

Brookleigh – Northern Arc avenue Central Section Reserved Matters Application

Planning Statement

Homes England
Planning Statement

February 2025

Quality information

Prepared by	Checked by	Verified by	Approved by
Niamh McDevitt Consultant Planner	Jim Strike Director	Melissa Robertshaw Director	Jim Strike Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
V1	24/01/25	Draft for Client Review	JS	Jim Strike	Director
V2	11/02/25	Final Report	JS	Jim Strike	Director

Prepared for:

Homes England

Prepared by:

AECOM Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom
aecom.com

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1. Introduction

- 1.1 This Planning Statement has been prepared by AECOM on behalf of Homes England ('The Applicant') for the proposed Central Section of the Northern Arc avenue within the Brookleigh (Northern Arc) Site (Burgess Hill Northern Arc, Land N And NW Of Burgess Hill, Between Bedelands Nature Reserve in The East And, Goddard's Green Waste Water Treatment Works In The West) (hereafter referred to as 'the Site').
- 1.2 The application is submitted to Mid Sussex District Council (MSDC) as the determining local planning authority under the Town and Country Planning Act 1990 (as amended) and the Town and County Planning (Development Management Procedure) Order 2015.
- 1.3 The Reserved Matters application seeks permission for:
- "The construction of a single carriageway link road from the tie-in with the proposed Western Bridge and Link Road (WBLR), through to the proposed tie-in with Eastern Bridge and Link Road (EBLR) including tie-ins to the existing B2036 Cuckfield Road. The primary east-west route will typically comprise of a new 6.5m carriageway with one 3m shared footway/cycleway and one 2m wide footway and two 2.75m verges. While the 6.5m wide carriageway will be consistent throughout, some sections of the primary east-west route will diverge from this typical arrangement to complement area specific requirements. The northern link to the B2036 Cuckfield Road from the proposed east-west road will consist of a new 6.5m wide carriageway and single 2m footway. The southern link to the B2036 Cuckfield Road from the proposed east-west road will consist of a new 6.5m wide carriageway and a short extension of the Green Super Highway extending to the driveway entrance servicing the existing Oak Barn Bar & Restaurant carpark. The western end of the east-west road corridor and the southern link to the B2036 Cuckfield Road will both facilitate connections to the Green Superhighway. All will be constructed to an adoptable standard, together with associated crossing points, earthworks and vegetation removal, surface water and foul drainage infrastructure, utilities corridors and diversions, road lighting, soft landscaping, including tree-planting and temporary fencing, on-street parking and provision of in-line bus stops for bus services."*
- 1.4 This Reserved Matters application is seeking approval of details for the Northern Arc avenue Central Section at Brookleigh. The Reserved Matters application is submitted for approval under the Outline Planning Permission for Brookleigh which was initially reference DM/18/5114 (granted October 2019) and subsequently reference DM/21/3279 (granted December 2022).

Accompanying Documents

- 1.5 This Planning Statement sets out the description of development for which Reserved Matters permission is sought and explains how the Proposed Development responds to relevant planning policies contained in the development plan. It also deals with site-specific technical issues to be dealt with through the planning process and draws from the conclusions of several technical documents which accompany the application.
- The Application Form and accompanying drawings are submitted for approval.
- 1.6 Other documents submitted to accompany the planning application, but not for approval are:
- Covering Letter
 - Planning Statement (this document)
 - Design and Access Statement
 - Arboricultural Report
 - Brookleigh Central Section Proposed Tree Profile Report
 - Ecological Impact Assessment (including Biodiversity Net Gain)
 - Geotechnical & Geoenvironmental Technical Note
 - Western Park (WP) and Central Avenue Ground Investigation Report

- Brookleigh Phases 2,3 and 4 Ground Investigation Report
- Flood Risk Assessment
- Drainage Strategy & Maintenance Statement
- Transport Statement including Stage 1 Road Safety Audit and Safety Audit Designer's Response – Stage 1
- Outline Construction Environmental Management Plan (OCEMP)
- Road Lighting Design Considerations

Application Drawings

- 1.7 A schedule of application drawings that form part of the planning application is set out in a separate drawing schedule attached in Appendix A.

Report Structure

- 1.8 This Planning Statement is structured as follows:

- **Section 2** sets out the context and the need for the Proposed Development.
- **Section 3** summarises the planning history of the wider Brookleigh site.
- **Section 4** describes the Site and surrounding context.
- **Section 5** sets out a detailed description of the Proposed Development.
- **Section 6** provides a summary of the relevant planning policy context.
- **Section 7** outlines how the Proposed Development responds to policy, as well as other material considerations.
- **Section 8** explains how the projects conforms with the EIA.
- **Section 9** sets out the summary and conclusions to this Planning Statement.

2. Background and Context for Development

- 2.1 The original outline permission for the Northern Arc expansion (Ref: DM/18/5114), was for the *“comprehensive, phased, mixed-use development of the Site, comprising approximately 3,040 dwellings including 60 units of extra care accommodation and 13 permanent gypsy and traveller pitches; a centre for community sport with ancillary facilities; three local centres; employment development comprising a 4 hectare dedicated business park; two primary school campuses and a secondary school campus; 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”*. This application was granted planning permission by MSDC on 4th October 2019.
- 2.2 On 9th December 2022, a Planning Application (Ref: DM/21/3279) under Section 73 of the Town and Country Planning Act 1990 (as amended) was approved, seeking alterations to *“conditions 5 (approved parameter plans), 6 (accordance with Design Guide), 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland), removal of conditions 50 (public transport strategy) and 51 (phase public transport strategy), addition of new conditions relating to public art on planning permission DM/18/5114, to allow amendments to site boundary, densities and heights, parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual, allow phased submission of details for archaeology and drainage details and require a public transport strategy and financial contributions towards the public transport strategy to be secured in the legal agreement. Amendments to the legal agreement associated with the amendments to the conditions and additional amendments related to the delivery of open space parcels OS1.2N, OS1.2S, OS3.3 and OS3.4, the Centre for Outdoor Sports, Employment Strategy, the Secondary School, Mobility Corridors, payment of financial contributions and monitoring fees (Amendments received, including an addendum to the Environmental Statement).”*
- 2.3 This Reserved Matters application is pursuant to outline application DM/21/3279 and relates to the delivery of the Central Section of the Northern Arc avenue, connecting the Eastern Bridge Link Road (EBLR) and the Western Bridge Link Road (WBLR), designed as the primary access route to serve the Brookleigh development.
- 2.4 The Application Site is located north of Burgess Hill as part of the allocated strategic site for Brookleigh (Policy DP9 in the Mid Sussex District Council Local Plan 2014-2031, adopted March 2018).

3. Planning History

3.1 There have been a number of planning decisions by MSDC relating to development at the wider Brookleigh site. Those of relevance to the Proposed Development are summarised below.

Table 3-1 Planning History

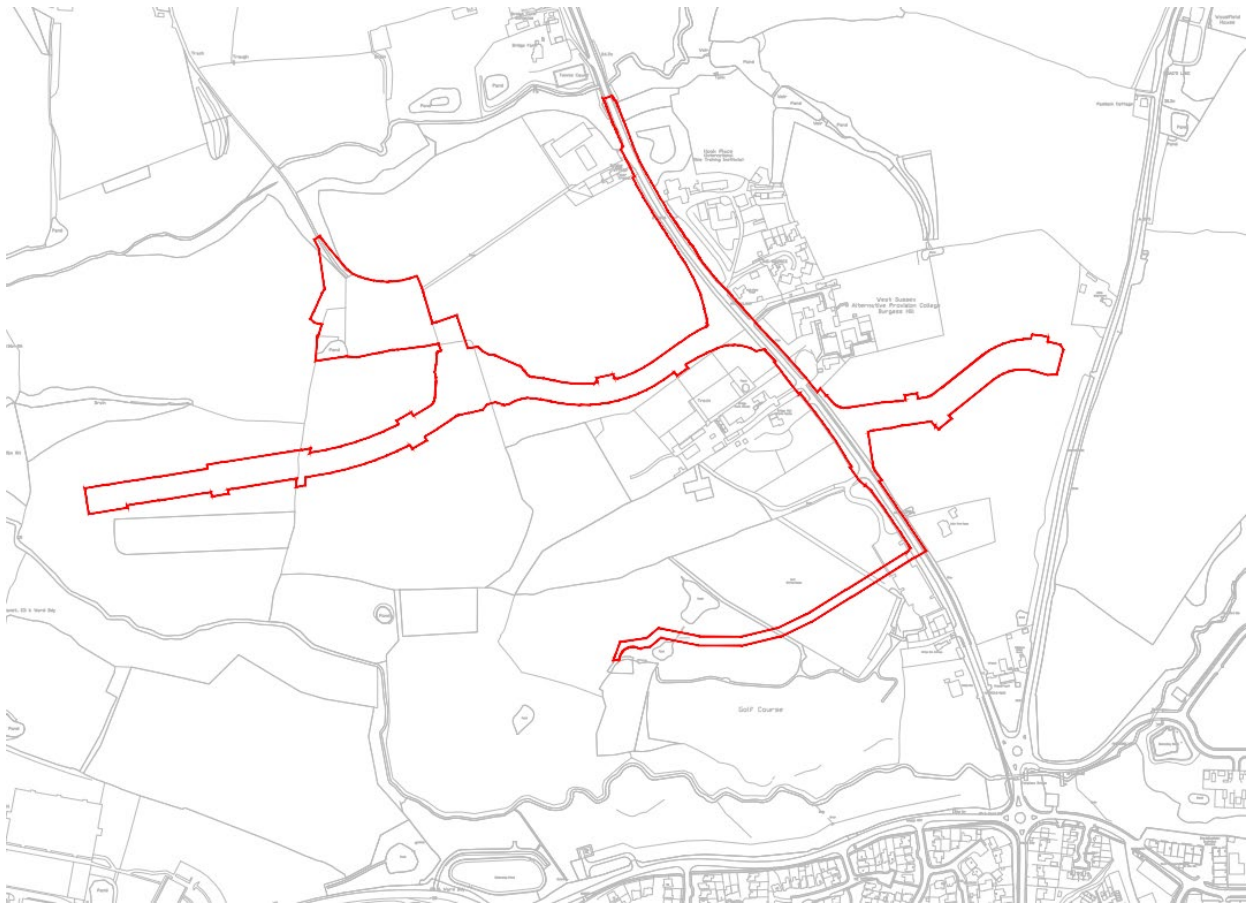
Application Reference Number	Description of Development	Decision
DM/24/2709	Discharge of Condition 40 in relation to DM/21/3279	Pending Consideration
DM/24/2692	Discharge of Condition 24 in relation to DM/21/3279	Pending Consideration
DM/24/2576	Non Material Amendment to planning application DM/21/3279 - Updating the drawings listed under Condition 5, namely: - 002 Rev 03: Land Use, - 003 Rev 07: Green Infrastructure, - 006 Rev 04: Building Heights, - 008 Rev 03: Phasing Plan	Approved (25 th October 2024)
DM/23/3182	Reserved Matters application pursuant to outline application DM/21/3279, to consider access, appearance, landscaping, layout and scale with respect to the provision of a Centre for Community Sport with ancillary facilities at land west of Burgess Hill between the A273 and Gatehouse Lane, Burgess Hill, West Sussex designated for the Centre for Outdoor Sport.	Approved (7 th March 2024)
DM/23/2569	Non Material Amendment to application DM/21/3279 to amend condition 24 (foul drainage) to require details of foul drainage to be agreed prior to occupation of development in a Reserved Matters area, and to allow for agreement of any temporary foul drainage required.	Approved (20 th December 2023)
DM/23/0658	Discharge of conditions 8 (CEMP), 10 (land contamination), 11 (archaeology), 12 (site levels), 15 (fire hydrants), 16 (sustainability), 20 (ecological impact assessment), 22 (surface water drainage), 24 (foul drainage), 27 (details of water courses), 28 (details of public sewers) and the partial discharge of condition 13 (materials) for the sub-station only relating to DM/21/3279 in respect of development subject to Reserved Matters DM/22/2553.	Pending Consideration
DM/23/0747	Planning application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 4 (approved plans) and 5 (approved parameter plans) of planning permission DM/21/3279 (itself a section 73 approval that permitted a variation of the conditions attached to planning permission DM/18/5114), to allow amendments to the planning application site boundary and the Access and Movement Parameter Plan (004) to clarify the approach to the Green Superhighway link over and in the vicinity of the western bridge on the Northern Arc Avenue.	Pending Consideration
DM/22/2553	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 (19 th December 2022)
DM/21/3870	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 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)	Approved (24 th May 2022)
DM/21/3279	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 5 (approved parameter plans), 6 (accordance with Design Guide), 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland), removal of conditions 50 (public transport strategy) and 51 (phase public transport strategy), addition of new conditions relating to public art on planning permission DM/18/5114, to allow amendments to site boundary, densities and heights, parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual, allow phased submission of details for archaeology and drainage details and require a public transport strategy and financial contributions towards the public transport strategy to be secured in the legal agreement. Amendments to the legal agreement associated with the amendments to the conditions and additional amendments related to the delivery of open space parcels OS1.2N, OS1.2S, OS3.3 and OS3.4, the Centre for Outdoor Sports, Employment Strategy, the Secondary School, Mobility Corridors, payment of financial contributions and monitoring fees (Amendments received, including an addendum to the Environmental Statement)	Approved (9 th December 2022)

