

Delegated Decision

Sign off Sheet

Ref. No:	DM/24/2970	Case Officer:	Joanne Fisher
Application Type:	Full Application		
Proposal:	Construction of new commercial building within classes E(g), B2 and B8.		
Site:	Capital Hair And Beauty, Unit A, Consort Way, Burgess Hill, West Sussex, RH15 9TJ, ,		
Validation Date	4 Dec 2024	Overall Expiry Date:	17 Mar 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	4 Apr 2025
Recommendation:	Permission	Recommendation Date:	4 Apr 2025
Target Date:	5 Mar 2025	Recommending Officer Signature:	Joanne Fisher

Date Legal Agreement Completed: (if applicable)		No of Representations:	2
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Signed and Agreed By:	Stephen Ashdown	Date:	7 Apr 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/24/2970

**Capital Hair And Beauty, Unit A, Consort Way, Burgess Hill, West Sussex, RH15 9TJ,
Construction of new commercial building within classes E(g), B2 and B8.
Mr Peter Vans Agnew**

SUMMARY OF REPRESENTATIONS

2 letters of COMMENTS raising the following points:
- concerns on site boundaries and vehicle access routes to ensure that vehicle access from the road and 4 parking spaces are available for neighbouring occupier.

SUMMARY OF CONSULTEES

WSCC Highways

No objection subject to conditions.

WSCC LLFA

No objection subject to conditions.

MSDC Ecology Consultant

Recommend approval subject to conditions.

MSDC Environmental Protection

Recommend approval with conditions.

MSDC Contaminated Land

Recommend approval with conditions.

Southern Water

Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

South East Water

Not received.

TOWN COUNCIL OBSERVATIONS

Recommend Approval. Subject to the conditions recommended by the Planning Officers were executed.

INTRODUCTION

Planning permission is sought for the construction of new commercial building within classes E(g), B2 and B8 at Capital Hair and Beauty, Unit A, Consort Way, Burgess Hill.

RELEVANT PLANNING HISTORY

BH/022/78 - The erection of Unit A, 16,000 sq.ft. and Unit B, 25,200 sq.ft. Industrial/Warehouse development. The construction of roads and sewers to serve the above development. Approved.

The site is currently vacant with hardstanding as the former building was destroyed by fire.

SITE AND SURROUNDINGS

The site is relatively level set at a lower level from the highway. It comprises of a cleared area of land with hardstanding set on the corner of Consort Way and Jubilee Way within Victoria Business Park, a large industrial estate. The site is surrounded by existing industrial buildings which predominately have large footprints and are two to three storeys in height. The surrounding businesses are a mixture of warehouse and light industrial uses.

Vehicular access to the site is provided by an existing shared access on the site's north-eastern corner onto Consort Way.

To the north of the site is a wide grass verge which forms the boundary with Consort Way. A small group of trees about the western edge of the site but these are not within the application site boundary and are remote from the part of the site which would be subject to building works. Two buildings, in third party ownership and outside the site boundary, adjoin the eastern and southern edges of the land.

The site lies within the built up area as defined in the District and Neighbourhood Plan.

APPLICATION DETAILS

The development proposals comprise of the construction a new commercial unit with associated vehicle access and parking bays. This seeks to replace a commercial building which was previously on the site which was destroyed by a fire.

The replacement building footprint would be similar to the previous buildings footprint that was demolished due to fire damage. The proposed building will be subdivided into three self-contained, commercial/industrial units with dedicated parking spaces and shared use of the existing vehicle access which will be retained.

The building would measure some 42.4 metres in length, 29.7 metres in depth, with an eaves height of some 6.9 metres and an overall height of some 8.9 metres. The building would be on a brick plinth with grey metal walls and roof. A single roller shutter door would be provided for each of the three units to the front elevation. On the roof would be 24 solar panels. Internally each unit would benefit from a kitchen area and toilet.

The building would be sited towards the rear (southern) part of the site with car parking and servicing area laid out to the front. Vehicular access would be via the existing entrance onto Consort Way. On site there would be a total of 22 car parking spaces to serve the development. This would include seven EV charging spaces and two disabled parking bays.

It has been submitted that the units would be used within light industrial, general industrial and storage uses (within use classes E(g), B2 and B8).

LEGAL FRAMEWORK AND LIST OF POLICIES

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

Specifically Section 70 (2) of the Town and Country Planning Act 1990 states:

'In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to application,*
- b) Any local finance considerations, so far as material to the application, and*
- c) Any other material considerations.'*

Section 38(6) Planning and Compulsory Purchase Act 2004 provides:

'If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

The requirement to determine applications "in accordance with the plan" does not mean applications must comply with each and every policy, but is to be approached on the basis of the plan taken as a whole. This reflects the fact, acknowledged by the Courts, that development plans can have broad statements of policy, many of which may be mutually irreconcilable so that in a particular case one must give way to another.

