severance and visual blight. By encouraging sites to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less vehicular traffic and associated pollution.

Financial Benefits

- 1.12. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.
- 1.13. Individuals (specifically residents) can benefit financially from travelling to and from a site with a TPS in place due to the improved range of transport options available, some of which may be more cost-effective than private car travel.
- 1.14. In some circumstances, TPS measures can remove an individual's need for a car altogether (or their household's need for a second car), minimising the capital and on-going cost of car ownership.
- 1.15. An effective TPS can help encourage residents and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Policy and Guidance

- 1.16. Travel become an important tool for the delivery of national, regional and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.
- 1.17. This TPS has been developed in conformance with the following guidance and policy where possible:
- National Planning Policy Framework [NPPF] (MHCLG, February 2025);
 - National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, March 2014);
 - West Sussex County Council Guidance on Travel Plan Statements (WSCC, August 2021)
 - Mid Sussex District Plan 2014-2031 (March, 2018)
 - The District Plan (2021-2038) (Submitted by MSDC in July 2024)

1.18. Following this introduction, the remainder of this report is structured as follows:

- **Section 2** describes the existing conditions in terms of the site's accessibility on foot, by cycle and public transport;
- **Section 3** provides a description of the consented scheme;
- **Section 4** provides details of objectives and targets;
- **Section 5** outlines the proposed package of measures and initiatives to encourage use of alternative modes of travel to the private car; and
- **Section 6** outlines the proposed TP monitoring and review process.

2. Existing Situation

2.1. This section reviews the site location and existing transport facilities in the vicinity, including walking, cycling, bus, rail and private car.

Site Location

2.2. The Site is located approximately 60m to the north of the centre of Ardingly. The site is bound by the B2028 Selsfield Road to the east; a recreation ground and existing dwellings to the south; and the South of England Showground facilities to the north and west, including an existing access route into the showground that runs along the northern boundary of the site. The site location is provided in **Figure 2.1** below.

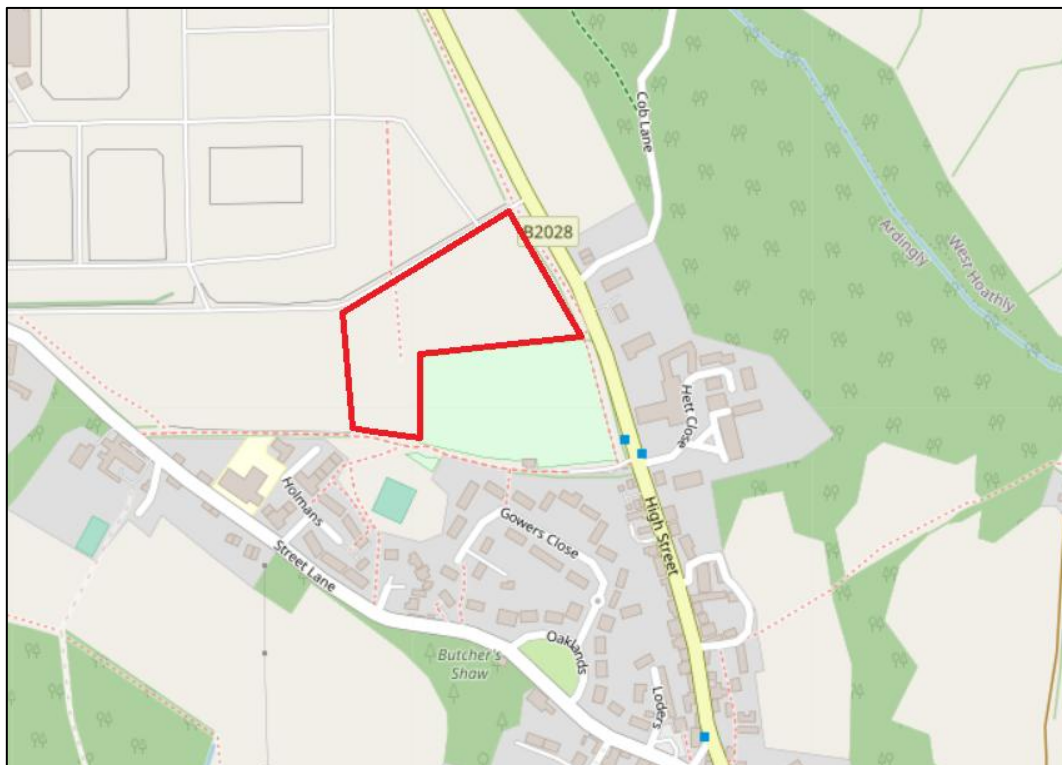


Figure 2.1: Site Location (Source: Openstreetmap)