Application Reference Number	Description of Development	Decision
DM/20/0254	Reserved Matters application for DM/18/5114 - the first phase of the Western Link Road, comprising the construction of a new all-movements roundabout on the A273 Jane Murray Way, a single-carriageway 7.3-metre wide highway link with two 3-metre shared footways/cycleways and two 2.75-metre verges, connecting to the A2300 via a new all-movements roundabout, junction to the UKPN electricity substation, junction to future employment uses, zones for two minor junctions, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting, and landscaping. Amended plans and updated supported documents received 17th March 2020 detailing amendments including the extension of the southern boundary of the site to accommodate increased drainage basins and inclusion of bridleway on north side of A2300. (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 (10 th July 2020)
DM/19/3313	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 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.	Approved (17 th January 2020)
DM/18/5114	Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.	Approved (4 th October 2019)

4. The Site and Surroundings

- 4.1 The Application Site is located north of Burgess Hill as part of the allocated strategic site for Brookleigh, previously known as the Northern Arc. Brookleigh comprises a strategic site of 183.7 hectares to the north of Burgess Hill, lying between Bedelands Nature Reserve on the east side of Burgess Hill and the Goddards Green Waste Water Treatment Works to the west.
- 4.2 The existing site is predominately arable farmland, however, the development site also includes approximately 260 metres of the B2036 Cuckfield Road, which runs in a north-south direction connecting Burgess Hill in the south to the village of Ansty in the north.
- 4.3 The planning boundary for this Reserved Matters application is shown in **Figure 4-1** below.

Figure 4-1 Site Location Plan extract taken from drawing reference: 60610807-ACM-CS-RMALP-0002



- 4.4 The site, which is 7.6 hectares in extent, lies entirely within the area covered by the Brookleigh outline planning permission (DM/21/3279). The site is bordered to the east by the proposed EBLR where it joins the A273 Isaac's Lane, to the north and south by arable farmland, and the west by the River Adur beyond which will be the proposed WBLR.
- 4.5 The site is located approximately 1.5 miles to the north of Burgess Hill town centre and lies in the District of Mid-Sussex in West Sussex. Burgess Hill is Mid-Sussex District's second largest town after Haywards Heath.

5. The Proposed Development

- 5.1 The Proposed Development would serve as enabling infrastructure to facilitate access to the central parts of the Brookleigh site. The avenue will enable the delivery of the wider strategic site, beyond those areas which are currently being developed. As well as providing vehicular access, including for bus service, the Central Section will deliver pedestrian footways and cycleways throughout the avenue along with connection points to the next development stages. As such, the avenue is integrated within the wider movement network to fully benefit active travel use.
- 5.2 The Proposed Development comprises the following infrastructure:
- The construction of a single carriageway link road from the tie-in with the proposed Western Bridge and Link Road (WBLR) Phase 2 in the west, through to the proposed tie-in with Eastern Bridge and Link Road (EBLR) including tie-ins to the existing B2036 Cuckfield Road;
 - associated crossing points;
 - earthworks and vegetation removal;
 - surface water and foul drainage infrastructure;
 - utilities corridors and diversions;
 - road lighting;
 - soft landscaping, including tree-planting and temporary fencing;
 - on-street parking and provision of in-line bus stops for bus services.

Design

- 5.3 This application relates to the delivery of the Central Section of the Northern Arc avenue, connecting the EBLR and the WBLR, designed as the primary service route of the future sustainable development of Brookleigh. The route spans westward from the existing Isaac's Lane (A273) to the proposed 'Western Bridge', via Cuckfield Road (B2036), and connecting the proposed Central Neighbourhood Centre of Brookleigh.
- 5.4 The Northern Arc Masterplan, approved by MSDC in 2018, establishes a vision and Strategic Development Principles (SDP) for the Northern Arc. The Approved Masterplan sets the initial proposed alignment of the Northern Arc Avenue through the site, providing a basis on which to refine alignments through more detailed work.
- 5.5 The Proposed Development will provide a 6.5m wide, two-directional single carriageway road with a 2.75m verge separating the carriageway from the footways / cycleways in places. The section along the B2036 Cuckfield Road will follow the same alignment with T-junctions connecting the avenue and B2036 and priority given to the northern arc avenue.
- 5.6 A continuous 3m wide shared footway and cycleway is incorporated on the northern side of the Proposed Development continuing from WBLR to EBLR. A 2m wide footway is extended from WBLR to B2036 Cuckfield Road on the southern side of the Proposed Development, widening to the 4.5m Green Super Highway between B2036 Cuckfield Road and A273 Isaac's Lane.
- 5.7 The Proposed Development would constitute a key bus corridor as it would provide a through route between WBLR and EBLR, and would complete the Northern Arc avenue from Maple Drive in the east to the A2300 and A273 Jane Murray Way in the west. A comprehensive Public Transport Strategy is included within the Northern Arc Allocation outline planning application which has been developed in conjunction with bus operators.
- 5.8 The carriageway width has been designed at 6.5m. Swept Path Analysis (drawing 60610807-ACM-XX-XX-DR-CE-1.019 Rev. B) of two buses travelling in opposite directions is included within the Transport Assessment which accompanies the planning application to demonstrate that this provision would be sufficient to allow two buses to pass each other. In addition, in accordance with established guidance, traffic calming features proposed largely include measures such as street trees, build outs, on-street parking and surface treatment changes to avoid frequent vertical measures that may otherwise impinge bus movements.

- 5.9 A total of three bus stops are proposed within the Proposed Development which will be located along the Central Section; one adjacent to Plot 2.4 and two opposite the Central Neighbourhood Centre. The bus stops would have cage markings and would include, flag poles and shelter provision.
- 5.10 Bus stops and access to public transport are in compliance with DDA standards to enable inclusive mobility.
- 5.11 Car parking provision on the Central Section is proposed in the form of unallocated parking bays intermittently within the verge. These will serve as parking for visitors and for access to proposed local services such as the local centre, and the central open space. These have been positioned with consideration to various constraints including visibility, street trees and lighting requirements.
- 5.12 The materials used for the different components of the proposed development are detailed in the materials strategy in the Brookleigh Design and Access Statement. These will be in accordance with the principles and specifications set out in the Brookleigh Street Design & Adoption Manual (SDAM) (June 2022).

Landscaping

- 5.13 Street tree planting along the Northern Arc Avenue will provide both placemaking and biodiversity benefits. Single species groups of 4 and 2 trees are positioned at regular intervals and repeated throughout to create rhythm and a sense of continuity to the wider streetscape.
- 5.14 Where it is not possible to plant trees both sides of the carriageway, such as Cuckfield Road, a mixed species row, either single or in pairs, is proposed. This complements existing specimen trees on the opposite site of the road or defines the edge of the streetscape denoting a change of character along the Northern Arc avenue.
- 5.15 Tree positions have been co-ordinated with on-street visitor parking bays and lighting columns to ensure soil volumes of at least 30m³ / tree (or 24m³ for linked tree pits) are provided. Tree pits have been designed to assist with surface water drainage and filtration.
- 5.16 Feature trees are proposed intermittently along the Northern Arc Avenue, to define gateways, as focal points to internal vistas or to complement existing habitat corridors. Species of feature trees will be selected from the same planting palette as the avenue trees.
- 5.17 To compliment the proposed tree planting strategy, verge planting is proposed to enhance biodiversity and strengthen the character of the place. Verge planting is split into three types including species rich grassland / wildflower planting, groundcover verge planting and wetland / rain garden mix.
- 5.18 Street furniture will be functional and the colours and materials used will be in accordance with the principles and specifications set out in the Street Design and Adoption Manual (SDMA).

Lighting

- 5.19 All existing adjoining roads to this scheme are not current lit and the proposed lighting will require a completely new lighting system along the length of the Central Section. The proposed positioning of street light columns is shown on a series of drawings, the Proposed Street Lighting Layout Sheets 1 to 5.

Ecology

- 5.20 Ecology surveys were completed between April and October 2022, 30th June and 17th August 2023, and 12th September 2024 to form an ecological baseline for the assessment. This was supplemented by a desk study in January 2023, and a review of previous ecological data gathered for the Site through surveys completed in 2018 and 2019 by AECOM.
- 5.21 The Site is approximately 0.8km west of Bedelands Farm Local Nature Reserve (LNR). There are six non-statutory designated sites within 2km of the Site, the closest being Bedelands Local Wildlife Site located 1.2km east of the Site.
- 5.22 There are 33 areas of ancient woodland within 1km of the Site, with Bridge Farm Shaw North ancient semi-natural woodland present within the Site, and Bridge Farm Shaw 2 ancient semi-natural woodland present immediately adjacent to the south of the Site.

