



HOMES ENGLAND

---

**WESTERN BRIDGE & LINK ROAD  
PHASE 2**

**PLANNING STATEMENT**





HOMES ENGLAND

---

**WESTERN BRIDGE & LINK ROAD PHASE 2**  
**PLANNING STATEMENT**

**TYPE OF DOCUMENT (VERSION) CONFIDENTIAL**

**PROJECT NO. 62301157**

**OUR REF. NO. WBLR-WSP-GEN-04-RP-T-0185**

**DATE: 05 MAY 2025**

WSP

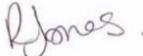
1 Capital Quarter  
Cardiff  
Wales

CF10 4BZ

WSP.com

# QUALITY CONTROL

---

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First issue			
Date	12/05/25			
Prepared by	Sam Clayton			
Signature				
Checked by	Ruth Jones			
Signature				
Authorised by	Andrew Burrows			
Signature				
Project number	62301157			
Report number	WBLR-WSP-GEN-04-RP-T-0185			

# CONTENTS

---

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	OVERVIEW	1
1.2	PROJECT BACKGROUND	1
1.3	PURPOSE OF THE PLANNING STATEMENT	2
1.4	STRUCTURE OF THIS DOCUMENT	3
<b>2</b>	<b>SITE AND SURROUNDINGS</b>	<b>4</b>
2.1	SITE DESCRIPTION	4
2.2	SURROUNDING ENVIRONMENT	5
2.3	PLANNING HISTORY	6
<b>3</b>	<b>PROJECT DESCRIPTION</b>	<b>9</b>
3.1	INTRODUCTION	9
3.2	NEED FOR THE PROJECT	9
3.3	THE PROPOSED DEVELOPMENT DESIGN	9
3.4	CONSTRUCTION	12
<b>4</b>	<b>PLANNING POLICY CONTEXT</b>	<b>14</b>
4.1	INTRODUCTION	14
4.2	NATIONAL PLANNING POLICY	14
4.3	LOCAL PLANNING POLICY	18
<b>5</b>	<b>PLANNING AND ENVIRONMENTAL CONSIDERATION</b>	<b>30</b>
5.1	INTRODUCTION	30
5.2	PRINCIPLE OF DEVELOPMENT	30
5.3	DESIGN AND ACCESS	30

---



<b>5.4</b>	<b>LAND USE</b>	<b>31</b>
<b>5.5</b>	<b>RESIDENTIAL AMENITY (NOISE, LIGHTING, AIR QUALITY)</b>	<b>31</b>
<b>5.6</b>	<b>ENVIRONMENTAL CONSIDERATIONS</b>	<b>32</b>
<b>6</b>	<b>CONCLUSION AND PLANNING BALANCE</b>	<b>36</b>

---

## **TABLES**

Table 1-1 – Application Drawing Schedule	2
Table 2-1 – Planning History	6
Table 4-1 – Local Plan Policies	<b>Error! Bookmark not defined.</b>

## 1 INTRODUCTION

---

### 1.1 OVERVIEW

- 1.1.1. This Planning Statement has been prepared by WSP in support of a reserved matters application by Homes England ('the Applicant') for the construction of phase 2 of the Western Bridge & Link Road north-west of the town of Burgess Hill ('the scheme').
- 1.1.2. The proposed development is for a new highway connection, with formal pedestrian, cycle and vehicular provision. A Site Location Plan has been submitted in support of the reserved matters application (reference WBLR-WSP-HPN-04-DR-C-0220 S0). The boundary of Phase 2 is indicated in red. The wider Northern Arc development is shown in the blue line. The layout and location of the Phase 1 WBLR are also indicated on the site location plan.
- 1.1.3. There has been regular meetings and engagement with the planning officers at Mid-Sussex District Council, discussing the Phase 2 scheme and the submissions required as part of the reserved matters application and to discharge the relevant conditions of the outline planning consent.

### 1.2 PROJECT BACKGROUND

- 1.2.1. The Western Bridge & Link Road (hereafter referred to as 'WBLR') is an essential piece of infrastructure required to support the development of the Northern Arc Strategic Allocation Area (also referred to as Brookleigh), as allocated in Policy DP9 of the Mid Sussex District Plan.
- 1.2.2. The wider development area for 3,040 homes was granted outline planning approval in October 2019 (application reference DM/18/5114). Permission was granted under Section 73 (application reference DM/21/3279) in December 2022. This application is pursuant to application reference DM/21/3279.
- 1.2.3. The northern link road was stipulated in Policy DP9, with further detail set out within the approved documents of the outline planning application, extract from the Design and Access Statement below:

*A new highway connection will be provided between the A273 Jane Murray Way and A2300 in the west and the A273 and Maple Drive in the east. This corridor will carry all modes with formal pedestrian, cycle and vehicular provision proposed along its length.*

- 1.2.4. This planning application is in respect of the second phase of the WBLR. The first phase was granted approval by Mid-Sussex District Council in July 2020 (reserved matters application reference DM/20/0254).
- 1.2.5. The Applicant has set out their commitment to good design throughout the development of the Northern Arc at Burgess Hill, responding to the environment and landscape setting in which it is to be situated.
- 1.2.6. This Planning Statement is part of a suite of documents and drawings prepared as part of the planning application for the proposed scheme. Further details of the supporting documents and assessments have been set out in full in the Covering Letter.

## 1.3 PURPOSE OF THE PLANNING STATEMENT

- 1.3.1. The purpose of this Planning Statement is to explain the planning application, summarise the results of the technical assessments which have been carried out for the planning application, review key policy requirements and address the material planning considerations which will be used as the basis for the decision-maker to determine the application.
- 1.3.2. In addition to this Planning Statement, the planning application is accompanied by the following documents in accordance with the national and Mid Sussex District Council validation checklist and pre-application advice received from the local planning authority (LPA):

**Table 1-1 – Supporting application documents and drawings**

Document	Reference
WBLR-WSP-HPN-04-DR-C-0220 S0-P02	Phase 2 Site Location Plan
WBLR-WSP-HPN-04-DR-C-0221 S0-P02	Phase 2 Existing Site Plan
WBLR-WSP-HPN-04-DR-C-0222 S0-P04	Phase 2 Cross sections Sheet 1 of 3
WBLR-WSP-HPN-04-DR-C-0357 S0-P04	Phase 2 Cross sections Sheet 2 of 3
WBLR-WSP-HPN-04-DR-C-0358 S0-P04	Phase 2 Cross sections Sheet 3 of 3
WBLR-WSP-HPN-04-DR-C-0223 S0-P07	Phase 2 General Arrangement Sheet 1 of 1
WBLR-WSP-HPN-04-DR-C-0224 S0-P06	Phase 2 Long section
WBLR-WSP-HPN-04-DR-C-0225 S0-P08	Phase 2 Drainage Layout
WBLR-WSP-HPN-04-DR-C-0226 S0-P05	Phase 2 Landscaping Plan
WBLR-WSP-HPN-04-DR-C-0227 S0-P05	Phase 2 Lighting with contours
WBLR-WSP-HPN-04-DR-C-0228 S0-P05	Phase 2 Road Contour Plan
WBLR-WSP-HPN-04-DR-C-0230 S0-P05	Phase 2 Utilities Layout
WBLR-WSP-HPN-05-DR-C-0231 S0-P04	Phase 2 Bridge General Arrangement Sheet 1 of 2
WBLR-WSP-HPN-05-DR-C-0232 S0-P04	Phase 2 Bridge General Arrangement Sheet 2 of 2
WBLR-WSP-HPN-06-DR-C-0233 S0-P03	Phase 2 Retaining Wall General Arrangement Sheet 1 of 3
WBLR-WSP-HPN-06-DR-C-0234 S0-P01	Phase 2 Retaining Wall General Arrangement Sheet 2 of 3
WBLR-WSP-HPN-06-DR-C-0235 S0-P03	Phase 2 Retaining Wall General Arrangement Sheet 3 of 3
WBLR-WSP-GEN-04-RP-T-0159 S0-P02	WBLR Phase 2 Design Access Statement
WBLR-WSP-GEN-04-RP-T-0160 S0-P03	WBLR Phase 2 Sustainability Statement
WBLR-WSP-EXX-04-RP-L-0065 S3-P02	Further Information Report Phase 2

WBLR-WSP-EXX-04-RP-L-0154 S0-P02	BNG Design Stage Report
WBLR-WSP-HGT-04-RP-GE-0147 S3-P03	Burgess Hill – Western Bridge and Link Road. Ground Investigation Report
WBLR-WSP-HDG-04-RP-C-0138 S0-P02	Drainage strategy and maintenance statement phase 2
WBLR-WSP-HGN-04-RP-C-0156 S3-P02	RSA 1 Response Report

## 1.4 STRUCTURE OF THIS DOCUMENT

1.4.1. This Planning Statement is structured as follows:

- Section 2 describes the Site and its surroundings and Planning History;
- Section 3 sets out a detailed description of the Proposed Development;
- Section 4 sets out the national and local planning policy context for the Development;
- Section 5 assesses the proposed development in accordance with the planning policy framework; and
- Section 6 provides a summary and conclusions.