Existing Site / Surrounding Area

2.3. The site is currently undeveloped and forms part of the South of England showground site. The Showground itself currently benefits from vehicular access off Selsfield Road, forming the minor arm of a priority T-junction, with large tapers either side, adjacent to the site, whilst it also benefits from further vehicle access points to the north along Selsfield Road.

Local Highway Network

- 2.4. The B2028 Selsfield Road forms the main route through Ardingly and provides connections to Haywards Heath to the south and East Grinstead and Crawley to the north.
- 2.5. In the vicinity of the site access, it is subject to a 40mph speed limit, though it becomes a 30mph zone to the south of the site. It benefits from pedestrian footways on both sides of the road to the south, with a footway along the western carriageway to the north.

Walking

- 2.6. There is an established pedestrian network to the south of the site within Ardingly, which includes a footway on the western side of the B2028 that extends along the eastern boundary of the Showground. South of the site there are footways in place on both sides of the road, thereby ensuring there is an existing link with facilities to the south.

Cycling

- 2.7. Given the rural nature of the site there is little in the way of cycling infrastructure. However, many of the roads are lightly trafficked and suitable for more competent cyclists.

Public Transport

Bus Services

- 2.8. The nearest bus stops are located approximately 250m (2-minute walk) to the south of the site on Selsfield Road. These stops are served by route 272 which connects the site with Brighton, Crawley and Haywards Heath. It operates approximately every 2 hours with a higher frequency to the south during the AM peak.

Rail Services

- 2.9. The nearest railway station is Balcombe, which is approximately 6km cycle distance (22-minute cycle). Balcombe Station is on the Brighton Main Line and is served by rail services between Cambridge and Brighton. 2 trains operate every hour in each direction and also stop at Haywards Heath, Gatwick Airport, East Croydon, London Bridge, London St Pancras International and Stevenage.
- 2.10. Balcombe Station benefits from car and cycle parking with CCTV.

Local Facilities

2.11. The site benefits from being with easy walking/ cycling distance of a number of local facilities.

Table 2.1: Local Facilities

Facility	Distance (Walk time/Cycle Time)
Bus Stop	250m (2-minutes / N/A)
Ardingly News Shop	450m (6-minutes / 2-minutes)
Ardingly Post Office	400m (6-minutes / 2-minutes)
St Peter's C of E Primary School	1.1km (13-minutes / 4-minutes)
Ardingly Recreation Ground	950m (12-minutes / 5-minutes)

3. Proposed Development

3.1. The proposed development includes a total of 35 dwellings with associated infrastructure.

3.2. **Appendix B** contains the layout of the proposed development scheme.

Proposed Site Access Arrangements

3.3. **ACE Drawing 196651-002A** denotes the permitted arrangement which involves modifications to the existing junction which have been discussed and agreed in principle with Highways officers. As detailed below, minor amendments have been made to this arrangement which can be seen on the proposed site layout at **Appendix B**.

Selsfield Road Access

3.4. A modified access is proposed from Selsfield Road on the southern side of Selsfield Road. The existing minor arm carriageway width into the showground is to be retained to support the operation of the showground. A new 10m kerb has been proposed to accommodate larger vehicles accessing the showground during events.

Residential Access

3.5. The access road from Selsfield road will provide access to the residential units, with a give way arrangement implemented for vehicles continuing into the showground site.

3.6. As outlined above, the proposed access has been amended slightly, specifically through the relocation of the footway from the south side of the access to an off-carriageway path directly onto the existing footway on the west side of Selsfield Road. This path will be 2m in width and the maximum gradient will be 1 in 12 for a maximum of 1m, per the guidance on gradients in Inclusive Mobility.

3.7. 2m pedestrian footways are also provided at the southern boundary of the site connecting into WSCC Public Right of Way Footpath ARD-9AR.