- 5.23 Habitats present within the Site include ancient woodland, species-poor semi-improved grassland, improved grassland, scattered broadleaved trees, amenity grassland, a pond (Pond 8), and hedgerows including hedgerows with trees. Hardstanding in the form of the existing Cuckfield Road is also present within the Site.
- 5.24 The invasive non-native species Himalayan balsam (*Impatiens glandulifera*) is present to the north of the Site, within a ditch situated in Bridge Farm Shaw North. While this isn't within the Site, drainage proposals include an outfall into this ditch. Therefore, surface water draining through this ditch into the watercourse beyond could spread this species outside of the Site boundary. Therefore, this species will be eradicated from this location prior to works commencing.
- 5.25 Surveys did not find presence of hazel dormouse (*Muscardinus avellanarius*); therefore, this species is not discussed further.
- 5.26 Tree felling required to facilitate the Proposed Development will result in the loss of one tree suitable to support roosting bats PRF-M (Ecology Ref: T39; Arb. Ref: H119) and two trees that are PRF-I (Ecology Ref: CS-10 and T32; Arb Ref: T77 and T172 respectively). While these were not found to support roosting bats, there remains a residual risk of bat presence. An assemblage of breeding and non-breeding birds also utilises the Site.
- 5.27 The Site supports an assemblage of at least nine bat species, including *Myotis* species and the rare barbastelle bat, although this was recorded in low numbers and is considered to use the Site for occasional transit.
- 5.28 An assemblage of terrestrial invertebrates is present within the Site. Pond 8 within the Site and Pond 8a within 250m of the Site support small populations of great crested newt (*Triturus cristatus*).
- 5.29 Badger (*Meles meles*) outlier setts are present within the Site, and other setts are present beyond the Site to both the north and south including a main sett. Hedgehog (*Erinaceus europaeus*) are assumed to be present within the Site

Arboriculture

- 5.30 Initial arboricultural fieldwork was undertaken on 28 November 2022 with an additional survey undertaken on 29 November 2023 to support the planning application. The tree survey recorded 193 tree features including 149 individual trees, 19 tree groups, 23 hedgerows and two woodlands.
- 5.31 The trees on the Site predominantly form the borders of arable fields and form either side of Cuckfield Road and Isaac's Lane and generally consist of hedgerows with established semi mature to mature individual trees set within. The trees are predominantly in fair to good condition. Species present include field maple (*Acer campestre*), sycamore (*Acer pseudoplatanus*), horse chestnut (*Aesculus hippocastanum*), hornbeam (*Carpinus betulus*), cypress (*Chamaecyparis* sp.), hazel (*Corylus avellana*), hawthorn (*Crataegus monogyna*), beech (*Fagus sylvatica*), common ash (*Fraxinus excelsior*), Scots pine (*Pinus sylvestris*), blackthorn (*Prunus spinosa*), common oak (*Quercus robur*), willow (*Salix* sp.), yew (*Taxus baccata*) and Leyland cypress (*X Cupressocyparis leylandii*).
- 5.32 The most significant trees included within the survey are T23, T24, T72, T181 and T189 that have been recorded as veteran trees. These trees have a number of veteran features which include large sections of deadwood, significant crown dieback, large limb failures, animal holes, stem hollowing and fungal fruiting bodies. Veteran trees are considered to form irreplaceable habitat features and are given a very high priority in the planning process.
- 5.33 The survey also identified a further 29 individual trees that have been recorded as high quality (Category A) and these are considered to provide significant landscape and amenity value.
- 5.34 AECOM viewed the Mid Sussex District Council online mapping¹ on 20th January 2025 for the presence of statutory designations relating to trees including Tree Preservation Orders (TPO) and Conservation Area (CA) designations. No CA designations were identified within or immediately adjacent to the Site. One area TPO (ref: TP/16/0008) was identified to the east of Isaac's Lane, however this designation does not correlate with any surveyed trees.

¹ Available on: <https://www.midsussex.gov.uk/planning-building/trees-and-hedgerows/tree-preservation-order-tpo-map/>

- 5.35 AECOM also viewed Magic Map² on 20th January 2025 for any other statutory designations relating to trees such as Sites of Special Scientific Interest (SSSI) and none were identified within or immediately adjacent to the Site.
- 5.36 In relation to non-statutory designations, three Ancient Semi-Natural Woodland (ASNW) designations correspond with surveyed trees which includes T51 to the west of the Site, H185 (part) to the north of the Site and T174 and W175 to the south of the Site. A minimum 15m buffer should be applied to ancient woodland where no works or impacts take place in accordance with standing advice from Natural England and Forestry Commission (2023) and this buffer is shown on the Tree Constraints Plan which accompanies the application. In addition a number of Deciduous Woodland designations, as identified in the Priority Habitat Inventory, were identified within and adjacent to the Site.

Flood Risk and Drainage

- 5.37 The Environment Agency (EA) Flood Maps indicate that the majority of the Site lies in Flood Zone 1. Flood zones refer to the probability of river and sea flooding (Flood Zone 1 has less than 1% probability of flooding from rivers), ignoring the presence of defences. Along the Copyhold Stream, the Site lies in Flood Zone 2 (Flood Zone 2 has between 1% and 0.1% probability of flooding from rivers). Along the River Adur East (and drains) in the northern portion of the Site, an area of the Site lies in a Flood Zone 3 (Flood Zone 3 has 1% or greater probability of flooding from rivers).
- 5.38 The main watercourse in the study area is the River Adur East, which cuts through the Site in a southwestern direction in the eastern part of the Site, then runs along the southern boundary before bisecting the western portion of the Site in a north-western direction. Copyhold Stream bounds the Site to the north, west of Cuckfield Road.
- 5.39 The existing site is predominantly greenfield, with the exception of the existing Cuckfield Road highway which is served by existing highway drainage systems. The main land uses are agriculture and woodland and there are currently no Southern Water sewers serving the site.
- 5.40 Runoff from the majority of the existing site drains towards the River Adur (East), which traverses the south of the Site, and the Copyhold Stream, which traverses the north of the Site.
- 5.41 As defined in the approved Regional Surface Water Drainage Masterplan (AECOM, February 2021), the wider Brookleigh site was assessed and split into a number of drainage areas based on the existing site topography and estimated surface water runoff from the developments proposed in each area. Each drainage area was then sub-divided into drainage networks, each of which was designed to serve one or more individual development plots. For the Central Section site, four of these drainage networks are required in order for the highway to be provided with sufficient surface water drainage. These are known as Network 4.3, Network 4.8, Network 5.6 and Network 9.7, and will cover the entire Central Section highway.
- 5.42 The surface water drainage strategy aims to maximise the use of sustainable drainage features to aid in the control and storage of surface water runoff, prior to its release into various watercourses.
- 5.43 The proposed drainage design is in accordance with MSDC's Strategic Flood Risk Assessment (SFRA), WSCC specifications and with Design Manual for Roads and Bridges (DMRB) CG 501 – Design of Highway Drainage.

Transport

- 5.44 A formal Transport Assessment (TA) scoping exercise was undertaken to agree the level of assessment required to accompany the planning application. A TA Scoping Report was submitted to West Sussex County Council (WSCC) as local highway authority in September 2022.
- 5.45 The existing site is served by a very limited network of footways and Public Rights of Way. Alongside the Public Rights of Way and footways within Burgess Hill, there is the Green Circle Network. This is a series of footways, cycle tracks and bridleways connecting a ring of protected green spaces within and around Burgess Hill. The route passes to the east, south and west of Burgess Hill and is accessible via either B2036 Cuckfield Road or A273 Isaac's Lane. There are no designated cycle routes within close proximity to the Site

² Available on: <https://magic.defra.gov.uk/>

- 5.46 There is limited existing public transport infrastructure and routes in close proximity to the Site, with the closest bus stops located on B2036 London Road between the Fairfield Road / B2036 London Road priority junction, in excess of a 400m walking distance.
- 5.47 The nearest station to the Site is Wivelsfield Station, approximately 2.0km southeast of the centre of the Site. Burgess Hill Station is located in the town centre, approximately 3.0km southeast from the centre of the Site.
- 5.48 The proposed footpath on the west side of Cuckfield Road that was included in the Outline Planning Application is not being included in this Reserved Matters Application (RMA). As part of the preliminary review of the pedestrian connectivity improvements along Cuckfield Road, several constraints have been identified in relation to road width and existing trees. Alternatives are being considered and once resolved will be submitted as a separate RMA.
- 5.49 The TA for the outline planning application for Brookleigh includes concept designs for the two B2036 Cuckfield Road/Northern Arc Avenue junctions. The design of these junctions has been further refined as part of this planning application.
- 5.50 Whilst this planning application is not seeking approval for the development plots, the location and type of plot access has been considered along the Central Section. In accordance with the Design Guide, all intersections with plot accesses along the avenue are priority junctions with priority given to cyclists and pedestrians travelling along the avenue.
- 5.51 The Central Section is proposed to have a speed limit of 20mph between the A273 Isaac's Lane and the western end of the Central Neighbourhood Centre, increasing to 30mph from this point to the A2300.
- 5.52 It is anticipated that the Central Section will largely serve the residential dwellings and the amenities in the Local Centres. The road has been designed to discourage through traffic, which should continue to use. Traffic surveys demonstrate there are very few existing HGV movements accounting for only 3-4% of vehicles using this section of B2036 Cuckfield Road. A swept path analysis of the proposed carriageway to demonstrate its suitability to accommodate the proposed vehicle types including refuse collection vehicles and articulated vehicles is provided in Appendix E of the Transport Assessment.
- 5.53 An Independent Stage 1 Road Safety Audit (RSA) has been prepared to accompany the planning application. Section 4 of the RSA identifies potential problems within the proposed scheme and offers recommendations to mitigate against these.

Construction

- 5.54 Although a Main Contractor is yet to be appointed, a high level appraisal of construction has been carried out to inform the Outline Construction Environmental Management Plan (OCEMP). It is anticipated that submission of further details of the management of construction traffic will be conditioned as part of a planning consent.
- 5.55 The construction period is expected to be 18 months.
- 5.56 The location of the construction site compound(s) is yet to be determined. However, security fencing will be provided along the perimeter of the site. Lighting of the construction site and compounds will be required, but this will be kept to a minimum to ensure that it does not impact on nearby residents.
- 5.57 Traffic associated with the construction of the Proposed Development is anticipated to utilise the A23 and then the A2300 to access the site from the west, and A273 Isaac's Lane to access the site from the east.

6. Relevant Planning Policy Context

- 6.1 This section summarises the relevant planning policy context for the Proposed Development at national and local levels and considers the statutory development plan policies against which the Proposed Development should be considered, as well as other material considerations.
- 6.2 The policy context is set out below under the following headings:
- Statutory development plan policy; and
 - Material planning considerations.