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocations Development Plan Document (DPD) and the Burgess Hill Neighbourhood Plan.

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

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP1 - Sustainable Economic Development
DP17 - Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC)
DP21 - Transport
DP26 - Character and Design
DP29 - Noise, Air and Light Pollution
DP38 - Biodiversity
DP41 - Flood Risk and Drainage

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

Relevant policies:

SA34: Existing Employment Sites
SA38: Air Quality

Neighbourhood Plan

The Neighbourhood Plan for Burgess Hill was 'made' in January 2016. It forms part of the development plan with full weight.

There are no relevant policies.

Other Material Considerations

Mid Sussex District Plan 2021 - 2039 - Submission Draft (Regulation 19)

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to some of the Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant policies:

DPS1 - Climate Change
DPS2 - Sustainable Design and Construction
DPS4 - Flood Risk and Drainage
DPN2 - Biodiversity Net Gain
DPN6 - Pollution
DPN7 - Noise Impacts
DPN9 - Air Quality
DPN10 - Land Stability and Contaminated Land
DPB1 - Character and Design
DPT3 - Active and Sustainable Travel
DPE1 - Sustainable Economic Development
DPE2 - Existing Employment Sites

Mid Sussex Design Guide Supplementary Planning Document (SPD)

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

National Planning Policy Framework (NPPF) (December 2024)

The NPPF sets out the government's policy in order to ensure that the planning system contributes to the achievement of sustainable development. Paragraph 8 sets out the three objectives to sustainable development, such that the planning system needs to perform an economic objective, a social objective and an environmental objective.

Paragraph 12 of the NPPF states '*The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.*'

Paragraph 39 of the NPPF states '*Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.*'

With specific reference to decision-taking paragraph 48 states that planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise.

National Design Guide/Code

Published in 2021, the National Design Guide illustrates how the government consider well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

Paragraph 134 of the NPPF sets out that this national document, along with the National Model Design Code, should be used to guide decisions on application in the absence of locally design guides or design codes.

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows;

- Principle
- Design and Impact on character of the area
- Highways
- Impact on surrounding properties
- Flood risk and Drainage
- Ecology
- Sustainability
- Ashdown Forest
- Biodiversity Net Gain
- Planning Balance / Conclusion

Principle

Policy DP1 allows for sustainable economic development and in part states that it seeks to '*encourage the high quality development of land and premises to meet the needs of 21st century businesses*'. In addition it seeks the effective use of employment land and premises by '*Protecting allocated and existing employment land and premises*'.

Policy SA34 of the Sites Allocation DPD relates to existing employment sites, classified as those in use classes E(g): Business, B2: General Industrial or B8: Storage or Distribution. The area of Victoria Business Park East, Consort Way/Albert Drive in Burgess Hill is identified as an employment area in the District. This states in part that:

'Proposals for intensification within the boundary of Existing Employment Sites will be supported providing it is in accordance with other development plan and national policies.

Redevelopment for employment use within the boundary of Existing Employment Sites (as shown in Appendix A and on the Policies Map) will be supported where it does not result in the overall loss of employment floorspace.'

The NPPF is also relevant and at paragraph 85 states that '*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.*'

The site is situated within an existing commercial area and previously had a commercial building on the site which was subject to a fire. The proposal seeks to re-develop the site with a new commercial building to provide 3no small units. The submitted Planning Statement sets out that '*the size of units being proposed is in the ideal size range to cater for both local market demand and from companies wishing to relocate into the town.*'

It is considered that the principle of the construction of a new commercial building on the site providing 3 smaller units is acceptable and is compliant with relevant policies which supports the retention of employment sites and sustainable growth of all types of business through well-designed new buildings. The site lies within an existing commercial area where there is a mixture in the scale and uses of buildings. It is considered that the proposal would retain the commercial use whilst respecting character and use of the area.

In line with policy SA34 of the Sites Allocation DPD the proposed redevelopment should remain within the E(g), B2 or B8 use class which the proposal seeks to do. A condition could be placed on an approval to ensure that the units remain within these uses.

The proposal thereby complies with policy DP1 of the District Plan, policy SA34 of the SADPD and the provisions of the NPPF.

Design and Impact on character of the area

Policy DP26 of the District Plan relates to character and design. In part it requires developments to be well designed, be of a high quality design and layout with appropriate landscaping and greenspace; contribute positively to and clearly define public and private realms as well as creating a sense of place whilst addressing the character and scale of surrounding buildings and landscape. In addition, it requires development to incorporate well integrated parking that does not dominate the street environment.