## 2 SITE AND SURROUNDINGS

---

### 2.1 SITE DESCRIPTION

- 2.1.1. The Application Site (the 'Site') is shown on the Site Plan (drawing no. WBLR-WSP-HPN-04-DR-C-0220) submitted with the Application.
- 2.1.2. The Site is located within Burgess Hill, approximately 2km north-west of the town centre, within the administrative area of Mid Sussex District Council.
- 2.1.3. The Northern Arc Strategic Allocation Area comprises a strategic site of approximately 200 hectares, situated between Bedelands Nature Reserve to the east of Burgess Hill and the Goddards Green Waste Water Treatment Works to the west.
- 2.1.4. The Phase 2 WBLR site lies north-east of Phase 1, crossing over the A2300, continuing in a north-east direction for approximately 460m. The layout of the first phase is indicated on the Site Location Plan submitted in support of this reserved matters application.
- 2.1.5. The River Adur is the watercourse over which the proposed scheme will cross on a bridge. The watercourse runs perpendicular to the scheme, approximately 360m north-east of the junction at the existing A2300.
- 2.1.6. The proposed scheme will pass between two areas of Ancient Woodland; Six Acre Shaw to the north, and Jane Murray Way Shaw to the south. The proposed scheme falls outside the boundary of the woodland.
- 2.1.7. The key landscape characteristics of the area surrounding the site include:
  - Low ridges;
  - Small to medium scale, irregular shaped field sizes;
  - Pattern of mature woodlands, woodland shaws and hedgerows with hedgerow trees defining field boundaries and settlement fringes;
  - Small ponds, streams, meadow and wetland interspersed between mixed agricultural land and woodland;
- 2.1.8. The site contains varying areas of grassland, hedgerows, natural watercourses and veteran/mature trees. A Phase 1 Habitat Survey undertaken by AECOM in August 2018 has identified that the wider Northern Arc Application Site includes a network of habitats including ancient woodland, species-rich hedgerows, semi-improved grassland, watercourses, ponds, extensive arable land.
- 2.1.9. Desk study analysis, including a review of ecological survey work previously undertaken within the site, has confirmed that the site supports (or has potential to support) hazel dormouse, great crested newt, foraging, commuting and roosting bats, breeding bird species, invertebrate species and badgers.
- 2.1.10. The previous studies and surveys have been reviewed and updated where appropriate as part of this planning submission within the Further Information Report Phase 2, WBLR-WSP-EXX-04-RP-L-0065. This report explains in detail which elements are present within the Site and the expected impact of the proposed works.

## 2.2 SURROUNDING ENVIRONMENT

- 2.2.1. The Application Site (the 'Site') is shown on the Site Plan (reference WBLR-WSP-HPN-04-DR-C-0220) submitted with the Application.
- 2.2.2. The Site is located within Burgess Hill, approximately 2km north-west of the town centre, within the administrative area of Mid Sussex District Council.
- 2.2.3. The Northern Arc Strategic Allocation Area comprises a strategic site of approximately 200 hectares, situated between Bedelands Nature Reserve to the east of Burgess hill and the Goddards Green Waste Water Treatment Works to the west.
- 2.2.4. The Phase 2 WBLR site lies north-east of Phase 1, crossing over the A2300, continuing in a north-east direction for approximately 460m. The layout of the first phase is indicated on the Site Location Plan submitted in support of this reserved matters application.
- 2.2.5. The River Adur is the watercourse over which the proposed scheme will cross on a bridge. The watercourse runs perpendicular to the scheme, approximately 360m north-east of the junction at the existing A2300.
- 2.2.6. The proposed scheme will pass between two areas of Ancient Woodland; Six Acre Shaw to the north, and Jane Murray Way to the south. The proposed scheme falls outside the boundary of the woodland.
- 2.2.7. The key landscape characteristics of the area surrounding the site include:
  - Low ridges;
  - Small to medium scale, irregular shaped field sizes;
  - Pattern of mature woodlands, woodland shaws and hedgerows with hedgerow trees defining field boundaries and settlement fringes;
  - Small ponds, streams, meadow and wetlands interspersed between mixed agricultural land and woodland.
- 2.2.8. The site contains varying areas of grassland, hedgerows, natural watercourses and veteran/mature trees. A Phase 1 Habitat Survey undertaken by AECOM in August 2018 has identified that the wider Northern Arc Application Site includes a network of habitats including ancient woodland, species-rich hedgerows, semi-improved grassland, watercourses, ponds, extensive arable land.
- 2.2.9. Desk study analysis, including a review of ecological survey work previously undertaken within the site, has confirmed that the site supports (or has potential to support) hazel dormouse, great crested newt, foraging, commuting and roosting bats, breeding bird species, invertebrate species and badgers.
- 2.2.10. The previous studies and surveys have been reviewed and updated where appropriate as part of this planning submission within the Further Information Report Phase 2, WBLR-WSP-EXX-04-RP-L-0065. This report explains in detail which elements are present within the Site and the expected impact of the proposed works.
- 2.2.11. There are no built heritage assets within the proposed development site. The only Listed Building within 1 kilometre of the site is The Woolpack Public House, approximately 950 metres southeast of the proposed development.

## 2.3 PLANNING HISTORY

2.3.1. The following planning applications have been identified as being material considerations in the consideration of the planning application the subject of this planning statement following a search of the Local Planning Authority's online database accessed on 06/05/2025:

**Table 2-1 – Planning History**

LPA Ref.	Address	Description	Outcome
DM/25/0109	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West	Reserved Matters relating to application DM/21/3279 (Outline application DM/18/5114) for WBLR Phase 3 (A2300 pedestrian/cycle improvement), comprising the construction of a segregated 2 metre footway and 3 metre cycle track (Green Superhighway) and 2.75 metre verge along the northern side of the A2300, construction of a 3-metre shared use route with up to up to 1 metre verge along the southern side of the A2300, construction of a 3 metre shared use route along the western side of the A273 Jane Murray Way with up to 2.75 metre verge drainage works, fencing, lighting, landscaping and associated works.	Pending Consideration
DM/25/0088	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West	Reserved matters application pursuant to outline planning permission ref DM/18/5114, as amended by planning application ref DM/21/3279, for the provision of the Green Circle traversing Sub-Phases OS1.1a, P1.3, OS1.1b (Freaks Lane) and OS1.2N at the Northern Arc development (now Brookleigh) on land north and north-west of Burgess Hill. (Updated surface details and amended bridge design)	Pending Consideration
DM/22/2553	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West	Application for reserved matters, pursuant to outline application DM/21/3279 for the erection of a Secondary School, including specialist support centre, car parking (including Electric Vehicle charging), cycle parking, drop off area, access, multi-use games area, all weather pitch, substation, bin storage, means of enclosure and lighting, with associated landscaping and infrastructure	Approved
DM/21/3870	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water	Reserved Matters Application pursuant to outline application DM/18/5114, to consider access, appearance, landscaping, layout and scale for the erection of 247 dwellings, alterations to Lowlands Farm and its conversion to form 2 dwellings, associated car parking, open space and infrastructure, including an extension to Bedelands Nature	Approved

	Treatment Works In The West	Reserve and provision of the Green Circle (pedestrian/cycle/equestrian route) and pedestrian/cycle route for Sub-Phases P1.3, P1.5, P1.6, OS1.5, OS1.6 and part of OS1.1a, OS1.1b and OS1.2N to the east of Isaacs Lane and Lowlands Farm at the Northern Arc development on land north and north-west of Burgess Hill (Amended description following the receipt of amendments)	
DM/21/2166	Burgess Hill Northern Arc Land North And North West Of Burgess Hill Burgess Hill West Sussex	Formation of a section of shared surface pedestrian and cycleway forming part of the Burgess Hill Northern Arc Green Super Highway, including a bridge crossing over the River Adur.	Approved
DM/20/0254	Land West Of Burgess Hill Between The A273 And A2300 Burgess Hill West Sussex	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 allmovements roundabout, junction to the UKPN electricity substation, junction to future employment uses, zones for two minor junctions, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting, and landscaping. Amended plans and updated supported documents received 17th March 2020 detailing amendments including the extension of the southern boundary of the site to accommodate increased drainage basins and inclusion of bridleway on north side of A2300. (Transport note received 30th April, Amended plans received 12th May showing minor increase in width of application site area either side of the proposed link road corridor and amended biodiversity report, planning statement and additional sections received 29th May)	Approved
DM/19/4764	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill Burgess Hill, West Sussex	Screening Opinion regarding upcoming Reserved matters proposals for the construction of a new section of road; the Western Bridge and Link Road.	Determined – No EIA required
DM/19/3313	Land East Of Isaacs Lane And Land West Of Freeks Lane Burgess Hill West Sussex	Construction of a single carriageway link road from Isaacs Lane to Freeks Farm comprising a new all-movements junction on A273 Isaac's Lane, highway comprising 6.1 - 6.5m carriageway with separate 4.5m 'Green Superhighway' and 3m cycle/footway	Approved

		<p>provision on the north side and 2m footway on the south side segregated from the carriageway by landscaped verges, including all-modes bridge across the River Adur, constructed to an adoptable standard, together with, earthworks, surface water and foul drainage infrastructure, utilities corridors, street lighting, landscaping and temporary fencing. Supplementary submission received 26th November 2019 including additional details in respect of drainage, highways, bridge design, utilities strategy and landscape together with amended location and land ownership plan.</p>	
DM/18/5114	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill Between Bedelands Nature Reserve In The East And Goddard's Green Waste Water Treatment Works In The West	<p>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.</p>	Approved
DM/18/2025	A2300 Dumbrells Farm Way, Sayers Common, West Sussex	<p>Notification of Screening opinion for proposed works to upgrade the A2300 near Burgess Hill.</p>	Determined – No EIA required

2.3.2. As Phase 2 of 3 for the WBLR, the above applications for DM/20/0254 (phase 1) and DM/25/0109 (phase 3) have bearing on this application for the Northern Arc project, providing access to the entire development.