Statutory Development Plan

- 6.3 The Town and Country Planning Act (1990) (referred to as 'the Act'), the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 6.4 Collectively the three acts create a plan-led system which requires local planning authorities to determine planning applications in accordance with the adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6)) of the 2004 Act as amended by the Localism Act).
- 6.5 In this instance, the statutory development plan comprises:
- Mid Sussex District Plan 2014-2031 (adopted March 2018)
- 6.6 Mid Sussex District Council (MSDC) are preparing a new Local Plan. The Submission District Plan 2021-2039 was published for Regulation 19 consultation between the 12th January and the 23rd February 2024 and was submitted for Examination on 8th July 2024.
- 6.7 On adoption of the District Plan most of the policies in the Mid Sussex District Plan (2018) will be replaced by the new District Plan, this includes policies: DP20 to be replaced by DPI1, DP21 to be replaced by DPT1, DP22 to be replaced by DPT2, DP28 to be replaced by DPH12, DP29 to be replaced by DPN7 and DPN8, DP37 to be replaced by DPN4, DP38 to be replaced by DPN, DP39 to be replaced by DPS2, DP41 to be replaced by DPS4, DP42 to be replaced by DPN6 and DPI7. Policies DP7 and DP9 will be saved on adoption of the new Local Plan.

Mid Sussex District Plan 2014-2031 (adopted March 2018)

- 6.8 Policies of relevance to this planning application are listed below.

6.9 **Policy DP7: General Principles for Strategic Development at Burgess Hill**

The following general principles highlighted by the policy are relevant to the Northern Arc avenue central section:

- Be designed in a way that integrates it into the existing town providing connectivity with all relevant services and facilities;
- 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;
- Provide necessary transport improvements that take account of the wider impact of the development on the surrounding area;
- 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;

- 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 and multi functional paths, and links into the town centre;
- Identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribution to the delivery of green infrastructure in and around the town.

6.10 **Policy DP9: Strategic allocation to the north and north-west of Burgess Hill**

Key principles to consider for the Northern Arc avenue central section

- A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Jane Murray Way should be provided as a highly attractive and functional route. New junctions will be provided on the A2300 and A273.
- Strategic mixed-use development in this location will progress in accordance with an allocation-wide Masterplan, Infrastructure Delivery Strategy, Phasing Strategy and Financial Appraisal which will have been submitted to and approved by the local planning authority. Each planning application to be determined should accord with such approved documents unless otherwise agreed by the local planning authority.

6.11 **Policy DP20: Securing Infrastructure**

- This policy outlines the Council's expectations for developers to provide, or contribute towards, infrastructure and mitigation measures made necessary by their development proposals. This is achieved through appropriate on-site mitigation and infrastructure provision, the use of planning obligations (S106 agreements) and the Community Infrastructure Levy (when it is in place).

6.12 **Policy DP21: Transport**

- This policy seeks to ensure development provides a high quality transport network, a resilient transport network that complements the built and natural environment, access to services, employment and housing, and a transport network that feels safer and healthier to use.
- The policy puts emphasis on facilitating alternative means of transport to the private car. In particular highlighting good access to safe and convenient routes for walking, cycling and public transport with appropriate secure cycle parking facilities.
- Furthermore, adequate car parking should be accommodated, which takes into account accessibility, type and mix of use of the development.
- The development should be designed to adoptable standards giving consideration to appropriate road sizes. In addition, the scheme should protect the safety of road users and pedestrians should be designed in a way that avoids and mitigates severe additional traffic congestion.

6.13 **Policy DP22: Rights of Way and other Recreational Routes**

- This policy protects existing rights of way, Sustrans national cycle routes and recreational routes unless a new route is provide of at least an equivalent value and not sever important routes

6.14 **Policy DP28: Accessibility**

- Requires all development to meet and maintain high levels of accessibility so that all users can use them safely and easily.

6.15 **Policy DP29 Noise, Air and Light Pollution**

- This policy seeks to ensure protection from unacceptable levels of noise, light and air pollution and to minimise the impact on landscapes, areas of nature conservation, wildlife habitats and the quality of people's lives.

6.16 **Policy DP37: Trees, Woodland and Hedgerow**

- Development that involves the protection and enhancement of trees, woodland and hedgerows and encourages new planting will be supported.

6.17 **Policy DP38 Biodiversity**

- This policy underlines that biodiversity will be protected and enhanced by ensuring development contributes and takes opportunities to improve; enhance, manage and restore and biodiversity and green infrastructure so that there is a net gain in biodiversity; protects existing biodiversity; minimises habitat and species fragmentations and maximises opportunities to enhance and restore ecological corridors; and protects locally designated Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodland.

6.18 **Policy DP39 Sustainable Design and Construction**

- This policy requires all new development proposals to seek to improve the sustainability of development and should incorporate the following measures: minimise energy use through the design and layout of the scheme; explore opportunities for efficient energy supply through the use of communal heating networks where viable: use renewable sources of energy; maximise efficient use of resources, including minimising waste and maximising recycling/re-use materials through both construction and operation.

6.19 **Policy DP41 Flood Risk and Drainage**

- This policy requires proposals for development to follow a sequential risk-based approach, and to ensure development does not increase the risk of flood elsewhere and is safe across its lifetime. Sustainable Drainage Systems (SuDS) should be implemented in all new major development unless demonstrated to be inappropriate.

6.20 **Policy DP42: Water Infrastructure and Water Environment**

- o Requires new development to be in accordance with the objectives of the Water Framework Directive and findings of the Gatwick Sub Region Water Cycle Study with respect to water quality, water supply and wastewater treatment.

Material Considerations

National Planning Policy Framework (December 2024)

- 6.21 The National Planning Policy Framework was updated on 12th December 2024 and sets out the government's planning policies for England and how these are expected to be applied.
- 6.22 Section 12 of the NPPF addresses the importance of achieving 'well designed places' that support sustainable development. To ensure that this is achieved, paragraph 130 suggests the use of design guides and codes to support the development of distinctive places.
- 6.23 Paragraph 132 states that developments should be visually attractive as a result of good architecture, layout and appropriate effective landscaping.
- 6.24 Paragraph 134 emphasises the importance of early engagement between the local planning authority and local community about the design and style of emerging schemes as the design evolves.
- 6.25 Paragraph 181 of the NPPF states that local planning authorities must ensure that flood risk is not increased elsewhere as a result of a development. It encourages applications to be supported by site-specific flood risk assessments which locate development in the areas of lowest flood risk and demonstrate how any residual risk can be safely managed.
- 6.26 Paragraph 187 states that development should contribute to and enhance the natural and local environment.

7. Planning Assessment

Principle of Development

- 7.1 This Planning Statement reviews the principle of development against relevant District Plan policies, national policies and the approved Northern Arc Masterplan. The Proposed Development is in accordance with the Development Plan Policies and material considerations relating to the principle of development.
- 7.2 The Northern Arc avenue Central Section will deliver an important piece of infrastructure that will enable the development of the wider Brookleigh site. The development will facilitate active travel and public transport through ease of movement, the use of natural connections, and accessibility. The landscape strategy will provide both placemaking and biodiversity benefits. Drainage, utilities, and street lighting have been considered together which will support tree and verge planting. Car parking provision will provide a balance between the streetscape and vehicular access, while cycle parking facilities will be provided at future development stages.
- 7.3 This Reserved Matters Application is pursuant to the outline consent and as such the principle of development is already established.

Design

- 7.4 A DAS 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 DPD26 and paragraph 128 of the NPPF.
- 7.5 The ten characteristics set out in the National Design Guide have been embedded within the design development of the Northern Arc avenue Central Section. The Building for a Healthy Life and Healthy Streets principles have also been embedded within the development of Brookleigh.
- 7.6 In line with paragraph 130 of the NPPF, the Proposed Development has been developed in accordance with the Northern Arc Design Guide. The Northern Arc Design Guide sets out the key urban design, public realm and place-making principles that will be applied across the site. The Design Guide was approved and conditioned as part of the Northern Arc's Outline Planning Permission.
- 7.7 The Northern Arc Masterplan, approved by MSDC in 2018, establishes a vision and Strategic Development Principles (SDP) for the Northern Arc. The Approved Masterplan (shown in Figure 4 of the DAS) sets the initial proposed alignment of the Northern Arc avenue through the site (shown on the key as the Proposed primary road), providing a basis on which to refine alignments through more detailed work.
- 7.8 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. This provides the link between the adjoining Eastern and Western Neighbourhoods and schools as well as a thoroughfare for movement.
- 7.9 The design has been developed through an integrated approach, engaging with key stakeholders as suggested by paragraph 134 of the NPPF. Stakeholder design workshops were held at two key points within the design process. These were held bringing together the technical teams within AECOM and with Andrew Cameron & Associates. Round table meetings were also held in person and on-line with MSDC WSCC, Homes England, Andrew Cameron & Associates and AECOM. Through the design development stage, the project team has undertaken one to one engagement with the Alternative Provision College (APC) as a local education institution which will be affected by the new road due to its location and proximity.
- 7.10 The consented outline masterplan provided the starting point for the design of the Northern Arc Avenue Central Section. Through a series of design workshops and a pre-app meeting with MSDC, the design was refined. In January 2024 a Design Review Panel was held, which raised key points which were used to update the Cuckfield Road junctions, Cuckfield Road and green island, additional trees added and updates to the pedestrian and cycle facilities.

- 7.11 At submission of the Reserved Matters application all local elected representatives across Parish, District and County Council were advised of the submission. Upon validation of the planning application, AECOM Stakeholder Engagement, Consultation and Communications Team will issue a letter and an accompanying graphic to local residents, businesses and elected representatives showing the scope of the Spine Road Central Section and will share details on how to view the plans and proposals via the MSDC Planning Portal.
- 7.12 The Northern Arc Avenue will enable the delivery of the wider Brookleigh strategic site. Key connection points have been identified within the scheme and beyond the outline site boundary in relation to existing and proposed amenities, and a wider strategic movement strategy. The Central Section will deliver pedestrian footways and cycleways throughout the avenue along with connection points to the next development stages. As such, the avenue is integrated within the wider movement network to fully benefit active travel use. Notably, parts of the Green Super Highway (GSH) active travel route have been included within the Central Section design. Central Section footways and shared cycleways will interconnect with the GSH and the Green Circle within the wider development.
- 7.13 The Proposed Development has embedded placemaking principles throughout the design development and ensured that it has considered Local Plan Policies DP7 and DP26, as well as paragraph 132 of the NPPF to create an attractive and functional street.