Design Principle DG44 of the Mid Sussex Design Guide relates to the design of commercial buildings and states that *'Employment buildings should respond positively to the character and architectural traditions of the District in terms of scale, mass, form, materials and detailing.'* In addition it states that *'on industrial estates as a general principle, the landscape and public realm should form the dominant feature within employment areas with the buildings forming a more neutral background. As such, the design of simple, rectilinear buildings within the landscape is promoted.'*

Paragraph 131 of the NPPF states that:

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

The proposal is to provide one building subdivided into three smaller units. It would be of a similar scale to the previous building and to other buildings surrounding the site. There is a mixture in the design and materials of other commercial buildings within the vicinity. It is considered that the proposed building which is to have grey cladding on the walls with three roller shutter doors to the front elevation would be appropriate to its use and context. The building is to be set back from the highway approximately in line with the frontage of the neighbouring building and an area of hardstanding to the front. This is similar to the previous situation.

Overall, the building is considered to be appropriate in character and appearance and is in-keeping with the existing commercial nature of the application site.

The proposal is thereby considered to comply with policy DP26 of the District Plan, the principles of the Design Guide and the requirements of the NPPF.

Highway

Policy DP21 of the District Plan seeks to ensure that schemes are sustainably located to minimise the need for travel, and protect the safety of road users and pedestrians, and seeks to provide adequate parking in relation to development proposals.

Paragraph 115 of the NPPF is relevant in respect of transport matters and states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) 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.'*

In addition, para 116 states;

'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 would be severe.'

The proposal is for the redevelopment of the site following the removal of the previous fire damaged building with a new commercial building which will provide 3no units. The proposal is to utilise the existing access onto Consort Way which is shared with the neighbouring building. This was the previous situation with the former building. Plans show that the proposal would provide 22 parking spaces to include 9 visitor space, 2 disabled spaces and spaces for each unit, with 7 spaces been equipped with EV charging facilities.

The Highways Authority has considered the proposal and raise no objection. They consider that given the location and the options to travel sustainably that the site is providing an adequate level of parking for the site and within the constraints of the site.

In light of the above, it is considered that the proposal is acceptable in highway terms and complies with policy DP21 of the District Plan.

Impact on surrounding properties

Policy DP26 of the District Plan relates to character and design of proposals. Within this there is a requirement that proposals do *'not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution'*.

Policy SA38 of the SADPD relates to Air Quality. It requires developments to demonstrate that there is not unacceptable impact on air quality. It sets out that mitigation measures will be secured either through a negotiation on a scheme, or via the use of planning condition and/ or planning obligation depending on the scale and nature of the development and its associated impacts on air quality.

The site is situated within a commercial area of Burgess Hill surrounded by other commercial buildings. There are no residential properties adjoining the site with the nearest residential property over 190 metres away and intervening buildings providing some level of screening. Given this separation distance and the surrounding industrial context, it is unlikely that daytime activities would generate noise levels that could cause a nuisance to nearby residents.

As the proposal is for major commercial development, the application has been accompanied by an Air Quality Assessment. Following comments from the Council's Environmental Protection Officer this was updated. This sets out a number of mitigation measures which includes 7 EV charge points and PV panels to the building. A condition has been requested by the Environmental Protection Officer to ensure that all works forming part of the approved scheme of mitigation measures to improve air quality must be completed prior to the occupation of any part of the development.

The proposal is thereby considered to comply with the relevant part of policy DP26 of the District Plan.

Flood risk and Drainage

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

The site falls within the 1 in 30, 1in 100 and 1in 1000 surface water flood extent.

The applicant has provided a Flood Risk Assessment and Surface Water Drainage Strategy to account for the local flood risk issues and surface water drainage at this location.

During the course of the application revised drainage details have been submitted following an initial objection and request for further information from the LLFA.

The LLFA has considered the application and additional information and raised no objection subject to a number of conditions.

The proposal is thereby considered to comply with policy DP41 of the District Plan.

Ecology

Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) lists species of animal (other than birds) which are provided special protection under the Act. Under Section 13 of the Act, all wild plants are protected from being uprooted without the consent of the landowner. In addition to the protection afforded by the Act, certain species are also covered by European legislation. These species are listed in Schedule 2 of the Conservation (Natural Habitats, 7c.) Regulations 1994 (as amended).

Policy DP38 of the District Plan relates to Biodiversity and seeks proposals to protect and enhance biodiversity

An Ecological Value Letter (Co-ecology Ltd., December 2024) has been submitted as part of the application. It sets out that approximately 2m² of the grass verge will be lost to facilitate a parking bay. It has been identified that this verge has limited ecological value due to its small size and absence of any connectivity to habitats in the wider landscape. The verge, which has a total length of 80m, is surrounding on all sides by hardstanding, buildings and tarmacked roads. It concludes that no further surveys or assessment is required due to the nature of the site and the negligible ecological value and negligible risk of the presence of any protected species from the proposed development.