## 3 PROJECT DESCRIPTION

---

### 3.1 INTRODUCTION

3.1.1. This section provides a justification for the proposed development and its objectives and a detailed description of the proposals.

### 3.2 NEED FOR THE PROJECT

3.2.1. WBLR is an integral part of the Northern Arc, the overarching vision of which is outlined below:

*"The Northern Arc will combine the best of town and country to offer vibrant local centres, excellent community facilities and well-designed residential neighbourhoods set within a highly attractive landscape of existing mature woodlands, river valleys and extensive natural areas to provide a great place to live, work and visit. It will provide up to 3,500 new homes, local employment, education, health, leisure, sports, recreation and community."*

3.2.2. The WBLR is the spine road which provides the main access into the site and connects the neighbourhoods of the Northern Arc to each other. The Design Guide approved through the outline planning application states the following:

*The avenue will function as a public transport corridor and bus stops would be provided on street (no lay-bys will be provided). All the intersections with the tertiary and secondary roads along the avenue must be priority junctions with the priority given to the cyclist and pedestrians travelling along the avenue. Pedestrian and cycle crossing points on the avenue should be provided along the key pedestrian and cycle desire routes*

3.2.3. The design of the scheme has been developed building upon the principles of Policy DP9 and approved in the outline planning application.

### 3.3 THE PROPOSED DEVELOPMENT DESIGN

3.3.1. Planning permission is sought for the construction of a two-lane single carriageway road with a 30mph speed limit, including a bridge spanning the River Adur and associated floodplain, and the following key features:

- Raised tables at the junctions to aid self-enforcement of traffic speeds
- New pedestrian and cycle crossing points;
- Provision of off-carriageway footpath/cycleway;
- Continuous green verges;
- Provide access to future residential areas;
- Western Bridge, spanning the River Adur and associated floodplain.
- Localised ground raising at the NW and SE corners of the bridge to facilitate future pedestrian access to the development plots and down to the river via future steps.

3.3.2. Chapter 5 of the Design and Access Statement (DAS) contains a detailed description of the Proposed Development, which is summarised below in two key parts for ease of explanation:

## Western Section

- 3.3.3. The Western Section connects to the existing roundabout at the A2300 and extends north-easterly for approximately 260m in length, turning east-north-east as it approaches the proposed Western Bridge.
- 3.3.4. The link road is a two-lane single carriageway 6.5m wide. There is provision for a 3m shared surface (cyclist/pedestrian) on the west side of the highway, which is separated from the carriageway by a 2.75m wider verge. On the east side a segregated 5m cycleway/footway is to be provided, which is separated from the carriageway by a 2.75m wider verge.
- 3.3.5. Pedestrian crossings are provided at the A2300 roundabout and at the Public Footpath No. 14HU.
- 3.3.6. A crossroad junction (at chainage 120) with raised table provides access to the future residential development. The shared cycleway/footway will continue in parallel with the proposed scheme, and users will have priority across these junctions. An uncontrolled crossing point has been provided immediately north of the crossroads, within the raised table detail.
- 3.3.7. Bus stops and shelters are provided on both sides of the carriageway.
- 3.3.8. A third development access road is provided on the north-western side of the carriageway, with a raised table. The shared surface has priority across the side road junction and an uncontrolled crossing is located immediately south of the junction, within the raised table detail.
- 3.3.9. In accordance with the OPA Revised Parameter Plan (sheet 4, issue 10) a 5m segregated cycleway (3m)/footway (2m) will run along the eastern side of the carriageway behind the 2.75m verge.
- 3.3.10. A connection point to the proposed pedestrian and cycle route, which extends to the A2300 in the south and the riverside Green Circle to the north, is included as part of the Phase 2 scheme.

## Eastern Section and Western Bridge

- 3.3.11. The single carriageway highway turns towards an east-north-east direction at chainage 300.
- 3.3.12. The proposed Western Bridge spans the flood plain and the River Adur, with provision for future active travel 'Green Circle Route'. Provision has also been made for a connection between the Green Circle Route and the link road to enable users to pass over the bridge.
- 3.3.13. Localised ground raising will be carried out at the NW and SE corners of the bridge to facilitate future pedestrian access to the development plots and down to the river via future steps.
- 3.3.14. The two-lane 6.5m wide single carriageway highway continues across the bridge. There is a 3.7m wide shared use cycle/footpath at the north verge and 5.2m wide segregated cycle/footway lane at the south verge. The additional widths provide clearance to the adjacent kerb (0.2m) for all users and clearance to the bridge parapet for cyclists (0.5m) so maintaining an effective width of 3 and 5m respectively.
- 3.3.15. The structure of the proposed bridge will be a three span, fully integral composite bridge comprising of precast prestressed beam with insitu reinforced concrete deck slab.
- 3.3.16. The bridge is to be designed to span over the 100 years plus 105% climate change fluvial flood event, defined by a level of 17.620m. The bridge abutments and approach embankments are to be designed to remain outside the design flood plain, however it is considered acceptable to locate the piers within the flood plain as these have an insignificant impact.

- 3.3.17. The bridge will be supported on reinforced concrete intermediate circular piers and bank-seat abutments.
- 3.3.18. The overall width of the bridge will be 71m with span lengths of 18m (west span), 33m (centre span) and 20m (east span). The watercourse passes underneath the central span.
- 3.3.19. Three out of the four approach embankment sides (NE, SE, NW) will be fully retained by reinforced concrete cantilever retaining walls. The fourth embankment side (SW) will slope down to the existing ground level (with an additional landscaping bund to enhance the final appearance), with a 4m long “elephant ear” type wing wall cantilevering out of abutment.
- 3.3.20. Localised ground raising will be carried out against the retaining walls at the NW and SE corners of the bridge to facilitate future pedestrian access to the development plots and down to the river via future steps.
- 3.3.21. The landscaped bund is proposed to include an informal path and seating area and be planted with a mix of wildflower grass and native shrubs.
- 3.3.22. The retaining walls will start directly behind the abutments and run parallel to the alignment of the carriageway. The retaining height of the walls will vary between a minimum of 1.0m to a maximum of 3.0m at the crest of the embankment.
- 3.3.23. It is proposed that there will be ground fill in front of the abutments (under the bridge deck) that will slope down to the existing ground level with 2:1 gradient. A minimum 1m of vertical clearance is proposed between the beams and the finished ground level.
- 3.3.24. A minimum vertical clearance of 3.65m shall be provided between the bridge underside and surface of the Green Circle Route passing beneath the western span. Minor local lowering of the existing ground in this area will be required to provide the required clearance and compensation for the floodplain.
- 3.3.25. The lighting columns will be present on the bridge, aligned with the piers, and approach retaining walls. It is proposed that the lighting columns will be located within the shyness area inside of the parapets, for better maintenance access.
- 3.3.26. The landscape design for the scheme has been developed in order to integrate into the landscape with earthworks and planting. As with the whole scheme design, the landscaping proposed is in line with the overarching vision for the Northern Arc and the placemaking principles which have been approved with the Masterplan. The landscaping proposed for the WBLR Phase 2 sits within the wider “attractive landscape of existing mature woodlands, river valleys and extensive natural areas to provide a great place to live, work and visit”.
- 3.3.27. Landscaping plans have been submitted as part of this application, Drawing No. WBLR-WSP-HPN-04-DR-L-0226, described below.
- 3.3.28. The verges will be seeded with a wildflower grass mix and specimen trees will be planted at regular intervals. The number of trees has been maximised whilst maintaining the required visibility splays at the junctions to enable safe entry and exit and clearances to the lighting columns and bus stops.
- 3.3.29. A key landscape feature proposed as part of the scheme is the development of a parklet, located west of the proposed bridge, on the southern side of the carriageway.

- 3.3.30. The parklet will comprise of a meadow-like park with a looped pathway which allows users to enter or exit at two points along the existing pavement. This area has multiple purposes; as an ecological habitat, a stop-off or pleasant transitional space for pedestrians and cyclists; and a visibly attractive 'soft' edge to the adjacent infrastructure.
- 3.3.31. The pathway surfacing is proposed as natural stone or concrete slabs which will distinguish between the pedestrian and cycle paths made of asphalt.
- 3.3.32. Seating will be provided within the central space. These will consist of curved wooden modular benches with backs and arm rests to allow a more diverse audience who may suffer with mobility issues to fully utilise the space.
- 3.3.33. The central space will also include a native tree with the option of a wraparound bench. This will make a natural feature a focal point of the space further enhancing the enjoyment of the area.
- 3.3.34. In line with the Street Design Adoption Manual the Phase 2 road is to be lit. 6m columns are proposed in accordance with WSCC current lighting design guide for this type of road. Carriageway columns will be located in the 2.75m verge with a minimum lateral clearance of 10m from the verge trees.
- 3.3.35. Additional 6m high columns are to be provided at the back of the segregated footway/cycleway.
- 3.3.36. Columns have been positioned to clearly define the junctions, crossing points and bus stops. The luminaires have been chosen to minimise light spill away from the carriageway and segregated surface, minimising the impact on the natural environment and any future developments, while providing the correct levels of illumination.
- 3.3.37. Due to the gradient of the site, it has not been possible to incorporate swales or filter drains to collect the carriageway run off. A traditional kerb and gully system is therefore being proposed. The water will pass through a petrol interceptor to remove silt and any buoyant pollutants before passing through an attenuation tank and discharging into the river at the agreed greenfield run off rate. There is one interceptor, attenuation tank and outfall on each side of the river.