Ecology

- 7.14 The impact of the Proposed Development on the natural environment is considered in the Ecological Impact Assessment (EclA) report submitted in support of the Reserved Matters application. There are some impacts expected during the construction of the Proposed Development, however these will be appropriately managed in line with Local Plan Policy DP38.
- 7.15 The Proposed Development will result in the unavoidable loss of approximately 4m² of ancient woodland to facilitate drainage proposals, as permitted within the outline planning permission (DM/21/3279). Drainage infrastructure has been designed to minimise impacts to the ancient woodland, including through the use of trenchless techniques and construction using hand tools. Construction will also be within an existing track within the ancient woodland that was previously used by agricultural machinery. Ancient woodland is an irreplaceable habitat; however, this small amount of loss on an existing track is considered to be a Minor adverse effect on this ecological receptor. Measures to be implemented within the OCEMP will reduce the risk of disturbance to ancient woodland through noise and light disturbance, and pollution. Hydrological changes to the ancient woodland are not anticipated. Overall, construction and operational impacts on ancient woodland and other habitats are considered to result in a Minor adverse effect that is not significant.
- 7.16 During operation, there is a risk of increased recreational pressure through public access to retained habitat including ancient woodland. Embedded measures in the Brookleigh scheme include creation of public open space and routes to direct the public away from retained sensitive habitats.
- 7.17 The Proposed Development will also result in an anticipated increase of 19.75 area-based units, and decrease of -1.82 hedgerow units, compared to the 2020 assessment produced for the outline planning application. There is no anticipated change to river units. This habitat loss be replaced through creation of approximately 0.70ha of wildflower mix, 0.11ha of wetland mix, 0.11ha of groundcover verge planting, and approximately 77 trees along the proposed Central Section, and approximately 0.09ha of native shrub planting at the proposed SuDS pond and dry detention basin. Therefore, the impact of this habitat loss is assessed to be a low magnitude minor effect that is non-significant.
- 7.18 There is a reduction in the tree planting expected along the Proposed Development, due to the requirements for offsets from lighting columns and junctions. Looking at the wider Brookleigh development as a whole, the reduction in tree line creation reduces the overall hedgerow units expected from +12.33 units (+23.30%) to +7.55 units (+14.27%). This still achieves more than 10% net gain; however, it is expected that during the detailed design of the developments to the north and south of the Proposed Development, hedgerow planting can be incorporated to enable the wider Brookleigh development to achieve closer to its expected +23% gain in hedgerow units. The Biodiversity Net Gain assessment completed for the outline planning application in 2020 was a high-level assessment and therefore assumed a continuous line of trees along either side of the Central Section, which under Metric 2.0 falls within the hedgerow section of the metric. The tree spacing required within the detailed design of the Central Section means the tree planting proposed cannot be classed as a 'Line of Trees' habitat type within Metric 2.0, and these trees are instead considered

within the area-based habitat assessment. Therefore, there has been a small reduction in the hedgerow units anticipated to be delivered.

- 7.19 The majority of these trees will be retained. Trees to be lost should be subject to pre-construction survey and a precautionary felling method, as bats are a mobile species and may occupy new roosts prior to construction. In addition, eight bat boxes will be installed in retained suitable woodland habitat, to provide suitable alternate roosting habitat. Measures to be implemented within the OCEMP will reduce the risk of disturbance to roosting bats through noise and light.
- 7.20 Measures to be implemented within the OCEMP will reduce the risk of disturbance to bats through noise and light. During operation of the Proposed Development there will be an increased risk of vehicle collisions for bats utilising existing flight lines that will be bisected by the proposed Central Section. A 'bat crossing' comprising of planted hornbeam trees has been planted in advance of this planning application, to enable these trees to mature prior to operation of the road. Embedded into the design of the road are traffic calming measures and a 20mph speed limit. During operation of the Proposed Development there is the potential for increased light disturbance from operational lighting. This will be designed to avoid light spill onto retained habitat suitable for use by commuting and foraging bats, and potentially by roosting bats. Overall, construction impacts on bats are considered to result in a Minor adverse effect that is not significant. The operational impacts on bats are considered to result in a Minor adverse effect that is not significant.
- 7.21 Created habitats within the Site and the wider Brookleigh scheme will provide suitable aquatic and terrestrial habitat for great crested newt. The proposed SuDS pond has also been designed to hold water year-round, with aquatic and marginal planting suitable for great crested newt proposed. A great crested newt licence, either a European Protected Species Mitigation Licence (EPSML) or District Level Licence (DLL) through NatureSpace will be applied for and implemented. An amphibian tunnel will be constructed beneath the road to reduce severance impacts. Overall, construction impacts on great crested newt are considered to result in a Minor adverse effect that is not significant.
- 7.22 Measures to be implemented within the CEMP will reduce the risk of disturbance to badgers through noise and light. Excavations will be covered at night, or a ramp included to allow badgers to escape. Setts closure will be required and will be completed using a Natural England badger licence, with pre-construction surveys completed due to the mobile nature of this species. Embedded measures in the design of the proposed Central Section to reduce the risk of vehicle collisions and impacts of habitat severance include traffic calming measures and a 20mph speed limit, along with construction of a badger tunnel. Overall, construction and operational impacts on badgers are considered to result in a Negligible effect that is not significant.
- 7.23 The Proposed Development will result in the loss of habitat suitable to support nesting birds, however created habitats within the Site and the wider Brookleigh scheme will provide suitable habitat for nesting birds, and foraging breeding and non-breeding birds. In addition, ten bird nest boxes will be installed in retained woodland. There is the potential for disturbance to breeding and non-breeding birds during construction; however, measures will be implemented within the OCEMP to reduce this. To reduce the risk of damage or destruction of nests, clearance will occur during the period September to February inclusive, or if outside of this period an ecologist will complete a check to ensure the absence of active birds' nests. Therefore, construction impacts on breeding and non-breeding birds are considered to result in a Negligible effect that is not significant.
- 7.24 Terrestrial Invertebrates may be subject to disturbance from construction and operational lighting. However, measures will be implemented in the OCEMP to reduce the risk of impacts from construction lighting, and operational lighting will avoid light spill onto retained habitats. Development will result in the loss of suitable terrestrial habitat within the core zone (0-50m) of Pond 8, and intermediate zone (51-250m) of Ponds 8 and 8a, however created habitats within the Site and the wider Brookleigh scheme will provide suitable habitat for terrestrial invertebrates. Construction and operational impacts on terrestrial invertebrates are considered to result in a Negligible effect that is not significant.
- 7.25 Contractors will maintain vigilance for hedgehogs, and if found these will be carefully placed in suitable retained habitat (using gloves) or, if found over winter or injured, taken to a wildlife rescue centre. Excavations will be covered each night, or a ramp implemented to allow hedgehogs to escape if required. Therefore, impacts on hedgehogs are not anticipated.
- 7.26 Measures to be implemented within the OCEMP will reduce the risk of disturbance to habitats through noise and light disturbance, and pollution.

- 7.27 Taking the mitigation measures mentioned above into consideration, the Proposed Development will not result in any significant long-term effects and will in be compliance with Local Plan Policies DP7 and DP38, as well as paragraph 187 of the NPPF.

Arboriculture

- 7.28 The Arboricultural Impact Assessment (AIA) which accompanies this application sets out the likely direct and indirect impacts of the Proposed Development on the trees on or immediately adjacent to the Site and suitable mitigation measures to allow for the successful retention of significant trees or to compensate for trees to be removed, where appropriate.
- 7.29 Within the red line boundary, a total of 30 tree features will require removal or part removal to facilitate the Proposed Development; this includes five individual trees, three part tree groups and one part woodland as moderate quality (Category B), eight individual trees, one tree group, one part tree group, one hedgerow and eight part hedgerows classified as low quality (Category C) and the remaining two individual trees classified as unsuitable for retention (Category U). The Category U trees are arguably not suitable for long term retention and their removal is justified regardless of the Proposed Development. These removals are therefore in line with Local Plan Draft Policy DPN4, which considers the overall condition and health of the trees.
- 7.30 One tree (T169) has been identified to require a minor localised crown reduction to facilitate construction access to install a drainage pipe. Following the works the canopy will be allowed to grow back into the previously occupied space and due to the trees age and condition these works are not considered likely to significantly negatively impact the physiological or structural condition of the tree.
- 7.31 The Proposed Development will require RPA or canopy incursions for 32 tree features which includes hard surfacing works, earthworks and drainage installation. Providing the principles included within the AIA are adhered to these works are unlikely to significantly negatively impact the physiological or structural condition of the trees.
- 7.32 One veteran tree (T189) will require a very minor outer RPA incursion to facilitate the installation of a manhole. These works are likely to require the removal of 1.2% of the RPA and will be undertaken under the supervision of an arboriculturist. Providing the principles included within the AIA are adhered to these works are unlikely to significantly negatively impact the physiological or structural condition of the tree.
- 7.33 Works will be required within an Ancient Semi-Natural Woodland to facilitate the construction of a drainage pipe and sandbag headwall. No tree survey information is available for this area however a walkover to identify the presence of significant trees such as veteran or ancient trees was undertaken in March 2022 and none were identified. Providing the principles set out within the AIA are adhered to the works within the ASNW are likely to have minimal negative impacts to the soil and retained trees.
- 7.34 Tree removals and pruning works to facilitate the Proposed Development are detailed in the Tree Survey Schedule. No additional works to retained trees are likely to be required. All tree work will follow the principles of *BS3998: 2010 Treework – Recommendations* and must be carried out by suitably qualified and insured contractors. Should the requirement for additional tree works be identified, this will be discussed with an arboriculturist and no works will be undertaken without the consent of the MSDC.
- 7.35 While there will be the unavoidable loss of approximately 4m² of ancient woodland to facilitate drainage proposals, as permitted within the outline planning permission (DM/21/3279. In line with Adopted Local Plan Policy DP37 and Draft Local Plan Policy DPN 4, tree loss will be mitigated with a robust and high quality scheme of new tree planting which represents an opportunity to increase the quality, impact, diversity and resilience of the local tree stock.

Flood Risk and Drainage Strategy

- 7.36 The Proposed Development is considered to be “Less Vulnerable” according to Table 2 of the Planning Practice Guidance (paragraph 079 Reference ID: 7-079-20220825)³. The Site is allocated for development in the Mid Sussex District Plan and it is considered that the Proposed Development has passed the Sequential Test as part of this allocation process.

³ Available here: [Flood risk and coastal change - GOV.UK](https://www.gov.uk/government/publications/flood-risk-and-coastal-change)

- 7.37 A Flood Risk Assessment (FRA) has considered the flood risk from the sea (tidal), inland sources (rivers and surface water), groundwater, sewers and reservoirs and has assessed these risks in accordance with policy and guidance specified.
- 7.38 The flood risk due to tidal sources is considered Negligible, as the Site is not situated in a coastal location and none of the identified surface water features are tidally influenced. The flood risk due to fluvial sources is considered Low, as the Site is located in Flood Zone 1. The flood risk due to surface water is considered Low, based on a review of the EA's Flood RoSWF map. Although the RoSWF map shows there to be a number of surface water flow paths through the Site, the increased surface water risk to the development will be managed through the Surface Water Drainage Strategy. The flood risk due to groundwater is considered Low, based on an assessment of the geology and hydrogeology. The flood risk due to sewers is considered Low, due to the fact that there are limited sewer networks at the Site. The flood risk due to artificial sources is considered Very Low, due to there being no canals in proximity to the Site and the Site area being located outside of any inundation extents associated with reservoirs.
- 7.39 The impermeable area of the Site is expected to increase post development. A drainage strategy has been produced to mitigate the risks of surface water run-off. A summary of the drainage strategy is as follows:
- Restriction of runoff from the Site will be restricted to 7.9 l/s/ha for flows into the drainage networks from the areas contributed by the development of the CS.
 - Attenuation storage for the Site shall be provided through SuDS features, including ponds and tree pits, and online storage in the form of oversized pipes beneath the carriageway.
 - Storage has been designed to provide attenuation volumes for up to and including the 1% AEP event plus a 40% climate change allowance.
- 7.40 WSCC is the Lead Local Flood Authority (LLFA) for this site and the surrounding area and, as a statutory consultee, requires a site-specific drainage strategy to demonstrate that the proposed surface water drainage scheme complies with their policies, including that of sustainable drainage. Regular communication with WSCC has been an ongoing part of the development of the drainage strategy and design thus far, in order to ensure the design adheres to their policies.
- 7.41 The residual flood risks to the Proposed Development includes surface water blockages. Provided that the appropriate mitigation is undertaken as detailed in the FRA, the likelihood and impact of these risks occurring suggest that the residual risk of flooding to the Site is Low.
- 7.42 The drainage strategy has been designed in accordance with Local Plan Policy DP41 and paragraph 181 of the NPPF and ensures that the Proposed Development will not increase the flood risk on the site or elsewhere and can be safely managed. Therefore, the Proposed Development is considered acceptable in relation to flood risk and drainage.

