

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/1128	Case Officer:	Joseph Swift
Application Type:	Reserved Matters Application		
Proposal:	Second phase of the Western Bridge and Link Road, comprising the construction of a two-lane single carriageway road, with 3m shared surface (cyclist/pedestrian) on the west side of the highway, and a segregated 5m cycleway/footway on the east side. Connecting to the first phase of WBLR at the roundabout junction on the A2300. Provision of Western Bridge, spanning 71m, carrying the highway and cycleway/footway over the River Adur and floodplain, connecting with future phases at the eastern extent. Includes provision of access to future residential areas, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting and landscaping.		
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, , , , , ,		
Validation Date	14 May 2025	Overall Expiry Date:	13 Jul 2026
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	14 Sep 2026
Target Date:	13 Aug 2025	Recommending Officer Signature:	Joseph Swift

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
--	--	-------------------------------	---

Signed and Agreed By:	Stephen Ashdown	Date:	15 Sep 2026
Comments:			

--	--

MID SUSSEX DISTRICT COUNCIL

DM/25/1128

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

SUMMARY OF REPRESENTATIONS

No third party letters of representation have been received with regards to this application.

SUMMARY OF CONSULTEES

WSCC LLFA: No objections or further comments subject to the discharge of associated conditions with respect to surface water.

MSDC Tree Officer: Suggested more native shrub and tree planting, with maintenance plan required by condition.

Ecology Consultant: No ecological objection subject to the conditions attached to the outline.

WSCC PRow: No objections subject to condition

WSCC Highways: No objections subject to conditions

Design Review Panel: The Panel had concerns with the proposal, it was not considered enough had been done to address previous concerns and a number of items were lacking details and appeared unresolved.

Environment Agency: No objections subject to condition

MSDC Contaminated Land Officer: Recommended discovery condition

Environmental Protection Officer: Recommended approval with condition on hours and CEMP.

TOWN/PARISH COUNCIL OBSERVATIONS

Hurstpierpoint Parish Council: The committee had no comments.

Burgess Hill Town Council: Committee of 2nd June would Recommend Approval subject to restrictions during construction of working hours and levels of noise and dust to be monitored regarding adverse effects to existing residents.

INTRODUCTION

The application seeks Reserved Matters consent (for all matters - access, appearance, landscaping, layout and scale) for the second phase of the Western Bridge and Link Road, comprising the

construction of a two-lane single carriageway road, with 3m shared surface (cyclist/pedestrian) on the west side of the highway, and a segregated 5m cycleway/footway on the east side. Connecting to the first phase of WBLR at the roundabout junction on the A2300 into the approved Central Avenue. In order to facilitate this connection, the scheme incorporates a Bridge, spanning 71m, carrying the highway and cycleway/footway over the River Adur and floodplain. The proposal includes provision of access to future residential areas, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting and landscaping as part of the strategic development of at Brookleigh, to the north of Burgess Hill.

RELEVANT PLANNING HISTORY

The wider development of Brookleigh (formerly Northern Arc) has an extensive planning history and as such is not all detailed below. The applications most relevant to this application are as follows:

Outline Planning Permission

The original outline permission for the site was granted under application DM/18/5114 on the 04/10/2019 for:

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.

This outline permission was amended under application DM/21/3279 on the 09/12/2022 for:

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 and 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

A further Section 73 application (DM/23/0747) was submitted to vary DM/21/3279 and was approved 03/10/2025 for the following:

Planning application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 2 (phasing), 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, update to the phasing of development 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.

Eastern Bridge and Link Road (now known as Holmbush Avenue)

Full planning permission (DM/19/3313) was granted on the 17/01/2020 for:

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.

This link from Isaacs Lane to Freeks Farm (now known as Oakhurst) has not yet been completed but is open to the public, however the final finished course has not been applied. An application is currently pending consideration under application DM/21/4355 for: Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 4 (compliance with Ecology Statement) and 15 (compliance with submitted plans) of planning permission DM/19/3313 to allow amendments to Ecology Strategy and amendments to the road layout and signage and the addition of a road crossing for equestrian users, cyclists and pedestrians.

Whilst the current application does not adjoin Holmbush Avenue, the full planning application established some principles for the design of the link road which runs through Brookleigh and this history is therefore relevant in that respect.

Western Link Road (now known as West End Farm Avenue)

Reserved matters was approved under DM/20/0254 for:

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.'

The link between Jane Murray Way and the A2300 has been completed and is now open to the public.

The road to which the current application relates would adjoin the roundabout at the junction of West End Farm Avenue and the A2300, which was approved under this application in the west.

Central Avenue

Reserved Matters was approved under DM/25/0446 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. (Amended plans received 15/02/2026).

The current application adjoins the Central Avenue at the eastern boundary.

SITE AND SURROUNDINGS

The strategic allocation of Brookleigh (formerly known as the Northern Arc) is located to the north side of Burgess Hill. The site in question stretches north east from the A2300 for approximately 460 metres to provide a highway connection from the A2300 roundabout, over the river Adur to link into the recently approved Central Avenue, other than the river corridor, the site comprises of a mixture of undeveloped, irregular shaped fields, with pockets of woodland and hedgerows defining field boundaries.

There are two areas of Ancient Woodland adjacent to the site, with Six Acre Shaw located to the north and Jane Murray Way Shaw to the south. The development falls outside of the boundary of both woodlands. The closest existing development to the application site is the Sewage works to the north west and St Pauls Catholic College to the south east/south. There are significant areas of open, undeveloped land between the application site, the school and the sewage works.