The details of the headwalls to the river will be agreed with the EA and WSCC but it is proposed to use a bagwork headwall detail that will 'green up' over time to give as natural a solution as possible while managing the risk of bank erosion.

## 3.4 CONSTRUCTION

- 3.4.1. Consideration has been afforded to environment and sustainability through selection of the following options:
- 3.4.2. Employment of precast sections (including precast beams and parapet plinths) improves durability and avoids the use of excessive quantities of temporary formwork and falsework.
- 3.4.3. Use of smaller prestressed beams (Y4/YE4) is optimised to bridge the shorter side spans and reduces carbon footprint.
- 3.4.4. Provision of cement replacement materials such as PFA/GGBS shall be considered in mix specification.
- 3.4.5. Integral construction reduces the requirement for future maintenance due to the absence of bridge bearings at both abutments and intermediate supports, as well as absence of any expansion joints in the deck which are prone to leaking.



3.4.6. Water management around the bridge protects the river from contamination – discharging the drainage into the highway's drainage system.

A minimum clearance is to be maintained between the footprint of highway works from the site of ancient woodland to the north-east of the bridge, as outlined in the Construction Environmental Management Plan (CEMP).

## 4 PLANNING POLICY CONTEXT

---

### 4.1 INTRODUCTION

4.1.1. This section sets out the planning policy context for the Proposed Development. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the statutory development plan unless 'material considerations' indicate otherwise. The following section introduces the relevant legislative and policy framework in relation to planning matters. This covers international, national, regional and local planning policy.

4.1.2. The adopted development plan relevant to this site is the Mid Sussex District Plan 2014-2031.

### 4.2 NATIONAL PLANNING POLICY

4.2.1. The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and has been subsequently updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023, 19 December 2023 and most recently on 12 December 2024. The NPPF sets out the government's planning policies for England and how these are expected to be applied. Paragraph 1 states that the NPPF provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective.

4.2.2. The NPPF states within paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. The objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations –including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection

4.2.3. At the heart of the NPPF is a presumption in favour of sustainable development within paragraph 11 that plans and decisions should apply a presumption in favour of sustainable development, this includes approving development proposals that accord with an up to date development plan without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Policy/Paragraph	Text
Delivering a Sufficient Supply of Homes – Paragraph 77	The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should

	identify suitable locations for such development where this can help to meet identified needs in a sustainable way.
Promoting Healthy and Safe Communities – Paragraph 96	Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
Promoting Sustainable Transport – Paragraph 109	Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This 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
Promoting Sustainable Transport – Paragraph 110	The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
Promoting Sustainable Transport – Paragraph 115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, 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 through a vision-led approach.

Promoting Sustainable Transport – Paragraph 116	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
Promoting Sustainable Transport – Paragraph 117	Within this context, applications for development 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; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
Making Effective Use of Land – Paragraph 126	Local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.
Achieving Well-Designed Places – Paragraph 131	The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
Achieving Well-Designed Places – Paragraph 135	Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users <sup>51</sup> ; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
Achieving Well-Designed Places – Paragraph 136	Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined <sup>52</sup> , that opportunities are taken to incorporate trees elsewhere in developments (such as

	<p>parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.</p>
<p>Preparing for Climate Change – Paragraph 162</p>	<p>Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures<sup>61</sup>. Policies should support appropriate measures to ensure the future health and resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.</p>
<p>Preparing for Climate Change – Paragraph 164</p>	<p>New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems; and b) help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings in plans should reflect the Government's policy for national technical standards.</p>
<p>Preparing for Climate Change – Paragraph 170</p>	<p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p>
<p>Preparing for Climate Change – Paragraph 172</p>	<p>All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by: a) applying the sequential test and then, if necessary, the exception test as set out below; b) safeguarding land from development that is required, or likely to be required, for current or future flood management; c) using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding, (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management); and d) where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.</p>
<p>Preparing for Climate Change – Paragraph 181</p>	<p>When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment<sup>63</sup>. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; c) it incorporates</p>

	sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.
Preparing for Climate Change – Paragraph 182	Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. Sustainable drainage systems provided as part of proposals for major development should: a) take account of advice from the Lead Local Flood Authority; b) have appropriate proposed minimum operational standards; and c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
Conserving and Enhancing the Natural Environment – Paragraph 187	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.

## 4.3 LOCAL PLANNING POLICY

4.3.1. The Mid Sussex District Plan 2014-2031 is the adopted Local Plan which covers the development site area. The document was adopted on 28<sup>th</sup> March 2018. Set out within the document are the Strategic Allocations and Principles for development of the Northern Arc in Burgess Hill, covering the development site, which is covered in more detail in the table below, along with other relevant policies:

**Table 4-1 - Local Plan Policies**

Policy/Paragraph	Text
DP7 'General Principles for Strategic Development at Burgess Hill'	<p>All strategic development at Burgess Hill, as shown on the inset map, is required to support the general principles set out in this policy. Strategic development will:</p> <ul style="list-style-type: none"> <li>• Be designed in a way that integrates it into the existing town providing connectivity with all relevant services and facilities;</li> </ul>

	<ul style="list-style-type: none"> <li>• Provide additional, high quality employment opportunities including suitably located Business Park developments accessible by public transport;</li> <li>• Improve public transport, walking and cycling infrastructure and access to Burgess Hill and Wivelsfield railway stations and Burgess Hill Town Centre, including the provision of, or contributions to enhancing transport interchanges;</li> <li>• Provide necessary transport improvements that take account of the wider impact of the development on the surrounding area;</li> <li>• Provide highway improvements in and around Burgess Hill including addressing the limitations of the A2300 link road and its junction with the A23 and east-west traffic movements across Burgess Hill and, where necessary, improvements across the highway authority boundary in East Sussex;</li> <li>• Provide new and improved community, retail, cultural, educational, health, recreation, play and other facilities to create services and places that help to form strong local communities and encourage healthy lifestyles;</li> <li>• Provide new and/or improved and well connected sports, recreation and open space in and around Burgess Hill, including the continuation of the existing 'Green Circle' of linked areas of informal open space around the town along with its associated network of multi-functional paths, the Green Circle network, and links into the town centre;</li> <li>• Support the delivery of a multi-functional<sup>7</sup> route between Burgess Hill and Haywards Heath;</li> <li>• Provide a Centre for Community Sport in the vicinity of the Triangle Leisure Centre;</li> <li>• Provide a range of housing including affordable housing, in accordance with policy DP31: Affordable Housing and housing for older people;</li> <li>• Identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan including DP38: Biodiversity; Provide an effective telecommunications infrastructure, including provision for broadband; and</li> <li>• Wherever possible, incorporate on-site 'community energy systems', such as Combined Heat and Power or other appropriate low carbon technologies, to meet energy needs and create a sustainable development. The development shall also include appropriate carbon reduction, energy efficiency and water consumption reduction measures to demonstrate high levels of sustainability.</li> </ul>
DP9 'Strategic Allocation to the north and north-west of Burgess Hill' (Summarised)	<p>Strategic mixed-use development (which will need to conform to the general principles in Policy DP7:General Principles for Strategic Development at Burgess Hill), as shown on the inset map, is allocated to the north and north-west of Burgess Hill for the phased development of:</p> <ul style="list-style-type: none"> <li>• Approximately 3,500 additional homes and associated new neighbourhood centres, including retail, education, health, employment, leisure, recreation and community uses, sufficient to meet the day to day needs of the whole of the development and located as far as possible so at least one new neighbourhood centre is within 10 minutes' walk of most new homes;</li> <li>• 25 hectares of land for use as a high quality business park south of the A2300 and served by public transport;</li> <li>• Two new primary schools (including co-location of nursery provision and community use facilities as appropriate) and a new secondary school campus, in</li> </ul>