3.8. Existing pedestrian links through the site will be maintained including a link from the public right of way to the school.

Parking

- 3.9. Car and cycle parking provision, including visitor and electric vehicle charging, within the proposed development accord with WSCC guidance on parking at new residential developments.

4. Objectives and Targets

- 4.1. This section outlines the objectives for the TPS, as well as targets for the short and medium term. It also includes information regarding indicators through which progress towards meeting the targets of this plan statement will be measured.
- 4.2. Objectives are the high-level aims of the TPS, giving it direction and providing a focus. Targets are the measurable goals by which progress can be assessed. Indicators are the elements which will be measured in order to assess progress toward meeting the final and interim targets.
- 4.3. The overall aims of this TPS are to: -
- Minimise the carbon emissions and environment impact of all aspects of the development's travel activity;
 - Minimise the development's impact on the congestion, noise and emissions generated on surrounding roads;
 - Raise awareness of the sustainable, attractive and safe travel options available to residents and visitors; and
 - Promote and encourage the use of sustainable transport modes by highlighting the benefits including improved physical fitness and reduced environmental impacts.

Objectives

- 4.4. To achieve the above aims, the following objectives have been set: -
- To ensure that residents and visitors are not reliant on the private car;
 - To promote and encourage the use of modes of transport that would improve the physical fitness of residents and visitors;
 - To make residents and visitors aware of the various benefits of using more sustainable modes of transport; and
 - To limit the overall level of impact of the site on the surrounding area, with respect to movements to and from the site.

5. Measures and Initiatives

- 5.1. The measures proposed in this TPS are primarily intended to encourage residents to use non-car modes of transport. This TPS has therefore identified measures to encourage such active modes of travel to achieve the targets set out in this report.
- 5.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness among residents. However, some of these may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.
- 5.3. Given the scale of development proposed it is anticipated that much of the promotional aspects of the TPS will be related to ensuring site occupiers are aware of the latest travel information available.

Travel Plan Co-ordinator

- 5.4. To ensure the delivery and management of the TPS, a TPC will be nominated to promote and implement the various initiatives.
- 5.5. The TPC shall be appointed by the developer with the appropriate skills, budgetary provision and resources to fulfil the role.
- 5.6. While the TPC is yet to be formally appointed, the developer has confirmed that the TPC will be a member of staff at the management company for the estate. As such, the specific contact details for the individual acting as TPC will be confirmed in an update to this TPS.
- 5.7. The TPC will be appointed from the following named company:

Sennen Property Management

Head Office at Unit 8 Stanhope Gate, Camberly

Contact Number: 01276 817893

- 5.8. The TPC will be the first point of contact for residents on any matters regarding travel to and from their homes.

Travel Information Packs

5.9. Travel Information Packs will be provided to residents upon occupation, which will promote sustainable and active travel and provide public transport information. Information included within the information pack includes: -

- Site specific public transport information – outlining how to access key destinations (education / employment / retail) by the most efficient / easy mode of transport
- Information about the TPS and how it can benefit occupants
- A summary of local services that support sustainable travel, such as the availability of services and local taxi services
- Advertising additional measures that promote walking and cycling included in the overleaf.
- Residential Travel Information Packs will be made available as part of the handover pack.
- Promotion of local car club/ car share schemes available on www.westsussexcarshare.com.
- Promotion of delivery reduction strategies, such as utilising supermarket home delivery services, placing larger less frequent orders and online banking.

Measures to Promote Walking and Cycling

5.10. Conveniently located cycle parking is provided for residents in accordance with WSCC standards. The following measures will be put in place to promote walking and cycling: -

- Ensuring suitable pedestrian / cycle route links with existing infrastructure;
- Provide high quality pedestrian access;
- Advertising the health benefits of walking and cycling through promotional material;
- Encouraging people to cycle to and from the site by ensuring cycle parking facilities are freely available.
- Distribution of walking and cycling maps of local walking/ cycling routes;
- Promotion of national campaigns, for example Walk to Work and Walk to School Weeks, National Bike Week, and Cycle to Work Day; and.

Measures to Promote Public Transport

5.11. Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport can include:

- No need to park;
- Traffic free routes; and
- Being able to relax, read or work while travelling.