The Council's Ecology Consultant has considered the application and raise no objection.

There is no reason for Officers to come to a different conclusion. The Council's Ecology Consultant has requested a condition regarding a biodiversity enhancement strategy. In this instance it is not considered necessary as there are no green areas existing on the site nor proposed as it is within a commercial area.

The proposal is thereby considered to comply with Policy DP38 of the District Plan.

Sustainability

Policy DP21 of the District Plan relates to transport. In part it requires schemes to be '*sustainably located to minimise the need for travel*' and take '*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*'. In addition, it requires where '*practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.*'

Policy DP39 of the District Plan relates to Sustainable Design and Construction and requires development proposals to improve the sustainability of development. It states:

'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:

- o Minimise energy use through the design and layout of the scheme including through the use of natural lighting and ventilation,*
- o Explore opportunities for efficient energy supply through the use of communal heating networks where viable and feasible,*
- o Use renewable sources of energy,*
- o Maximise efficient use of resources, including minimising waste and maximising recycling/re-use of materials through both construction and occupation,*
- o Limit water use to 110 litres/person/day in accordance with Policy DP42: Water Infrastructure and the Water Environment,*

o 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'

Principle DG37 of the Council's Design Guide deals with 'sustainable buildings' and states;

'The Council welcomes innovative and inventive designs that respond to the sustainability agenda by minimising the use of resources and energy both through building construction and after completion.'

Paragraph 161 of the NPPF states:

'The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.'

In addition, paragraph 166 states:

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

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.'*

The application has been accompanied by a Sustainability Statement. This sets out that the *'building envelope incorporates a durable steel frame construction with aluminium cladding, enhancing the building's thermal performance'*. It also identifies that seven EV charging points are to be installed within the development to encourage the use of electric vehicles; the units will be installed with water-efficient systems and fittings. Within the statement it sets out the PV panels are being explored as a source of on-site renewable energy. PV panels are shown on the submitted roof plan.

The site is within a sustainable location close to a bus stop which would encourage the use of public transport to the site for staff.

The proposal is thereby considered to comply with policies DP21 and DP39 of the District Plan and the requirements of the NPPF.

Ashdown Forest

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

The potential effects of development on Ashdown Forest were assessed during the Habitats Regulations Assessment (HRA) process for the Mid Sussex District Plan 2014-2031. This process identified likely significant effects on the Ashdown Forest SPA from recreational disturbance and on the Ashdown Forest SAC from atmospheric pollution.

A Habitats Regulations Assessment has been undertaken for the proposed development in this planning application.

Recreational disturbance

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

In accordance with advice from Natural England, the HRA for the Mid Sussex District Plan 2014-2031, and as detailed in District Plan Policy DP17, mitigation measures are necessary to counteract the effects of a potential increase in recreational pressure and are required for developments resulting in a net increase in dwellings within a 7km zone of influence around the Ashdown Forest SPA. A Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) mitigation approach has been developed. This mitigation approach has been agreed with Natural England.

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

Atmospheric pollution

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

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

Conclusion of the Habitats Regulations Assessment

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

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

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

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. Under the statutory framework for biodiversity net gain this application comprises development below the de-minimis threshold meaning that this development is exempt from providing biodiversity net gain.

Other matters

The comments from the neighbouring commercial property are noted. The blocking of the access road or the parking spaces used by the neighbouring commercial building are a private matter.

The comments of the Contaminated Land Officer are noted. The requested conditions in respect of contamination, including a site investigation report, risk assessment and verification plan are to be placed on the permission to ensure that the site is safe for its intended end user.

PLANNING BALANCE AND CONCLUSION

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the Development Plan and then to take account of other material planning considerations including the NPPF. The Development Plan in this instance consists of the Mid Sussex District Plan, the Site Allocations Development Plan Document and the Burgess Hill Neighbourhood Plan.

Courts have confirmed that the Development Plan must be considered as a whole, not simply in relation to any one individual policy. It is therefore not the case that a proposal must accord with each and every policy within the Development Plan.

The proposal would result in the effective use of employment land within an existing commercial area which is supported by Policy DP1 of the District Plan and Policy SA34 of the SADPD. It is considered that the design and scale of the building is acceptable and would be in keeping with the character of the area. The proposal would result in three commercial units which would result in additional employment to the area.

The proposal would result in a neutral impact on residential amenity, highway provision, flooding and on the Ashdown Forest.

The proposed development is compliant with policies DP1, DP21, DP26, DP29, DP38 and DP41 of the Mid Sussex District Plan, and policies SA34 and SA38 of the Site Allocation Development Plan. It is also compliant with the provisions contained within the NPPF.

Overall, it is considered that the proposed development is acceptable and as such it is recommended that planning permission be granted.

Decision: Permission

Case Officer: Joanne Fisher