	<p>each case in locations well connected with residential development and neighbourhood centres;</p> <ul style="list-style-type: none"> <li>• A Centre for Community Sport in the vicinity of the Triangle Leisure Centre and St Paul's Catholic College;</li> <li>• Provision of permanent pitches for settled Gypsies and Travellers to contribute, towards the additional total identified need within the District commensurate with the overall scale of residential development proposed by the strategic development; or the provision of an equivalent financial contribution towards off-site provision of pitches towards the additional total identified need within the District (or part thereof if some on-site provision is made) commensurable with the overall scale of residential development proposed by the strategic development, if it can be demonstrated that a suitable, available and achievable site (or sites) can be provided and made operational within an appropriate timescale; unless alternative requirements are confirmed within any Traveller Sites Allocations Development Plan Document or such other evidence base as is available at the time the allocation-wide masterplan is approved (as appropriate); and</li> <li>• A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive.</li> </ul> <p>The Allocation-wide Infrastructure Delivery Strategy will demonstrate that the development of the Strategic Allocation Area will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the Strategic Allocation Area as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community; this will include provision of:</p> <ul style="list-style-type: none"> <li>(a) the infrastructure, as set out in the Council's Infrastructure Delivery Plan, the Burgess Hill Town Wide Strategy and identified in technical assessments to be implemented before or alongside development in accordance with a Phasing Strategy approved by the local planning authority;</li> <li>(b) sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and Strategic Road Network in Burgess Hill and the surrounding area. This will include (i) the new Northern Link Road through the Strategic Allocation Area helping to alleviate additional traffic to the town and offering an alternative route around Burgess Hill; the road will be designed as a central boulevard offering a highly attractive and functional route through the Strategic Allocation Area; (ii) improved links across the A2300 and A273 Sussex Way/ Jane Murray Way to improve integration with the remainder of Burgess Hill; (iii) improved eastwest connections across the strategic site; (iv) provision of new bus routes or diversion of existing routes to connect with key hubs including railway and bus stations and Burgess Hill and Haywards Heath town centre; (v) a legible and permeable network and hierarchy of safe streets and public rights of way including pedestrian cycleways and appropriate high quality street furniture; (vi) streets and spaces that are attractive and pedestrian friendly; and (vii) appropriate of-street car parking and secure cycle parking in accordance with relevant standards.</li> </ul>
DP20 'Securing Infrastructure'	<p>The Council will expect developers to provide for, or contribute towards, the infrastructure and mitigation measures made necessary by their development proposals through:</p> <ul style="list-style-type: none"> <li>• appropriate on-site mitigation and infrastructure provision;</li> <li>• the use of planning obligations (s106 legal agreements and unilateral undertakings);</li> </ul>

	<ul style="list-style-type: none"> <li>the Community Infrastructure Levy, when it is in place.</li> </ul> <p>A planning obligation can be used where it is necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. The Council will assess each application on its merits to determine if a planning obligation is needed and the matters it should address. Planning obligations will only be entered into where planning conditions cannot be used to overcome problems associated with a development proposal. Financial contributions will not be sought through planning obligations if 5 or more obligations for that project or type of infrastructure (other than for affordable housing) have already been entered into since 6 April 2010, or if it is a type of infrastructure that is funded by the Community Infrastructure Levy (this will be set out on a list of infrastructure that the Council proposes to fund from the Levy). The Community Infrastructure Levy Charging Schedule will set out how development will fund the infrastructure needed to support it. The Levy will normally be spent on infrastructure needs in the locality of the scheme. Proposals by service providers for the delivery of utility infrastructure required to meet the needs generated by new development in the District and by existing communities will be encouraged and permitted, subject to accordance with other policies within the Plan. Affordable housing is dealt with separately, under Policy DP31: Affordable Housing.</p>
DP 21 'Transport'	<p>Development will be required to support the objectives of the West Sussex Transport Plan 2011- 2026, which are:</p> <ul style="list-style-type: none"> <li>A high quality transport network that promotes a competitive and prosperous economy;</li> <li>A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;</li> <li>Access to services, employment and housing; and</li> <li>A transport network that feels, and is, safer and healthier to use.</li> </ul> <p>To meet these objectives, decisions on development proposals will take account of whether:</p> <ul style="list-style-type: none"> <li>The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);</li> <li>Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;</li> <li>The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;</li> <li>The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;</li> <li>Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;</li> </ul>

	<ul style="list-style-type: none"> <li>The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;</li> <li>The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;</li> <li>The scheme protects the safety of road users and pedestrians; and</li> <li>The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts. Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.</li> </ul> <p>Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so.</p>
DP22 'Rights of Way and other Recreational Routes'	<p>Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes. Access to the countryside will be encouraged by:</p> <ul style="list-style-type: none"> <li>Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;</li> <li>Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;</li> <li>Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'multi-functional' will generally mean able to be used by walkers, cyclists and horse-riders).</li> </ul>
DP26 'Character and Design'	<p>All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:</p> <ul style="list-style-type: none"> <li>is of high quality design and layout and includes appropriate landscaping and greenspace;</li> <li>contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;</li> <li>creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;</li> <li>protects open spaces, trees and gardens that contribute to the character of the area;</li> <li>protects valued townscapes and the separate identity and character of towns and villages;</li> <li>does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);</li> <li>creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;</li> </ul>

	<ul style="list-style-type: none"> <li>• incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;</li> <li>• positively addresses sustainability considerations in the layout and the building design;</li> <li>• take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;</li> <li>• optimises the potential of the site to accommodate development.</li> </ul>
DP28 'Accessibility' (Summarised)	<p>All development will be required to meet and maintain high standards of accessibility so that all users can use them safely and easily. This will apply to all development, including changes of use, refurbishments and extensions, open spaces, the public realm and transport infrastructure, and will be demonstrated by the applicant.</p>
DP29 'Noise, Air and Light Pollution'	<p>The environment, including nationally designated environmental sites, nationally protected landscapes, areas of nature conservation or geological interest, wildlife habitats, and the quality of people's life will be protected from unacceptable levels of noise, light and air pollution by only permitting development where:</p> <p><b>Noise pollution:</b></p> <ul style="list-style-type: none"> <li>• It is designed, located and controlled to minimise the impact of noise on health and quality of life, neighbouring properties and the surrounding area;</li> <li>• If it is likely to generate significant levels of noise it incorporates appropriate noise attenuation measures;</li> </ul> <p>Noise sensitive development, such as residential, will not be permitted in close proximity to existing or proposed development generating high levels of noise unless adequate sound insulation measures, as supported by a noise assessment are incorporated within the development. In appropriate circumstances, the applicant will be required to provide:</p> <ul style="list-style-type: none"> <li>• an assessment of the impact of noise generated by a proposed development; or</li> <li>• an assessment of the effect of noise by an existing noise source upon a proposed development;</li> </ul> <p><b>Light pollution:</b></p> <ul style="list-style-type: none"> <li>• The impact on local amenity, intrinsically dark landscapes and nature conservation areas of artificial lighting proposals (including floodlighting) is minimised, in terms of intensity and number of fittings;</li> <li>• The applicant can demonstrate good design including fittings to restrict emissions from proposed lighting schemes;</li> </ul> <p><b>Air Pollution:</b></p> <ul style="list-style-type: none"> <li>• It does not cause unacceptable levels of air pollution;</li> <li>• Development on land adjacent to an existing use which generates air pollution or odour would not cause any adverse effects on the proposed development or can be mitigated to reduce exposure to poor air quality to recognised and acceptable levels;</li> <li>• Development proposals (where appropriate) are consistent with Air Quality Management Plans.</li> </ul>

	<p>The degree of the impact of noise and light pollution from new development or change of use is likely to be greater in rural locations, especially where it is in or close to specially designated areas and sites.</p>
<p>DP34 'Listed Buildings and other Heritage Assets'</p>	<p><b>Listed Buildings</b></p> <p>Development will be required to protect listed buildings and their settings. This will be achieved by ensuring that:</p> <ul style="list-style-type: none"> <li>• A thorough understanding of the significance of the listed building and its setting has been demonstrated. This will be proportionate to the importance of the building and potential impact of the proposal;</li> <li>• Alterations or extensions to a listed building respect its historic form, scale, setting, significance and fabric. Proposals for the conversion or change of use of a listed building retain its significance and character whilst ensuring that the building remains in a viable use;</li> <li>• Traditional building materials and construction techniques are normally used. The installation of uPVC windows and doors will not be acceptable;</li> <li>• Satellite antennae, solar panels or other renewable energy installations are not sited in a prominent location, and where possible within the curtilage rather than on the building itself;</li> <li>• Special regard is given to protecting the setting of a listed building;</li> <li>• Where the historic fabric of a building may be affected by alterations or other proposals, the applicant is expected to fund the recording or exploratory opening up of historic fabric.</li> </ul> <p><b>Other Heritage Assets</b></p> <p>Development that retains buildings which are not listed but are of architectural or historic merit, or which make a significant and positive contribution to the street scene will be permitted in preference to their demolition and redevelopment. The Council will seek to conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the character and quality of life of the District. Significance can be defined as the special interest of a heritage asset, which may be archaeological, architectural, artistic or historic. Proposals affecting such heritage assets will be considered in accordance with the policies in the National Planning Policy Framework (NPPF) and current Government guidance.</p>
<p>DP37 'Trees, Woodland and Hedgerows'</p>	<p>The District Council will support the protection and enhancement of trees, woodland and hedgerows, and encourage new planting. In particular, ancient woodland and aged or veteran trees will be protected. Development that will damage or lead to the loss of trees, woodland or hedgerows that contribute, either individually or as part of a group, to the visual amenity value or character of an area, and/ or that have landscape, historic or wildlife importance, will not normally be permitted. Proposals for new trees, woodland and hedgerows should be of suitable species, usually native, and where required for visual, noise or light screening purposes, trees, woodland and hedgerows should be of a size and species that will achieve this purpose. Trees, woodland and hedgerows will be protected and enhanced by ensuring development:</p> <ul style="list-style-type: none"> <li>• incorporates existing important trees, woodland and hedgerows into the design of new development and its landscape scheme; and</li> <li>• prevents damage to root systems and takes account of expected future growth; and</li> </ul>