5.12. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

5.13. The following measures will be put in place to promote public transport usage:

- Provision of up-to-date timetable and route map information.
- Promotion of links to information services, e.g. National Rail Enquiries, WSCC Travel Planning support and Traveline South East;

6. Action Plan and Monitoring

Action Plan

- 6.1. If necessary, an Action Plan could be developed to help further promote sustainable travel choices associated with the site. An example Action Plan commensurate with the level of development proposed has been provided within **Table 6.1**.

Table 6.1: Action Plan

Action	Responsibility	Target Date
Production of FTPS Statement	Developer/ACE	To accompany planning submission
Production of TPS Statement	Developer/ACE	Post submission to discharge condition
Implementation of physical measures (cycle parking)	Developer	During construction
Timeline for implementation of soft measures (promotion of WSCC Public Transport website/ delivery of resident information packs)	Developer	From first occupation
Appointment of TPC	Developer	Upon Occupation
Monitoring	Developer/ ACE	Within 3 months from first occupation

Monitoring

- 6.2. As outlined within the WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments, 2021) a simple Travel Audit will be undertaken to find out the following.
- how residents/visitors currently travel to and from the site
 - how many people live/work in the same postcode area (to assess the potential for car sharing)
 - what facilities already exist on site or will be provided as part of the new development (e.g. showers, bike racks, lockers, motorcycle parking)
 - what facilities are lacking/are needed to encourage more sustainable travel

- 6.3. In accordance with the guidance, these surveys will be conducted within 3 months from first occupation, and the results will be submitted to the travel Plan officer at WSCC in the form of an updated Travel Plan Statement.

Appendices

Appendix A

Mr. Oliver Taylor
Mr. Graham Wilson
Savills
72-76 High Street
Sevenoaks
TN13 1JR

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE
ENGLAND) ORDER 2015

PERMISSION

REFERENCE: DM/22/1575

DESCRIPTION: OUTLINE APPLICATION FOR THE DEVELOPMENT OF UP TO 35 DWELLINGS, ASSOCIATED LANDSCAPING AND INFRASTRUCTURE, WITH ALL MATTERS RESERVED EXCEPT FOR MEANS OF ACCESS

LOCATION: LAND WEST OF SELSFIELD ROAD, ARDINGLY, WEST SUSSEX,

DECISION DATE: 8 JUN 2023

CASE OFFICER: JOSEPH SWIFT - JOSEPH.SWIFT@MIDSUSSEX.GOV.UK

The Council hereby notify you that they **GRANT** planning permission for the above development to be carried out in accordance with the submitted application and plans and subject to compliance with the following conditions:-

1. Approval of the details of the landscaping, scale, layout and appearance of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority, prior to the commencement of development on site.

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

2. 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.

3. (i) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant, and approved in writing by the local planning authority.
- (ii) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological evaluation identified in the Written Scheme of Investigation defined in Part 1 and confirmed by the local authority archaeological advisors.
- (iii) A mitigation strategy detailing the excavation / preservation strategy shall be submitted to the local planning authority following the completion of the archaeological evaluation.
- (iv) No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the local planning authority.
- (v) The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason: Archaeological deposits are both fragile and finite, the condition will preserve any identified archaeological remains in accordance with the National Planning Policy Framework, paragraph 205

4. 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 Local Planning Authority,
- 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 Local Planning Authority,

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.

5. 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 Local Planning Authority 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.

6. 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 Local Planning Authority.

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.

7. Prior to the commencement of the development, details showing the proposed location of the fire hydrants shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Services. These approvals shall not be unreasonably withheld or delayed.

Reason: In the interests of amenity and in accordance with Mid Sussex District Plan (2014 - 2031) Key Policies DP18 and DP19 and in accordance with The FandRS Act 2004

8. Prior to the first occupation of any dwelling/unit forming part of the proposed development the applicant will at their own expense install the fire hydrant (or in a phased programme if a large development) in the approved location to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting.

The fire hydrant shall thereafter be maintained as part of the development by the water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner / occupier if the installation is retained as a private network.

Reason: In the interests of amenity and in accordance with Mid Sussex District Plan (2014 - 2031) Key Policies DP18 and DP19 and in accordance with The FandRS Act 2004

9. 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. No building shall be occupied 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 District Plan (2014 - 2031).