Transport

- 7.43 The Proposed Development has been designed to integrate with the WBLR and EBLR schemes facilitating a through connection from the A273 Jane Murry Way in the west and Maple Drive in the east, in accordance with the requirements of Local Plan Policy DP7. The Central Section would constitute a key public transport corridor, providing a through route between the A273 Jane Murray Way in the west and Maple Drive in the east
- 7.44 AECOM has designed the Proposed Development in accordance with the Design Guide produced to accompany the Northern Arc Allocation outline planning application alongside local guidance produced by WSCC including the '*Section 278 / Section 38 Guidance and Technical Notes*', '*Developers Guidance Notes*' and '*Signal Design Standards*'.
- 7.45 In line with Local Plan Policy DP21, a comprehensive Public Transport Strategy is included within the outline planning application and has been agreed with WSCC.
- 7.46 From a design perspective, a continuous carriageway of at least 6.5m will be provided to allow buses to pass each other. Swept path analysis of refuse vehicles, buses and HGVs and demonstrates that the Proposed Development can accommodate all vehicle types. A total of six bus stops are proposed on the Proposed Development, located to ensure that key destinations including the Local Centres and schools

as well as surrounding residences would be located within a 400m walking distance. The bus stops will have bus cage markings and include flag poles and shelter provision as per West Sussex County Council specification. The design of street furniture will be secured by condition.

- 7.47 The design complies with bus design guidance including the Stagecoach document '*Bus Services & New Residential Development*' to ensure that the scheme is bus friendly. Bus stops will be provided 'online', rather than in inset laybys, to promote better priority for buses and help to manage and potentially reduce vehicle speeds.
- 7.48 The Proposed Development accords Local Plan Policy DP9 which identifies the necessity to provide enabling infrastructure incorporating a "road link across the river corridor to facilitate a public transport route to Maple Drive" to facilitate the delivery of the Northern Arc Strategic Allocation development. In addition to this, the provision of high-quality active travel and public transport facilities on the Proposed Development complies with the WSTP to promote greater use of sustainable transport.
- 7.49 It is therefore considered that the Proposed Development accords with local and national policy and is acceptable in relation to transport.

Lighting

- 7.50 A Road Lighting Design Considerations Report, along with associated calculations and plans, have been prepared in support of this Reserved Matters planning application.
- 7.51 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.
- 7.52 It is proposed that the lighting impact can be minimised by using accepted methods of lighting control, essentially limiting illuminance and controlling light spill. It is proposed that the external lighting shall be installed on 6m columns. General lighting shall be selected to provide safety and security without polluting the boundary site residents, as required under Local Plan Policy DP29.
- 7.53 The proposed lights will produce a very efficient street lighting system which reduces overall energy usage and environmental impact on natural resources. The proposed lighting design also accounts for the Bat Survey Report and aims to strike a reasonable balance between mitigating road safety risks with potential impacts on sensitive light receptors in this area.
- 7.54 Desktop assessment on the proposed street lighting installation indicate that overall surround light pollution levels will not be significantly influenced by the proposed street lighting. It is proposed that the lighting impact can be reduced using accepted methods of lighting control, essentially limiting illuminance and controlling light spill. These accepted methods have all been adopted within the proposed lighting design to keep the overall impact of the lighting to a minimum.
- 7.55 The lighting strategy for the Central Section follows the design principles set out in the SDAM. It promotes the efficient, sustainable and attractive use of lighting in the public realm. The strategy addresses the issues of safety and security for vehicles and pedestrians, providing focused areas of illumination to highlight distinctive areas and features while limiting light pollution and impacts on local habitat.
- 7.56 Where lighting is needed, the design and positioning of lighting column is carefully considered to avoid conflicts with trees, including tree crowns and growth. Spaces for lighting units have also been safeguarded in the highway to ensure integration within the road layout design.
- 7.57 In summary, the proposed street lighting installation will not have any significant negative impact on the immediate environment with respect to lighting pollution or energy usage and that all sensible steps have been taken within the design stage of this lighting scheme to keep the impact to the environment to a minimum in accordance with Local Plan Policy DP29.

8. EIA Statement of Conformity

- 8.1 In December 2018, Homes England submitted an outline planning application (Application Ref: DM/18/5114) (hereafter referred to as the '2018 Application') to MSDC accompanied by an ES (the '2018 ES').
- 8.2 As a result of the design development the Applicant submitted supplementary information to the 2018 Application in August 2019. An ES Addendum (hereafter referred to as the '2019 ES Addendum') was prepared to support the submission of supplementary information for the 2018 Application to assess the proposed amendments to the Proposed Development and whether these affected the conclusions of the 2018 ES. The ES Addendum concluded that although the amendments caused minor changes to the ecology and air quality assessments, the conclusions regarding residual effects of all topics within the 2018 ES remained unchanged. Outline planning permission was granted by MSDC on 4th October 2019.
- 8.3 An application under Section 73 of the Town & Country Planning Act was submitted in September 2021 to amend a number of planning conditions. This was approved in December 2022. Consequently, the outline planning permission for the Brookleigh development is DM/21/3279.
- 8.4 The baseline conditions of the Proposed Development have changed somewhat from those described in the 2018 ES and 2019 ES Addendum. The principal changes at the eastern end of the Brookleigh site comprise:
- Ongoing construction associated with 'Oakhurst' (Phase 1A, previously known as Freeks Farm development (Planning permissions DM/18/0509 and DM/19/3845)
 - Substantive completion of the Eastern Bridge and Link Road (EBLR), an all-modes highway and bridge connecting A273 Isaac's Lane to the Oakhurst development
 - Commencement of development at 'Fallow Wood View' to the east of A273 Isaac's Lane.
- 8.5 The baseline changes at the western end of the Brookleigh site, closer to the Site of the Skills Hub / Compound since completion of the 2018 ES and 2019 ES Addendum are:
- Completion of the dualling of the A2300;
 - Substantive completion of the Western Bridge and Link Road (WBLR) Phase 1, which provides a highway link between Jane Murray Way and the A2300, including a roundabout on the latter; and
 - Commencement of development of the Arc Centre for Sport, to the west of the WBLR Phase 1.
- 8.6 This EIA Statement of Conformity has been prepared to support a Reserved Matters application for the construction and use of the Northern Arc avenue Central Section, which comprises a single carriageway link road from the tie-in with the proposed Western Bridge and Link Road, through to the proposed tie-in with Eastern Bridge and Link Road. The following considers the proposals in light of the conclusions of the 2018 ES and the 2019 ES Addendum. Each EIA topic is considered briefly in turn.

Parameter Plans

- 8.7 The Proposed Development will be in accordance with the currently approved parameter plans under the outline planning permission (DM/21/3279). These are:
- Revised parameter Plan: Planning Application Boundary, REF: 001, Revision: 02 (13/09/2021)
 - Revised Parameter Plan: Land Use, REF: 002, Revision: 03 (09/10/2024)
 - Revised Parameter Plan: Green Infrastructure, REF: 003, Revision: 07 (09/10/2024)
 - Revised Parameter Plan: Access & Movement, REF: 004, Revision: 04 (22/04/2022)
 - Revised Parameter Plan: Density, REF: 005, Revision: 03 (02/12/2021)
 - Revised Parameter Plan: Height, REF: 006, Revision: 04 (09/10/2024)
 - Revised Parameter Plan: Demolition, REF: 007, Revision: 02 (13/09/2021)

- Revised Parameter Plan: Phasing, REF: 008, Revision: 03 (09/10/2024)

Ecology

- 8.8 The ecology surveys presented in the Ecological Impact Assessment are compliant with the ES requirements in the form of the completion of further ecological surveys on required species and associated mitigation measures.
- 8.9 The Ecological Mitigation Strategy and Arboricultural Method Statement documents submitted as part of this Reserved Matters application are compliant with the ES requirements regarding the safeguarding of existing trees wherever feasible and reasonable avoidance measures.
- 8.10 In terms of landscaping, the proposals are in accordance with the requirements of landscaping approved under the outline permission.
- 8.11 The lighting strategy proposed is in compliance with the ES requirements and will take measures to minimise light spill and avoid disturbance to habitats.

Flood Risk and Drainage

- 8.12 This application includes a supporting Flood Risk Assessment and Drainage Strategy. The wider Brookleigh site was assessed and split into a number of drainage areas. Each drainage area was then sub-divided into drainage networks, each of which was designed to serve one or more individual development plots. For the Central Section site, four of these drainage networks are required in order for the highway to be provided with sufficient surface water drainage. These are known as Network 4.3, Network 4.8, Network 5.6 and Network 9.7, and will cover the entire Central Section highway.
- 8.13 The Proposed Development is compatible with the overall drainage strategy, and the subsequent Regional Surface Water Drainage Masterplan (RSWDM), which was approved by MSDC in April 2021 (reference DM/21/0817).

Ground Conditions

- 8.14 The site consists predominately of arable land and there is no evidence of asbestos present.
- 8.15 As part of the proposed development for Brookleigh, a ground investigation programme was completed in 2023. AECOM have reported the results of this investigation including geotechnical and geoenvironmental assessments and derivation of parameters. The results of this investigation was reported in the following two ground investigation reports namely Brookleigh Phases 2, 3 and 4 Ground Investigation Report dated November 2023; and Brookleigh Western Park and Central Avenue Ground Investigation Report dated January 2024.
- 8.16 As part of the Reserved Matters Application, a drawing showing boreholes investigated with the Reserved Matters application boundary is submitted for information. These ground investigation works are compliant with the ES requirements.

Landscape and Visual

- 8.17 The Proposed Development includes a number of landscape features as set out in Section 4 of this Planning Statement. These proposals are in compliance with the ES requirements regarding impacts on existing hedgerows and the nature of acceptable development within ancient woodland buffer areas.

Cultural Heritage

- 8.18 The DAS divides the Northern Arc avenue into four different character areas. The DAS provides details on how the character areas located within the Central Section respond to the design principles set out in the Design Guide and the SDAM, and are compliant with the EIA requirements.

Traffic and Transport

- 8.19 The link road will give rise to some trips during both the construction and operation phases which are additional to those considered in the traffic and transport sections of the 2018 ES and 2019 ES Addendum.