	<ul style="list-style-type: none"> <li>• where possible, incorporates retained trees, woodland and hedgerows within public open space rather than private space to safeguard their long-term management; and</li> <li>• has appropriate protection measures throughout the development process; and</li> <li>• takes opportunities to plant new trees, woodland and hedgerows within the new development to enhance on-site green infrastructure and increase resilience to the effects of climate change; and</li> <li>• does not sever ecological corridors created by these assets.</li> </ul> <p>Proposals for works to trees will be considered taking into account:</p> <ul style="list-style-type: none"> <li>• the condition and health of the trees; and</li> <li>• the contribution of the trees to the character and visual amenity of the local area; and</li> <li>• the amenity and nature conservation value of the trees; and</li> <li>• the extent and impact of the works; and</li> <li>• any replanting proposals.</li> </ul> <p>The felling of protected trees will only be permitted if there is no appropriate alternative. Where a protected tree or group of trees is felled, a replacement tree or group of trees, on a minimum of a 1:1 basis and of an appropriate size and type, will normally be required. The replanting should take place as close to the felled tree or trees as possible having regard to the proximity of adjacent properties. Development should be positioned as far as possible from ancient woodland with a minimum buffer of 15 metres maintained between ancient woodland and the development boundary.</p>
DP38 'Biodiversity'	<p>Biodiversity will be protected and enhanced by ensuring development:</p> <ul style="list-style-type: none"> <li>• Contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure, so that there is a net gain in biodiversity, including through creating new designated sites and locally relevant habitats, and incorporating biodiversity features within developments; and</li> <li>• Protects existing biodiversity, so that there is no net loss of biodiversity. Appropriate measures should be taken to avoid and reduce disturbance to sensitive habitats and species. Unavoidable damage to biodiversity must be offset through ecological enhancements and mitigation measures (or compensation measures in exceptional circumstances); and</li> <li>• Minimises habitat and species fragmentation and maximises opportunities to enhance and restore ecological corridors to connect natural habitats and increase coherence and resilience; and</li> <li>• Promotes the restoration, management and expansion of priority habitats in the District; and</li> <li>• Avoids damage to, protects and enhances the special characteristics of internationally designated Special Protection Areas, Special Areas of Conservation; nationally designated Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty; and locally designated Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodland or to other areas identified as being of nature conservation or geological interest, including wildlife corridors, aged or veteran trees, Biodiversity Opportunity Areas, and Nature Improvement Areas.</li> </ul> <p>Designated sites will be given protection and appropriate weight according to their importance and the contribution they make to wider ecological networks. Valued</p>

	<p>soils will be protected and enhanced, including the best and most versatile agricultural land, and development should not contribute to unacceptable levels of soil pollution. Geodiversity will be protected by ensuring development prevents harm to geological conservation interests, and where possible, enhances such interests. Geological conservation interests include Regionally Important Geological and Geomorphological Sites.</p>
<p>DP39 'Sustainable Design and Construction'</p>	<p>All development proposals must seek to improve the sustainability of development and should where appropriate and feasible according to the type and size of development and location, incorporate the following measures:</p> <ul style="list-style-type: none"> <li>• Minimise energy use through the design and layout of the scheme including through the use of natural lighting and ventilation;</li> <li>• Explore opportunities for efficient energy supply through the use of communal heating networks where viable and feasible;</li> <li>• Use renewable sources of energy;</li> <li>• Maximise efficient use of resources, including minimising waste and maximising recycling/ re-use of materials through both construction and occupation;</li> <li>• Limit water use to 110 litres/person/day in accordance with Policy DP42: Water Infrastructure and the Water Environment;</li> <li>• Demonstrate how the risks associated with future climate change have been planned for as part of the layout of the scheme and design of its buildings to ensure its longer term resilience</li> </ul>
<p>DP41 'Flood Risk and Drainage'</p>	<p>Proposals for development will need to follow a sequential risk-based approach, ensure development is safe across its lifetime and not increase the risk of flooding elsewhere. The District Council's Strategic Flood Risk Assessment (SFRA) should be used to identify areas at present and future flood risk from a range of sources including fluvial (rivers and streams), surface water (pluvial), groundwater, infrastructure and reservoirs. Particular attention will be paid to those areas of the District that have experienced flooding in the past and proposals for development should seek to reduce the risk of flooding by achieving a reduction from existing run-off rates. Sustainable Drainage Systems (SuDS) should be implemented in all new developments of 10 dwellings or more, or equivalent non-residential or mixed development<sup>22</sup> unless demonstrated to be inappropriate, to avoid any increase in flood risk and protect surface and ground water quality. Arrangements for the long term maintenance and management of SuDS should also be identified. For the redevelopment of brownfield sites, any surface water draining to the foul sewer must be disconnected and managed through SuDS following the remediation of any previously contaminated land. SuDS should be sensitively designed and located to promote improved biodiversity, an enhanced landscape and good quality spaces that improve public amenities in the area, where possible. The preferred hierarchy of managing surface water drainage from any development is:</p> <ol style="list-style-type: none"> <li>1. Infiltration Measures</li> <li>2. Attenuation and discharge to watercourses; and if these cannot be met,</li> <li>3. Discharge to surface water only sewers.</li> </ol> <p>Land that is considered to be required for current and future flood management will be safeguarded from development and proposals will have regard to relevant flood risk plans and strategies.</p>

DP42 'Water Infrastructure and the Water Environment'	<p>New development proposals must be in accordance with the objectives of the Water Framework Directive, and accord with the findings of the Gatwick Sub Region Water Cycle Study with respect to water quality, water supply and wastewater treatment and consequently the optional requirement under Building Regulations – Part G applies to all new residential development in the district. Development must meet the following water consumption standards:</p> <ul style="list-style-type: none"> <li>• Residential units should meet a water consumption standard of 110 litres per person per day (including external water use);</li> <li>• Non-residential buildings should meet the equivalent of a 'Good' standard, as a minimum, with regard to the BREEAM water consumption targets for the development type. Development proposals which increase the demand for off-site service infrastructure will be permitted where the applicant can demonstrate;</li> <li>• that sufficient capacity already exists off-site for foul and surface water provision. Where capacity off-site is not available, plans must set out how appropriate infrastructure improvements approved by the statutory undertaker will be completed ahead of the development's occupation; and</li> <li>• that there is adequate water supply to serve the development.</li> </ul> <p>Planning conditions will be used to secure necessary infrastructure provision. Development should connect to a public sewage treatment works. If this is not feasible, proposals should be supported by sufficient information to understand the potential implications for the water environment. The development or expansion of water supply or sewerage/sewage treatment facilities will normally be permitted, either where needed to serve existing or proposed new development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impacts and that any such adverse impact is minimised.</p>
---	--

4.3.2. In December 2018, Homes England submitted an Outline Planning Application for a comprehensive mixed-use scheme including 3,040 dwellings, extra care accommodation, permanent gypsy and traveller pitches, neighbourhood centres, including retail and leisure facilities, two primary school campuses and a secondary school campus, healthcare facilities, public open space, employment land, recreation areas, play areas, pedestrian and cycle routes, roads, car parking. This is the Northern Arc development.

4.3.3. The overarching vision for the Northern Arc is translated into spatial and development proposals through 24 Strategic Development Principles (SDP), these are divided into five key topic areas that were detailed in the Masterplan Report. These have been applied in the design development of the WBLR, the following SDPs in particular are pertinent to the design consideration of the scheme.

#### 4.3.4. Access and Movement

**SDP 1 Access and Strategic Movement** – The new community at the Northern Arc will have a permeable layout that integrates and makes best use of the surrounding highway network, with access achieved from a number of points on it, and which maximises sustainable patterns of movement.

**SDP 2 Northern Arc Avenue** - In accordance with Local Plan policy, the development of the Northern Arc will include the provision of a link road between the A273 Isaac's Lane and the A2300 as described in SDP 1. This new link will be provided by the Northern Arc Avenue and will serve

both as a through route (alongside the A273 Sussex Way/Jane Murray Way) and as a development access road.

**SDP 4 Pedestrian and Cycle Links** - Alongside the Green Circle and the Green Super Highway, a network of secondary pedestrian and cycle links will be provided throughout the Northern Arc linking the area to the wider town. These will provide attractive, convenient and safe routes to facilitate sustainable movement, stitching together land uses while also improving health and well-being.

#### 4.3.5. Built Form

**SDP 5 Centres and Walkable Neighbourhoods** - The Masterplan proposes that the Northern Arc will have three neighbourhood centres, connected to each other by the Northern Arc Avenue. These centres will be conveniently located so people can walk to local facilities and services within 5 to 10 minutes of their home, as well as being accessible by cycle, public transport and car.

**SDP 7 Place-Making Objectives** - The Northern Arc will exemplify high standards of urban, landscape and architectural design to create a distinctive and attractive place with a high-quality public realm where people will want to live, work and visit for generations to come.

**SDP 8 Northern Arc Design Guide** - The place-making objectives will be given effect through the Northern Arc Design Guide. Submitted in support of the Outline Planning Application, this will set out the key urban design, public realm and place-making principles that will be applied across the whole of the new community.

#### 4.3.6. Landscape & Infrastructure

**SDP 14 Landscape and green infrastructure** - The development of the Northern Arc will preserve and enhance the established framework of woodlands, trees and hedgerows as part of the commitment to creating a high quality and distinctive place. Together with the meandering water courses these will define the character of the new community and frame its development.

**SDP 18 Topography** - The development will work with the Northern Arc's undulating topography to respect and build on the existing sense of place, as well as reducing the amount of earthworks and levelling required.

**SDP 19 Visibility** - The Masterplan seeks to minimise the visual impact effects of development on the South Downs National Park (approximately 4km to the southeast) and the High Weald Area of Outstanding Natural Beauty (approximately 2.5km to the northwest).