10. A minimum of 20 percent of the dwellings shall be built to meet national standards for accessibility and adaptability (Category M4(2) of the Building Regulations). These shall be identified in any subsequent reserved matters submissions and be fully implemented prior to completion of the development and thereafter be so maintained and retained. No dwelling shall be occupied until a verification report confirming compliance with category M4(2) has been submitted to and agreed with the Local Planning Authority, unless an exception is otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development provides a range of house types to meet accessibility and adaptability needs to comply with Policy DP28 of the Mid Sussex District Plan.

11. No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on drawing titled Site Access and numbered 196651-002.

Reason: In the interests of road safety and to accord with Policy DP21 of the Mid Sussex District Plan.

12. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,

- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area and to accord with Policy DP21 of the Mid Sussex District Plan.

13. 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 accord with Policy DP21 of the Mid Sussex District Plan.

14. Construction Environmental Management Plan: Prior to the commencement of the development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include amongst other matters details of measures to control noise or vibration affecting nearby residents, artificial illumination, dust control measures, pollution incident control, site contact details in case of complaints, construction hours and hours of deliveries or collection of plant, equipment or materials for use during the construction phase. The construction works shall thereafter be carried out at all times in accordance with the approved Construction Environmental Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority.

Reason: to protect the amenity of local residents and businesses and to accord with Policies DP26 and DP29 of the Mid Sussex District Plan.

15. Soundproofing (Environmental Noise): No development shall take place until a scheme for protecting the residential units from noise generated by road traffic or other external sources, has been submitted to, and approved in writing by, the local planning authority. The scheme shall include an Acoustic Design Statement in line with the recommendations of ProPG: Planning and Noise Professional Practice Guidance on Planning and Noise 2017 and shall ensure that internal and external noise levels are in accordance with BS 8233 2014: Guidance on Sound Insulation and Noise Reduction for Buildings. Noise from individual external events typical to the area shall not exceed 45dB L_{Amax} when measured in bedrooms internally between 23:00 and 07:00 hours post construction unless otherwise agreed in writing with the LPA. Where the internal noise levels will be exceeded by more than 5dB with windows open, then the applicant shall submit details of an alternative means of ventilation with sufficient capacity to ensure the thermal comfort of the occupants with windows closed. Noise levels in gardens and public open spaces shall not exceed 55 dB L_{Aeq} 1 hour when measured at any period unless otherwise agreed in writing. All works that form part of the scheme shall be completed before the noise sensitive development is occupied.

Reason: to protect the amenity of local residents and to accord with Policies DP26 and DP29 of the Mid Sussex District Plan.

16. Air Quality: Prior to the commencement of any residential part of the development hereby permitted, a scheme of mitigation measures to improve air quality relating to the development shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be in accordance with, and to a value derived in accordance with, the 'Air Quality and Emissions Mitigation Guidance for Sussex' which is current at the time of the reserved matters application. All works which form part of the approved scheme shall be completed before any part of the development is occupied and shall thereafter be maintained in accordance with the approved details.

Reason: to preserve the amenity of local residents regarding air quality and emissions and to accord with Policy DP29 of the Mid Sussex District Plan.

17. Heat Pumps: Unless otherwise agreed, the air source heat pumps serving each property shall not come into use until a scheme has been submitted to the LPA demonstrating that the noise rating level (L_{Ar},Tr) of each heat pump operating at the maximum setting shall be at least 5dB below the background noise level (L_{A90,T}) at the nearest residential facade. All measurements shall be defined and derived in accordance with BS4142: 2014+A1:2019. The approved measures shall be implemented before each heat pump is brought into use and thereafter be maintained in accordance with the approved details.

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

18. All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Greenlink Ecology Ltd., May 2022) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.
This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.'

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats and species) and Policy DP38 of the Mid Sussex District Plan.

19. No development shall take place, including any works of demolition, until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- Risk assessment of potentially damaging construction activities.
 - Identification of 'biodiversity protection zones'.

- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- The location and timing of sensitive works to avoid harm to biodiversity features.
- The times during construction when specialist ecologists need to be present on site to oversee works.
- Responsible persons and lines of communication.
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- Use of protective fences, exclusion barriers and warning signs.