As well as walking and cycling trips, and those walking from nearby bus services, some trips will be by private car. However, with the car parking spaces and improvements to the active cycle network, the effect on the local highway network will be negligible. There will also be occasional HGV movements delivering material and moving waste. The frequency of HGV movements will also mean negligible change to the effects considered in the 2018 ES and 2019 ES Addendum.

- 8.20 The public transport strategy presented as part of this application is compliant with the requirements set out in the ES and ES addendum.

Noise and Vibration

- 8.21 The Proposed Development will give rise to some effects in relation to noise and vibration during its construction phase. These effects are likely to arise principally from machinery used. The location of the Site is such that there are no sensitive receptors nearby to be affected during construction. The location of construction compounds is not known at this time, and will be confirmed when a contractor is appointed. In relation to the overall scale of the Brookleigh development, this effect would not be significantly different to the effects considered in the 2018 ES and the 2019 ES Addendum.

Air Quality

- 8.22 The Proposed Development will give rise to some effects in relation to air quality during its construction and operational phases. These are likely to arise principally from vehicle traffic to and from the site. However, in relation to the overall scale of the Brookleigh development, this effect would not be significantly different to the effects considered in the 2018 ES and the 2019 ES Addendum.

Socio-Economics

- 8.23 The 2018 ES and the 2019 ES Addendum considered the socio-economic impact of the Brookleigh development, including those during the construction period. Much of this impact would be associated with construction compounds at various (undefined) locations and times as the Brookleigh scheme is developed. Each construction compound would be expected to include an element of training. The Proposed Development will bring socio-economic benefits to the local area greater than those considered in the 2018 ES and 2019 ES Addendum.
- 8.24 The completion of the Northern Arc avenue link road will provide a number of significant economic and social benefits for the community of Burgess Hill and surrounding areas. The scheme will be beneficial to the construction profession and contribute to building high quality homes in and around the area whilst helping to boost economic activity in the local economy. Once complete, the highway connection will provide a significant alternative for east-west movement in this locality, alleviating some local highway congestion issues.

Climate Change

- 8.25 The drainage strategy has allowed for a 40% climate change allowance and is therefore in compliance with the 2018 ES and 2019 ES Addendum.

Conclusions

- 8.26 The potential for likely significant environmental effects associated with the Proposed Development has been considered in the context of the assessments within the 2018 ES and 2019 ES Addendum. It has been concluded that the proposals result in no additional significant environmental effects and therefore the residual effects and conclusions of the 2018 ES and 2019 ES Addendum remain valid.

9. The Planning Balance

- 9.1 This Planning Statement, together with the supporting documents submitted in support of the Reserved Matters application, demonstrates the case in support of the Proposed Development.
- 9.2 Section 7 of this Planning Statement has demonstrated that the Proposed Development is in accordance with the relevant policies in the statutory development plan, relevant material considerations including the NPPF and relevant aspects of the outline permission.
- 9.3 In particular, the Proposed Development is considered to accord with the requirements of MSDC Local Plan Policies DP7 and DP9, the approved Parameter Plans, and the approved Northern Arc Masterplan. The Proposed Development is an essential piece of infrastructure for the wider Brookleigh development and will facilitate active travel and public transport through ease of movement.
- 9.4 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 on-site best practice measures in line with the submitted OCEMP. Once the Proposed Development is complete and operational, the benefits of bringing it forward are considered to outweigh the identified adverse effects.
- 9.5 Accordingly, it is considered that a decision to grant planning permission for the Reserved Matters application would be in accordance with the consented outline permission (DM/21/3279) and the MSDC Development Plan when read as a whole.

Appendix A Drawing Schedule

Appendix A – Drawing Schedule

Reference Number	Drawing Title
Red Line Boundaries	
60610807-ACM-CS-RMALP-0001	Brookleigh Northern Arc avenue Central Section Reserved Matters Application land ownership plan
60610807-ACM-CS-RMALP-0002	Brookleigh Northern Arc avenue Central Section Reserved Matters Application Location Plan / application boundary
Existing Conditions	
60610807-ACM-CS-ZZ-DR-LS-00-0101	Topographical Survey Sheet 1
60610807-ACM-CS-ZZ-DR-LS-00-0102	Topographical Survey Sheet 2
60610807-ACM-CS-ZZ-DR-LS-00-0103	Topographical Survey Sheet 3
60610807-ACM-CS-ZZ-DR-LS-00-0104	Topographical Survey Sheet 4
60610807-ACM-CS-ZZ-DR-LS-00-0105	Topographical Survey Sheet 5
60610807-ACM-CS-ZZ-DR-LS-00-0106	Topographical Survey Sheet 6
60610807-ACM-CS-ZZ-DR-LS-00-0107	Topographical Survey Sheet 7
60610807-ACM-CS-ZZ-DR-LS-00-0108	Topographical Survey Sheet 8
60610807-ACM-CS-ZZ-DR-LS-00-0109	Topographical Survey Sheet 9
60610807-ACM-CS-ZZ-DR-LS-00-0110	Topographical Survey Sheet 10
60610807-ACM-CS-ZZ-DR-LS-00-0111	Topographical Survey Sheet 11
60610807-ACM-CS-ZZ-DR-LS-00-0112	Topographical Survey Sheet 12
60610807-ACM-CS-ZZ-DR-LS-00-0113	Topographical Survey Sheet 13
60610807-ACM-CS-ZZ-DR-LS-00-0114	Topographical Survey Sheet 14
60610807-ACM-CS-ZZ-DR-LS-00-0115	Topographical Survey Sheet 15
Site Clearance	
60600807-ACM-CS-ZZ-DR-HW-00-0201	Site Clearance Sheet 1
60600807-ACM-CS-ZZ-DR-HW-00-0202	Site Clearance Sheet 2
60600807-ACM-CS-ZZ-DR-HW-00-0203	Site Clearance Sheet 3
60600807-ACM-CS-ZZ-DR-HW-00-0204	Site Clearance Sheet 4
60600807-ACM-CS-ZZ-DR-HW-00-0205	Site Clearance Sheet 5
60600807-ACM-CS-ZZ-DR-HW-00-0206	Site Clearance Sheet 6
60600807-ACM-CS-ZZ-DR-HW-00-0207	Site Clearance Sheet 7
60600807-ACM-CS-ZZ-DR-HW-00-0208	Site Clearance Sheet 8
60600807-ACM-CS-ZZ-DR-HW-00-0209	Site Clearance Sheet 9
60600807-ACM-CS-ZZ-DR-HW-00-0210	Site Clearance Sheet 10
60600807-ACM-CS-ZZ-DR-HW-00-0211	Site Clearance Sheet 11
60600807-ACM-CS-ZZ-DR-HW-00-0212	Site Clearance Sheet 12
60600807-ACM-CS-ZZ-DR-HW-00-0213	Site Clearance Sheet 13
60600807-ACM-CS-ZZ-DR-HW-00-0214	Site Clearance Sheet 14
60600807-ACM-CS-ZZ-DR-HW-00-0215	Site Clearance Sheet 15
60600807-ACM-CS-ZZ-DR-HW-00-0216	Site Clearance Sheet 16

Reference Number	Drawing Title
Highways General Arrangement	
60610807-ACM-CS-ZZ-DR-HW-00-0100	General Arrangement Overview Sheet
60610807-ACM-CS-ZZ-DR-HW-00-0101	General Arrangement Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0102	General Arrangement Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-0103	General Arrangement Sheet 3
60610807-ACM-CS-ZZ-DR-HW-00-0104	General Arrangement Sheet 4
60610807-ACM-CS-ZZ-DR-HW-00-0105	General Arrangement Sheet 5
60610807-ACM-CS-ZZ-DR-HW-00-0106	General Arrangement Sheet 6
60610807-ACM-CS-ZZ-DR-HW-00-0107	General Arrangement Sheet 7
60610807-ACM-CS-ZZ-DR-HW-00-0108	General Arrangement Sheet 8
60610807-ACM-CS-ZZ-DR-HW-00-0109	General Arrangement Sheet 9
60610807-ACM-CS-ZZ-DR-HW-00-0110	General Arrangement Sheet 10
60610807-ACM-CS-ZZ-DR-HW-00-0111	General Arrangement Sheet 11
60610807-ACM-CS-ZZ-DR-HW-00-0112	General Arrangement Sheet 12
60610807-ACM-CS-ZZ-DR-HW-00-0113	General Arrangement Sheet 13
60610807-ACM-CS-ZZ-DR-HW-00-0114	General Arrangement Sheet 14
60610807-ACM-CS-ZZ-DR-HW-00-0115	General Arrangement Sheet 15
Highways Contours, Longsections and Cross Sections	
60610807-ACM-CS-ZZ-DR-HW-00-0601	Road Contours Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0602	Road Contours Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-0603	Road Contours Sheet 3
60610807-ACM-CS-ZZ-DR-HW-00-0604	Road Contours Sheet 4
60610807-ACM-CS-ZZ-DR-HW-00-0605	Road Contours Sheet 5
60610807-ACM-CS-ZZ-DR-HW-00-0606	Road Contours Sheet 6
60610807-ACM-CS-ZZ-DR-HW-00-0607	Road Contours Sheet 7
60610807-ACM-CS-ZZ-DR-HW-00-0608	Road Contours Sheet 8
60610807-ACM-CS-ZZ-DR-HW-00-0631	Road Longsections Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0632	Road Longsections Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-0633	Road Longsections Sheet 3
60610807-ACM-CS-ZZ-DR-HW-00-0634	Road Longsections Sheet 4
60610807-ACM-CS-ZZ-DR-HW-00-0635	Road Longsections Sheet 5
60610807-ACM-CS-ZZ-DR-HW-00-0636	Road Longsections Sheet 6
60610807-ACM-CS-ZZ-DR-HW-00-0651	Road Cross Northern Arc Avenue Sections Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0652	Road Cross Northern Arc Avenue Sections Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-0653	Road Cross Northern Arc Avenue Sections Sheet 3
60610807-ACM-CS-ZZ-DR-HW-00-0654	Road Cross Northern Arc Avenue Sections Sheet 4
60610807-ACM-CS-ZZ-DR-HW-00-0655	Road Cross Northern Arc Avenue Sections Sheet 5
60610807-ACM-CS-ZZ-DR-HW-00-0656	Road Cross Northern Arc Avenue Sections Sheet 6
60610807-ACM-CS-ZZ-DR-HW-00-0661	Road Cross Sections Cuckfield Road Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0662	Road Cross Sections Cuckfield Road Sheet 2