**SDP 20 Existing Utility Infrastructure** - The development will respond positively to a number of significant infrastructure features in the area.

#### 4.3.7. Sustainability

**SDP 22 Low Carbon Energy** - Development at the Northern Arc will promote low carbon energy technologies, meeting criterion 1 of Part L of Building Regulations through passive design and embracing the transition to electric vehicles.

**SDP 24 Construction and Material Use** - The development will take into consideration the whole life cost and embodied carbon of all building materials to encourage innovative and sustainable use of natural resources.

- 4.3.8. The proposed development partially falls under the catchment of the Hurstpierpoint and Sayers Common Parish 2031 Neighbourhood Plan. The following policy applies to the Proposed Development site:
  - AIM Transport Aim 5: Goddards Green: Support will be given for a traffic management scheme to be introduced to prevent additional traffic from the Burgess Hill Northern Arc, and the proposed Business Park at Goddards Green on the A2300 from using Cuckfield Road and Malthouse Lane.
- 4.3.9. Mid Sussex District Council have produced a range of adopted Supplementary Planning Documents (SPDs) to provide further detail on policies in the District Plan. The Development Infrastructure and Contributions SPD (adopted in July 2018) has been considered in the preparation of this application.
- 4.3.10. Other Planning Documents have been considered as part of this application:
  - Air quality and emissions mitigation guidance for Sussex (2021)
  - Planning Noise Advice Document: Sussex (November 2023)
  - West Sussex Transport Plan (2022-2036)
  - West Sussex Active Travel Strategy 2024-2036

## 5 PLANNING AND ENVIRONMENTAL CONSIDERATION

---

### 5.1 INTRODUCTION

5.1.1. Section 70(2) of the Town and Country Planning Act 1990 (as amended) and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. This section identifies the main planning considerations arising from the development plan applicable to this planning application as well as the material considerations warranting the grant of planning permission for the Proposed Development.

### 5.2 PRINCIPLE OF DEVELOPMENT

5.2.1. This Planning Statement reviews the principle of development against the relevant Mid Sussex District Plan local policies, national policies and the approved Northern Arc Masterplan SDP's.

5.2.2. Phase 2 of the WBLR will deliver an important piece of infrastructure that enables the development of the already approved Northern Arc. The development will facilitate active travel and use of public transport through the use of improved connections and accessibility. The landscaping and provision of the parklet provide placemaking and biodiversity benefits. Drainage, utilities and lighting have been considered together is safe and does not adversely impact the environment.

5.2.3. With the approved planning applications of the Northern Arc (DM/18/5114), and the first phase of the WBLR (DM/20/0254), alongside phase three of the WBLR (DM/25/0109) pending consideration, the principle of development is already established.

### 5.3 DESIGN AND ACCESS

5.3.1. The Design and Access Statement has been prepared to support the application and sets out how the design will be of high quality and include appropriate landscaping in line with Local Plan policies DP7 and DP26.

5.3.2. The Northern Arc Masterplan, approved by MSDC in 2018, establishes a vision and Strategic Development Principles (SDP) for the Northern Arc. The WBLR has been designed in accordance with the Northern Arc Masterplan, specifically SDP's 5 and 8, which ensure that the proposed development achieves good quality design.

5.3.3. The design standards as dictated in Chapter 3 of this Planning Application ensure that the WBLR, with the segregated cycleway/footway and the parklet, provide the high quality places that paragraph 131 of the NPPF defines as what the planning and development process should achieve.

5.3.4. The design considerations for the Proposed Development are principally focused on its function and compliance with applicable design standards for highways and other infrastructure. In accordance with the Design Guide, the Proposed Development has been designed as a 'primary road' in accordance with the identified Street Hierarchy.

5.3.5. In addition, the inclusion and integration of active travel links within and connecting with the WBLR promote the sustainable transportation that the NPPF promotes, specifically within paragraphs 109, 110, 115, 116, 117 and 118. The segregated cycleway/footway minimises scope for conflict, promoting walking and cycling within the Northern Arc Development, creating links with the Green Circle Route, which will improve the connections with the established residential and commercial

areas in Burgess Hill. These genuine choices of transport modes, along with the provision of new public transport routes, ensure that the WBLR will help to reduce congestion and limit emissions.

- 5.3.6. Additionally, the design of the junctions, with the raised table, ensure that safety is paramount at these points where potential conflict points are highest.
- 5.3.7. These design aspects also satisfy the design policies within the local plan, DP26, providing high quality design and including appropriate landscaping, and creates a pedestrian-friendly layout that is safe, well-connected, legible and accessible.
- 5.3.8. The WBLR responds to the relevant design requirements set out in DP9 for the transport infrastructure, being “highly attractive and functional”, providing connections for the whole Northern Arc site, with permeable network of streets and spaces that are attractive and pedestrian friendly. Phase 2 of the WBLR allows for the creation of the whole road in conjunction with the other phases, enabling improved eastwest connections over the Northern Arc, alongside segregated cycleway/footway to allow for sustainable active travel movement.
- 5.3.9. Overall, the proposed development has embedded the placemaking principles within the design, and is considered to have satisfied the local and national policies on design and access.

## **5.4 LAND USE**

- 5.4.1. As set out within policies DP7 and DP9 of the MSLP, the land at the north west of Burgess Hill has been identified and approved for use for road and active travel infrastructure to help support the development of the Northern Arc. The proposed development provides the highway and transport improvements that will enable movement in the Northern Arc, as well as the sustainable development of the town of Burgess Hill.
- 5.4.2. As an integral part of the approved Northern Arc Masterplan, it is already considered that the WBLR makes effective use of land (paragraph 126 of the NPPF) and is key to achieving well designed place (paragraphs 131 and 135). The addition of trees and the parklet improve the quality of the environment, as demonstrated in paragraph 136 of the NPPF.
- 5.4.3. The WBLR avoids the most sensitive areas of the site, maintaining the areas of Ancient Woodland, in accordance with paragraph 187 of the NPPF and DP37 in the local plan, and bridging over areas of flood risk from the River Adur, calculated to the 100 years plus 105% climate change fluvial event. Having taken into account this scale of flooding, the proposed development is compliant with paragraphs 164, 170, 172 and 181 of the NPPF in preparing for climate change, directing development where possible away from flood risk, taking the necessary steps to minimise flood risk, including over the lifetime of the development, and ensuring flood risk is not raised elsewhere. This is also the best use of land, as limited development can occur in the floodplain. The proposed development utilises land that is more suitable for development than these sensitive or at risk areas.
- 5.4.4. From the above analysis, the proposed development can be considered in compliance with policies pertaining to land use.

## **5.5 RESIDENTIAL AMENITY (NOISE, LIGHTING, AIR QUALITY)**

- 5.5.1. Policy DP29 of the MSDC covers noise air and light pollution.
- 5.5.2. The Further Information Report measures the impact of noise levels from the development. The report concluded that, at the closest sensitive receptor, approximately 230 metres away,

construction noise levels were “classified as very low and therefore not significant”, and the noise environment in the surrounding area is dominated by road traffic noise. There are also no significant adverse impacts from the operational road traffic noise. Impacts on noise are aligned with policy DP29, as development will not generate unacceptable levels of noise.

- 5.5.3. Also discussed in the FIR is the impact to air quality. In the ‘Do Something’ scenarios, assessments indicate that air pollutant concentration will have a negligible impact, also ensuring the development’s compliance with DP29.
- 5.5.4. There may be an increase in pollution from the use of the WBLR, although this is considered to be acceptable given the benefits of the development of the Northern Arc. The incorporation of the shared cycleway/footway and connections to the wider active travel network also promotes more sustainable travel, which will reduce the pollution created. Along with the public transport, this satisfies policy DP21 for a resilient transport network that reduces carbon emissions over time, also covered in paragraph 110 of the NPPF.
- 5.5.5. The proposed lighting scheme will ensure that the neighbouring areas do not have light spillage onto their property as that would be deemed unacceptable in line with the current guidelines. The chosen lighting equipment for this area follows the lighting specifications from West Sussex County Council.
- 5.5.6. In line with the Street Design Adoption Manual, the Phase 2 road is to be lit. 6m columns are proposed in accordance with WSCC current lighting design guide for this type of road. Carriageway columns will be located in the 2.75m verge with a minimum lateral clearance of 10m from the verge trees. Being in line with the guidance ensures correct levels of lighting for safety, without introducing too much light pollution.
- 5.5.7. The development is compliant with policy on noise, light and air pollution.

## **5.6 ENVIRONMENTAL CONSIDERATIONS**

### **ECOLOGY AND ARBORICULTURE**

- 5.6.1. Policy DP37 seeks to ensure that development does not damage or lead to loss of trees and where possible incorporating existing important trees, woodland and hedgerows into the design of the development. The areas of Ancient Woodland to the north and south of the development are unaffected, with the minimum clearance between the footprint of the works and the woodland outlined in the CEMP.
- 5.6.2. Some hedgerows and trees will be lost as they cannot be avoided. This loss will be compensated for by the planting of new trees and the creation of the parklet area. As noted in chapter 3 of this planning statement, landscaping plans have been submitted as part of this application, and are in line with the overarching vision for the Northern Arc and the placemaking principles which have been approved with the Masterplan. The number of trees has been maximised, whilst maintaining required visibility splays at junctions.
- 5.6.3. The protection of the highest quality areas of environment (Ancient Woodland) and the enhancement of the landscapes through tree planting and the landscaping plans ensure alignment with paragraph 187 of the NPPF and DP37 of the MSLP.
- 5.6.4. Providing these habitat spaces in the development is crucial to protect biodiversity, covered in DP38 and paragraph 187 of the NPPF. Ensuring more trees and green spaces are planted than those lost will result in biodiversity net gain, taking the opportunities to enhance green infrastructure.