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats and species) and to accord with Policy DP38 of the Mid Sussex District Plan.

20. No development shall take place, including any works of demolition, until a Biodiversity Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the local planning authority. The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- Purpose and conservation objectives for the proposed enhancement measures,
- Detailed designs to achieve stated objectives,
- locations of proposed enhancement measures by appropriate maps and plans,
- timetable for implementation demonstrating that works are aligned with the proposed phasing of development,
- persons responsible for implementing the enhancement measures,
- details of initial aftercare and long-term maintenance (where relevant).

Reason: To enhance protected and Priority species and habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats and species) and to accord with Policy DP38 of the Mid Sussex District Plan.

21. No development shall take place, including any works of demolition, until a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- Description and evaluation of features to be managed.
- Ecological trends and constraints on site that might influence management.
- Aims and objectives of management.
- Appropriate management options for achieving aims and objectives.
- Prescriptions for management actions.
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- Details of the body or organisation responsible for implementation of the plan.

- Ongoing monitoring and remedial measures.
- The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
- The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats and species) and to accord with Policy DP38 of the Mid Sussex District Plan.

22. Prior to occupation a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging, and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. No other external lighting shall be installed without prior consent from the local planning authority.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats and species) and Policy DP38 of the Mid Sussex District Plan.

23. Prior to any of the units hereby permitted being occupied the developer shall provide details of the provision of fibre to premises infrastructure that has been provided in the development. None of the units shall be occupied until these details have been approved in writing by the Local Planning Authority.

Reason: To ensure improved digital connectivity and the provision of high-speed broadband and 4G to the development and to accord with Policy DP23 of the District Plan.

24. No development shall take place, including any works of demolition until a Biodiversity Net Gain Design Stage Report, in line with Table 2 of CIEEM Biodiversity Net Gain report and audit templates (July 2021), has been submitted to and approved in writing by the local planning authority. The report should be submitted concurrent with the Reserve Matters application and should provide a minimum of 10 percent measurable biodiversity net gain, using the DEFRA Biodiversity Metric 3.0 or any successor. The proposed development shall be carried out in accordance with the report unless otherwise agreed in writing with the Local Planning Authority.

The content of the Biodiversity Net Gain report should include the following:

- Baseline data collection and assessment of current conditions on site,

- A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG Principles have been applied to maximise benefits to biodiversity,
- Provision of the full BNG calculations, with plans for pre and post development and detailed justifications for the choice of habitat types, distinctiveness and condition, connectivity and ecological functionality,
- Details of the implementation measures and management of proposals,
- Details of the monitoring and auditing measures.

Reasons: In order to demonstrate measurable net gains and allow the LPA to discharge its duties under the NPPF (2021).

25. At the reserved matters stage, no building shall exceed two storeys in height in accordance with the parameters set out within the email dated the 30th August 2022.

Reason: To preserve the character of the wider landscape and to comply with policies DP16 and DP26 of the Mid Sussex District Plan 2014-2031.

26. The application for reserved matters shall be accompanied by a fully detailed sustainability and energy report and recommendations which demonstrates how the development will be efficient in its use of energy and water. The development shall only be implemented in accordance with the approved details set out in that report.

Reason: To accord with policy DP39 of the Mid Sussex District Plan 2014-2031 and section 14 of the NPPF.

INFORMATIVES

1. 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.
2. You are advised that the comments of the Urban Designer will need to be fully addressed at the reserved matters stage.
3. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

4. The Landscape Consultant has requested conditions on soft landscaping, hard landscaping, landscape management plan and an Arboricultural method statement. However, as landscaping forms part of the reserved matters, it is not considered necessary to attach them to the outline consent. Nonetheless, this information should be submitted as part of the reserved matters application, if not it can be conditioned at that stage.

5. In accordance with MSDC Tree Officers comments an updated and detailed AIA and AMS (along with a tree protection plan) is required as part of the reserved matters application once the final layout has been decided upon.

Furthermore due to the number of trees being removed, replacement native trees would be recommended to mitigate their loss. Native trees would be expected and should be agreed with the submission of a landscape plan, giving detailed specifications of the trees along with a five year maintenance plan as part of the reserve matters application.