Reference Number	Drawing Title
Highways Kerb and Pavement Plans and Details	
60610807-ACM-CS-ZZ-DR-HW-00-0030	Construction Details
60610807-ACM-CS-ZZ-DR-HW-00-0701	Road Kerb and Pavement Plan Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0702	Road Kerb and Pavement Plan Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-0703	Road Kerb and Pavement Plan Sheet 3
60610807-ACM-CS-ZZ-DR-HW-00-0704	Road Kerb and Pavement Plan Sheet 4
60610807-ACM-CS-ZZ-DR-HW-00-0705	Road Kerb and Pavement Plan Sheet 5
60610807-ACM-CS-ZZ-DR-HW-00-0706	Road Kerb and Pavement Plan Sheet 6
60610807-ACM-CS-ZZ-DR-HW-00-0707	Road Kerb and Pavement Plan Sheet 7
60610807-ACM-CS-ZZ-DR-HW-00-0708	Road Kerb and Pavement Plan Sheet 8
60610807-ACM-CS-ZZ-DR-HW-00-0709	Road Kerb and Pavement Plan Sheet 9
60610807-ACM-CS-ZZ-DR-HW-00-0710	Road Kerb and Pavement Plan Sheet 10
60610807-ACM-CS-ZZ-DR-HW-00-0751	Typical Road Corridor Cross Sections Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-0752	Typical Road Corridor Cross Sections Sheet 1
Highways Traffic Signs and Road Markings	
60610807-ACM-CS-ZZ-DR-HW-00-1201	Traffic Signs and Road Markings Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-1202	Traffic Signs and Road Markings Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-1203	Traffic Signs and Road Markings Sheet 3
60610807-ACM-CS-ZZ-DR-HW-00-1204	Traffic Signs and Road Markings Sheet 4
60610807-ACM-CS-ZZ-DR-HW-00-1205	Traffic Signs and Road Markings Sheet 5
60610807-ACM-CS-ZZ-DR-HW-00-1206	Traffic Signs and Road Markings Sheet 6
60610807-ACM-CS-ZZ-DR-HW-00-1207	Traffic Signs and Road Markings Sheet 7
60610807-ACM-CS-ZZ-DR-HW-00-1208	Traffic Signs and Road Markings Sheet 8
60610807-ACM-CS-ZZ-DR-HW-00-1209	Traffic Signs and Road Markings Sheet 9
60610807-ACM-CS-ZZ-DR-HW-00-1210	Traffic Signs and Road Markings Sheet 10
60610807-ACM-CS-ZZ-DR-HW-00-1211	Traffic Signs and Road Markings Sheet 11
60610807-ACM-CS-ZZ-DR-HW-00-1212	Traffic Signs and Road Markings Sheet 12
60610807-ACM-CS-ZZ-DR-HW-00-1213	Traffic Signs and Road Markings Sheet 13
60610807-ACM-CS-ZZ-DR-HW-00-1214	Traffic Signs and Road Markings Sheet 14
60610807-ACM-CS-ZZ-DR-HW-00-1215	Traffic Signs and Road Markings Sheet 15
Highways Vehicle Swept Tracking	
60610807-ACM-CS-ZZ-DR-HW-00-3001	Full Length Central Section 16m Articulated Vehicle Tracking Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-3002	Full Length Central Section 16m Articulated Vehicle Tracking Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-3003	Full Length Central Section 11m Single Deck Bus Vehicle Tracking Sheet 1
60610807-ACM-CS-ZZ-DR-HW-00-3004	Full Length Central Section 11m Single Deck Bus Vehicle Tracking Sheet 2
60610807-ACM-CS-ZZ-DR-HW-00-3005	Road 01 and Road 02 Refuse Collection Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3006	Road 03 and Road 04 Refuse Collection Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3007	Road 05 and Road 06 Refuse Collection Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3008	Road 07 and Road 08 Refuse Collection Vehicle Tracking

Reference Number	Drawing Title
60610807-ACM-CS-ZZ-DR-HW-00-3009	Road 09 Refuse Collection Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3010	Road 10 and Road 11 Refuse Collection Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3011	Road 12 Refuse Collection Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3012	Road 08 and Road 09 16m Articulated Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3013	Alternative Provision College Large Car & Refuse Collection Vehicle Two-way Vehicle Tracking
60610807-ACM-CS-ZZ-DR-HW-00-3014	Road 05 with Cuckfield Road junction Refuse Vehicle Tracking
Surface Drainage	
60610807-ACM-04-XX-DR-DR-700140	Drainage Network 4.3 Drainage Layout Sheet 1
60610807-ACM-04-XX-DR-DR-700141	Drainage Network 4.3 Drainage Layout Sheet 2
60610807-ACM-04-XX-DR-DR-700145	Drainage Network 4.8 Drainage Layout Sheet 1
60610807-ACM-04-XX-DR-DR-700146	Drainage Network 4.8 Drainage Layout Sheet 2
60610807-ACM-04-XX-DR-DR-700147	Drainage Network 4.8 Drainage Layout Sheet 3
60610807-ACM-04-XX-DR-DR-700148	Drainage Network 4.8 Drainage Layout Sheet 4
60610807-ACM-04-XX-DR-DR-700240	Drainage Network 4.3 Long Section Sheet 1
60610807-ACM-04-XX-DR-DR-700241	Drainage Network 4.3 Long Section Sheet 2
60610807-ACM-04-XX-DR-DR-700245	Drainage Network 4.8 Long Section Sheet 1
60610807-ACM-04-XX-DR-DR-700246	Drainage Network 4.8 Long Section Sheet 2
60610807-ACM-04-XX-DR-DR-700247	Drainage Network 4.8 Long Section Sheet 3
60610807-ACM-04-XX-DR-DR-700248	Drainage Network 4.8 Long Section Sheet 4
60610807-ACM-04-XX-DR-DR-700249	Drainage Network 4.8 Long Section Sheet 5
60610807-ACM-04-XX-DR-DR-700540	Drainage Network 4.3 Manhole Schedule
60610807-ACM-04-XX-DR-DR-700545	Drainage Network 4.8 Manhole Schedule
60610807-ACM-04-XX-DR-DR-701120	Pond 12 General Arrangement
60610807-ACM-04-XX-DR-DR-701121	Pond 12 Sections
60610807-ACM-04-XX-DR-DR-701122	Pond 12 Standard Details Penstock Manhole
60610807-ACM-04-XX-DR-DR-701123	Pond 12 Standard Details Hydrobrake Manhole
60610807-ACM-04-XX-DR-DR-701124	Pond 12 Standard Details Headwall Inlet
60610807-ACM-04-XX-DR-DR-701125	Pond 12 Standard Details Headwall Outlet
60610807-ACM-04-XX-DR-DR-701126	Pond 12 Standard Details Gabion & Access Track
60610807-ACM-04-XX-DR-DR-701130	Pond 13 General Arrangement
60610807-ACM-04-XX-DR-DR-701131	Pond 13 Sections
60610807-ACM-04-XX-DR-DR-701132	Pond 13 Standard Details Flow Control Manhole
60610807-ACM-04-XX-DR-DR-701134	Pond 13 Standard Details Headwall Inlet
60610807-ACM-04-XX-DR-DR-701135	Pond 13 Standard Details Headwall Outlet
60610807-ACM-05-XX-DR-DR-700150	Drainage Network 5.6 Drainage Layout Sheet 1
60610807-ACM-05-XX-DR-DR-700151	Drainage Network 5.6 Drainage Layout Sheet 2
60610807-ACM-05-XX-DR-DR-700152	Drainage Network 5.6 Drainage Layout Sheet 3
60610807-ACM-05-XX-DR-DR-700250	Drainage Network 5.6 Long Section Sheet 1
60610807-ACM-05-XX-DR-DR-700251	Drainage Network 5.6 Long Section Sheet 2
60610807-ACM-05-XX-DR-DR-700252	Drainage Network 5.6 Long Section Sheet 3
60610807-ACM-05-XX-DR-DR-700253	Drainage Network 5.6 Long Section Sheet 4
60610807-ACM-05-XX-DR-DR-700550	Drainage Network 5.6 Manhole Schedule

Reference Number	Drawing Title
60610807-ACM-09-XX-DR-DR-700190	Drainage Network 9.7 Drainage Layout
60610807-ACM-09-XX-DR-DR-700290	Drainage Network 9.7 Long Section
60610807-ACM-09-XX-DR-DR-700590	Drainage Network 9.7 Manhole Schedule
60610807-ACM-XX-XX-DR-DR-702000	Standard Details Gully
60610807-ACM-XX-XX-DR-DR-702001	Standard Details Catchpit
60610807-ACM-XX-XX-DR-DR-702002	Standard Details Manhole
60610807-ACM-XX-XX-DR-DR-702003	Standard Details Vortex Flow Control Manhole
60610807-ACM-XX-XX-DR-DR-702004	Standard Details Sheet 5 Tree Pit Detail
60610807-ACM-XX-XX-DR-DR-702005	Standard Details Sheet 6 Tree Pit Detail
60610807-ACM-XX-XX-DR-DR-702006	Standard Details Pipe Bedding
60610807-ACM-XX-XX-DR-DR-702007	Standard Details Root Protection
60610807-ACM-XX-XX-DR-DR-702008	Standard Details Interceptor
Landscape	
60610807-ACM-CS-ZZ-DR-LA-00-0401	Landscape General Arrangement / Planting Plan Overview
60610807-ACM-CS-ZZ-DR-LA-00-0402	Landscape Planting Plan, Planting Schedules 1 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0403	Landscape Planting Plan, Planting Schedules 2 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0404	Landscape Planting Plan, Planting Schedules 3 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0405	Landscape Planting Plan, Planting Schedules 4 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0406	Landscape Planting Plan, Planting Schedules 5 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0407	Landscape Planting Plan, Planting Schedules 6 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0408	Landscape Planting Plan, Planting Schedules 7 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0409	Landscape Planting Plan, Planting Schedules 8 of 8
60610807-ACM-CS-ZZ-DR-LA-00-0410	Planting Details 1 of 1
N/A	Brookleigh Central Section Proposed Tree Profile Report December 2024
60610807-ACM-CS-ZZ-DR-LA-00-0501	Pond 12 and 13 – Landscape General Arrangement and Planting Schedules
60610807-ACM-CS-ZZ-DR-LA-00-0502	Pond 12 and 13 – Landscape Details
Lighting	
P0103-150-1301	Proposed Street Lighting Layout Sheet 1 of 5
P0103-150-1302	Proposed Street Lighting Layout Sheet 2 of 5
P0103-150-1303	Proposed Street Lighting Layout Sheet 3 of 5
P0103-150-1304	Proposed Street Lighting Layout Sheet 4 of 5
P0103-150-1305	Proposed Street Lighting Layout Sheet 5 of 5
P0103-150-CA01	Area Calculation
P0103-150-CR01	OPP M4 Grid 1,2,5
P0103-150-CR02	OPP M4 Grid 3
P0103-150-CR03	SSL M4 Grid 4
P0103-150-CR04	SSL P3 Grid 9
P0103-150-CR05	SSL P3 Grid 10
P0103-150-CR06	SSL P3 Grid 11
P0103-150-CR07	SSL P3 Grid 12

Reference Number	Drawing Title
Utilities	
60610807-ACM-XX-XX-DR-EL-020001	Existing Site Wide Electrical Utilities
60610807-ACM-XX-XX-DR-EL-020002	Existing Site Wide Telecom Utilities
60610807-ACM-XX-XX-DR-ME-020003	Existing Site Wide Drainage Utilities
60610807-ACM-XX-XX-DR-ME-020004	Existing Site Wide Gas Utilities
60610807-ACM-XX-XX-DR-ME-020005	Existing Site Wide Water Utilities
60610807-ACM-XX-XX-DR-EL-020006	Existing Site Wide Combined Utilities
60610807-ACM-XX-XX-DR-EL-020007	Indicative New Buried Service Route