5.6.5. The above analysis shows that the proposed development is aligned with policies concerning trees and biodiversity.

## **HERITAGE**

5.6.6. There are no listed buildings within the vicinity of the proposed development that will be impacted, the closest being approximately a kilometre away.

5.6.7. As detailed in the FIR, the Site is considered to have a low potential for archaeological remains of early prehistoric, Romano-British, early medieval and medieval date. There is considered to be a moderate potential for later prehistoric and a moderate to high potential for evidence of post-medieval and modern activity of low (local) heritage significance. The potential archaeological remains would suffer an impact of high magnitude and as such a major to moderate significance of effect. Although considered significant in terms of the 'EIA Regulations', the effects would be reduced through a programme of mitigation. Following mitigation, the residual effects would not be considered significant under the 'EIA Regulations'.

5.6.8. The geophysical survey did not record any anomalies of considerable heritage significance within the Site.

5.6.9. The FIR concludes that a programme of archaeological mitigation will reduce the significance of adverse impacts of development on a post-medieval bridge crossing the River Adur in the northern extent of the Site to acceptable levels.

5.6.10. Mitigations of impact on heritage assets help to ensure that no unacceptable impact will occur, keeping the development in line with policy DP34.

## **FLOOD RISK AND CLIMATE CHANGE**

5.6.11. As covered in the land use section of this consideration, the proposed development is compliant with paragraphs 164, 170, 172 and 181 of the NPPF in preparing for climate change, as the bridge has been designed to avoid flood risk from the River Adur, calculated to the 100 years plus 105% climate change fluvial event. Development has been directed away from areas of possible flood risk, including over the lifetime of the development. Modelling has concluded that flood risk is not raised elsewhere.

5.6.12. Policy DP41 emphasises the need for development to follow a sequential risk-based approach, ensure development is safe and not increase the risk of flooding, using the Council's Strategic Flood Risk Assessment to identify particular areas at flood risk. As a bridge development, it is necessary for some development to occur within flood zone 2, to enable further sustainable development, with the precedent for acceptance within the Northern Arc Masterplan.

5.6.13. As set out within Chapter 3 of this document, due to the gradient of the site, it is not possible to incorporate swales or filter drains to collect the carriageway run off. A traditional kerb and gully system is therefore being proposed. The water will pass through a petrol interceptor to remove silt and any buoyant pollutants before passing through an attenuation tank and discharging into the river at the agreed greenfield run off rate. This will ensure that surface water runoff will remain within acceptable levels for flood risk, aligning the proposed development with paragraph 172 of the NPPF. This follows the preferred hierarchy in policy DP41 of the MSDP, where, as infiltration measures are not possible, attenuation and discharge to watercourses are desired.

5.6.14. From the above analysis, the development can be considered to be in compliance with policies on flood risk.

## TRANSPORT

5.6.15. As a highway infrastructure focussed application, great care has been taken to ensure that the proposed development is in compliance with the national and local policies that cover the scope of movement improved by the scheme.

5.6.16. WBLR has been designed to facilitate a public transport corridor, ensuring that the Northern Arc development will be accessible through sustainable methods, satisfying policy DP7, DP9, DP2 and DP39.

5.6.17. Incorporating the public transport network supports the objectives of the West Sussex Transport Plan 2011-2026, as cited in DP21. It promotes the use of 'alternative means of transport to the private car', and, alongside the segregated cycleway/footway creates a network that is safer and healthier to use, connecting with wider active travel networks.

5.6.18. The Proposed Development provides connected shared surfaces on both sides of the WBLR and a legible connection for pedestrians and cyclists through the Application Site. As such it is considered to respond to the general principles for strategic development in Burgess Hill as set out in Policy DP7, and to provide appropriate opportunities for more sustainable transport, as set out in paragraph 109 and 115 of the NPPF.

5.6.19. The segregated cycleway/footway also allows for improved connections within the Northern Arc and intersect with existing rights of way, as well as the future Green Circle Route, consistent with the objectives of Policy DP22 to provide convenient and joined up routes.

5.6.20. Providing these active travel and highway network infrastructure also ensures consistency with SDP's 1, 2 and 4 of the Northern Arc Masterplan.

5.6.21. Through the provision of new highways infrastructure, the Proposed Development is considered to be consistent with Transport Aim 5: Goddards Green of the Hurstpierpoint and Sayers Common Parish 2031 Neighbourhood Plan which states that 'Support will be given for a traffic management scheme to be introduced to be introduced to prevent additional traffic from the Burgess Hill Northern Arc, and the proposed Business Park at Goddards Green on the A2300, from using Cuckfield Road and Malthouse Lane'.

5.6.22. From the above analysis, the proposed development can be considered compliant with the policies concerning transport and movement.

## SUSTAINABILITY

5.6.23. As the key purpose of planning, stated in paragraph 7 of the NPPF, sustainability has been integrated in all aspects of the proposed development, to minimise impact and take opportunities to introduce more sustainable elements, meeting the needs of the present to deliver the Northern Arc, without compromising the needs of future generations. These have been introduced throughout this planning statement, and are summarised below.

5.6.24. Water management around the bridge protects the river from contamination – discharging the drainage into the highway's drainage system, protecting the River Adur from pollutants.

5.6.25. The bridge has been designed to withstand the impacts of flooding over the lifetime of its use.

- 5.6.26. The construction of the bridge has also been considered to lessen the impact on the environment and improve stability, for example, through the use of smaller prestressed beams and cement replacement materials.
- 5.6.27. The highest quality environmental areas, such as the plots of ancient woodland, are protected from degradation, and the parklet, wildflower seeded verges and replacement trees ensures that biodiversity is maintained and enhanced where available, improving the overall habitat on site.
- 5.6.28. The shared cycleway/footway and public transport elements provide the opportunities for more sustainable, safe and convenient transport around the proposed Northern Arc and wider community.
- 5.6.29. Through these interventions, the proposed development is in accordance with the sustainability SDP's in the Northern Arc Masterplan, DP39 'Sustainable Design and Construction' and paragraph 7 of the NPPF.

## 6 CONCLUSION AND PLANNING BALANCE

---

### 6.1.1. Planning permission is sought for:

Second phase of the Western Bridge and Link Road, comprising the construction of a two-lane single carriageway road, with 3m shared surface (cyclist/pedestrian) on the west side of the highway, and a segregated 5m cycleway/footway on the east side. Connecting to the first phase of WBLR at the roundabout junction on the A2300. Provision of Western Bridge, spanning 71m, carrying the highway and cycleway/footway over the River Adur and floodplain, connecting with future phases at the eastern extent. Includes provision of access to future residential areas, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting and landscaping.

- 6.1.2. The WBLR is an essential early-phase element of the approved Northern Arc development. This road provides key strategic connections to A roads in the vicinity. The proposed development also incorporates shared surfaces for active travel which connect to and expand the local network, improving sustainable travel opportunities for existing communities and future development. The development includes landscaping which provides benefits for biodiversity, ecology and amenity for future residents.
- 6.1.3. It is acknowledged that some adverse environmental effects may be experienced during the construction phase, although these impacts will be temporary in nature and controlled by onsite best practice measures in line with the submitted Construction Environmental Management Plan (CEMP). Once the Proposed Development is complete and operational, the benefits of bringing the Proposed Development forward are considered to outweigh the identified adverse effects.
- 6.1.4. As set out in Policy DP9, the development proposals for the north western area of Burgess Hill, for the Northern Arc, should include “sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and Strategic Road Network in Burgess Hill and the surrounding area. This will include (i) the new Northern Link Road through the Strategic Allocation Area helping to alleviate additional traffic to the town and offering an alternative route around Burgess Hill; the road will be designed as a central boulevard offering a highly attractive and functional route through the Strategic Allocation Area; (ii) improved links across the A2300 and A273 Sussex Way/ Jane Murray Way to improve integration with the remainder of Burgess Hill; (iii) improved east-west connections across the strategic site; (iv) provision of new bus routes or diversion of existing routes to connect with key hubs including railway and bus stations and Burgess Hill and Haywards Heath town centre; (v) a legible and permeable network and hierarchy of safe streets and public rights of way including pedestrian cycleways and appropriate high quality street furniture; (vi) streets and spaces that are attractive and pedestrian friendly”.
- 6.1.5. As evidenced throughout this planning statement and the additional submitted documents and drawings, this proposed development positively responds to the above requirements and is in compliance with policy DP9.
- 6.1.6. Facilitating the needed and approved development of the Northern Arc, it should be considered that, despite the temporary negative construction impacts, which will be mitigated by the CEMP, the proposed development delivers positive impacts which greatly outweigh the identified issues.



6.1.7. Accordingly, it should be considered that the proposed development complies with national and local planning policies, and as such, this application, alongside the submitted drawings and other documents, should be granted planning permission.



1 Capital Quarter  
Cardiff  
Wales  
CF10 4BZ

**wsp.com**

CONFIDENTIAL