6. 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.
7. As per condition 25 a Biodiversity Net Gain Design Stage Report, in line with Table 2 of CIEEM Biodiversity Net Gain report and audit templates (July 2021), should be submitted concurrent with the Reserved Matters application.
8. In order to ensure condition 16 is approval, we strongly recommend that the Air Quality scheme is agreed in advance with the Council's Air Quality Officer.
9. The applicant will be required to do a separate application to amend the Section 52 Legal Agreement.

Human Rights Implications

The planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

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
Access Plan	196651-002		17.05.2022
Location Plan	SK001		17.05.2022
Location Plan	MP001		17.05.2022



Assistant Director Planning and Sustainable Economy

NB: IT IS IMPORTANT THAT YOU SHOULD READ THE NOTES ACCOMPANYING THIS FORM

PEOUTZ

APPEALS TO THE SECRETARY OF STATE

Notes for Applicants

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice;

However, if

- (i) this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice; or
- (ii) an enforcement notice is subsequently served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within:
 - 28 days of the date of service of the enforcement notice, or
 - within 6 months (12 weeks in the case of a householder appeal) of the date of this notice, whichever period expires earlier.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>.

If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.uk](#).



Construction Charter for Developers

Mid Sussex is an economically vibrant district. The Council welcomes appropriate developments in the District that develop the local economy and improve people's lives. The Council recognises that the environmental impacts during the construction of new developments can at times be inconvenient or unpleasant for those who use the District's roads and pavements, or live nearby. The District Council expects developers to adhere to the following principles on all sites.

1. Stick to your planning permission

Your planning permission has been granted for a specific development (as per the approved plans) and will be subject to conditions and maybe legal agreements. The Council and the local community expect you to stick to these and to give advance notice if anything needs to be changed,

2. Be safe and tidy

Carry out all works with the utmost care for the safety of passers-by as well as your workers - this includes driving vehicles on and off the site. Keep all plant and machinery in safe working order, and all structures safe, by checking them often. Keep your site and roads and pavements around it tidy

3. Be considerate

Carry out all work with consideration for residents, workers, pedestrians, visitors, neighbours, businesses and road users, at all times and with every effort to minimise noise and disturbance. Pay special attention to the needs of those who have difficulties with sight, hearing or mobility, and those in wheelchairs or with prams and pushchairs.

4. Be responsible

It is the responsibility of the main contractor to ensure that all employees, agents, subcontractors, suppliers, drivers and others working on or near the site comply with this Code of Practice. Please note that all sites are responsible for damage made to the public highway as a result of construction activity. Contractors carrying out the work resulting in damage are liable for the full cost of repair.

5. Be accountable

Display a contact board outside the site, giving names and telephone numbers of staff who can easily be contacted to respond to the concerns of residents, businesses and others.

6. Communicate

Keep residents and others informed about unavoidable disturbance such as noise, dust, extended working hours and disruption of traffic. Provide site neighbours with clear information well in advance of starting works, preferably in writing, and perhaps issue regular bulletins about site progress.

Appendix B

LEGEND:

- ADJACENT SW DRAINAGE EASEMENT
- NEW SW DRAIN FROM ATTENUATION BASIN
- EXCAVATION FOR NEW DRAINAGE RUN
- NEW SW DRAINAGE EASEMENT
- SW ATTENUATION CRATES
- SHED / CYCLE STORE

E	07.04.26	MJ	RED LINE BOUNDARY REVISED
D	02.04.26	MJ	UPDATED TO REFLECT COMPLETED DRAWINGS
C	27.03.26	MJ	UPDATED TO REFLECT DRAINAGE & HIGHWAY COMMENTS
B	14.03.26	MJ	UPDATED TO REFLECT LANDSCAPE DESIGN COMMENTS
A	04.03.26	MJ	UPDATED TO REFLECT TREE CONSTRAINTS

revision	date	prepared	description
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project:
SELSFIELD ROAD, ARINGLY

drawing:
SITE LAYOUT PLAN

date	scale	drawn
27.02.26	1:500 @ A1	MJ
drawing number	revision	
AH314 - PL.03	E	



St Peter's Church
controlled (Primary School)