A public right of way (HSC/14u/3) runs north west to south west, parallel to the A2300. In relation to Listed Buildings, the closest one is the Grade II Listed Building, The Woolpack, which is approximately 950 metres from the application site.

The proposed site extent covers approximately 2.7 hectares and is set entirely within the red line boundary of the original outline permission (DM/18/5114 as amended).

In terms of planning policy, the site is within the area of land allocated for strategic development to the north and west of Burgess Hill under Policy DP9 in the District Plan (DP) and is within the defined built up area boundary.

APPLICATION DETAILS

The application seeks Reserved Matters consent (for all matters - access, appearance, landscaping, layout and scale) for the second phase of the Western Bridge and Link Road, which is part of the link road running west to east through the entire site of Brookleigh. This follows the outline planning approval DM/18/0509 (As amended by DM/21/3279 and DM/23/0747).

The length of the WBLR Phase 2 is approximately 460 metres and comprises a two lane single carriageway road which would have a 30mph speed limit. The carriageway includes a 3 metre cycle/pedestrian shared surface on the western side of the highway and a segregated 5 metre wide cycleway and footway on the eastern side. The road will link into the Western Bridge and Link Road Phase 1 from a roundabout on the A2300 and will continue north east with a 16.4 metres wide by 71 metres in length bridge over the River Adur and then the road will continue on to a point where it will join into the recently approved, but not yet constructed Central Avenue.

Included as part of the application are raised tables at the junctions to aid self enforcement of traffic speeds, a number of pedestrian and cycle crossing points, as well as access points to future residential parcels. The road has been designed with continuous grass verges as well as a parklet on the south western corner of the proposed bridge. The proposal does include some ground raising to the north west and south east corners of the proposed bridge to facilitate future pedestrian access to the development plots and down to the river corridor.

Surface water and foul drainage infrastructure, as well as utility corridors have been incorporated into the proposal to support the proposed infrastructure as well as road lighting, to ensure the full length of the route is lit.

LEGAL FRAMEWORK AND LIST OF POLICIES

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

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

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

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

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

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

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

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

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocations Development Plan Document (DPD), The Hurstpierpoint And Sayers Common Neighbourhood Plan, the West Sussex Joint Minerals Local Plan 2018 Partial Review (2021) and the West Sussex Waste Local Plan (2014).

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

Mid Sussex District Plan 2014-2031 (2018)

The District Plan was adopted at Full Council on 28th March 2018. The NPPF in (August 2026) sets out that Development plan policies (or parts of those policies) which are materially inconsistent with national decision making policies should be given very limited weight.

The relevant policies and the level of weight according to their consistency with the NPPF are as follows:

- DP6 Settlement Hierarchy (very limited weight)
- DP7 General Principles for Strategic Development at Burgess Hill (full weight)
- DP9 Strategic allocation to the north and northwest of Burgess Hill (full weight)
- DP20 Securing Infrastructure (very limited weight)
- DP21 Transport (very limited weight)
- DP22 Rights of Way and other Recreational Routes (very limited weight)
- DP26 Character and Design (very limited weight)
- DP28 Accessibility (full weight)
- DP29 Noise, Air and Light Pollution (very limited weight)
- DP37 Trees, Woodland and Hedgerows (very limited weight)
- DP38 Biodiversity (very limited weight)
- DP39 Sustainable Design and Construction (very limited weight)
- DP41 Flood Risk and Drainage (very limited weight)
- DP42 Water Infrastructure & the Water Environment (very limited weight)

In relation to air pollution in Policy DP29, it should be afforded no weight as this has been superseded by Policy SA38 in the Site Allocations DPD.

Hurstpierpoint and Sayers Common Neighbourhood Plan

The Hurstpierpoint and Sayers Common Neighbourhood Plan was made on the 19 March 2015. However, there are no policies within the Neighbourhood Plan that are considered relevant to this application.

West Sussex Joint Minerals Local Plan (2018)

The West Sussex Joint Minerals Local Plan was adopted in July 2018 and subsequently reviewed in 2021. The relevant policy is considered to be materially inconsistent with the NPPF and should be afforded very limited weight. The relevant Policy is: M9 Safeguarding Minerals

West Sussex Waste Local Plan (2014)

The West Sussex Waste Local Plan was adopted in April 2014. The relevant policy is considered to be consistent with the NPPF and should be afforded full weight. The relevant Policy is: W23 Waste Management within Development

Site Allocations DPD (SADPD)

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031. The relevant policy and its level of weight according to its consistency with the NPPF is:

- SA38 Air Quality (full weight)

Other Material Considerations

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

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 is currently at Examination with initial hearings held in February/March 2026. The Council is consulting on Main Modifications which are required to ensure the plan is legally compliant and sound. The District Plan remains at Examination until the Inspector has published his report, until that time only minimal weight can be given to the Plan and this planning application has therefore been assessed against the policies of the adopted District Plan.

Relevant policies:

- o DPS1: Climate Change
- o DPS2: Sustainable Design and Construction
- o DPS4: Flood Risk and Drainage
- o DPN7: Noise Impacts
- o DPN9: Air Quality
- o DPN1: Biodiversity, Geodiversity and Nature Recovery
- o DPN2: Biodiversity Net Gain
- o DPN10: Land Stability and Contaminated Land
- o DPB1: Character and Design
- o DPT1: Placemaking and Connectivity
- o DPT3: Active and Sustainable Travel
- o DPT4: Parking and Electric Vehicle Charging Infrastructure
- o DPH3: Sustainable Development - Inside the Built-Up Area

o DPH12: Accessibility

Mid Sussex Design Guide Supplementary Planning Document (SPD)

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

Northern Arc Masterplan (2018)

The Northern Arc Masterplan (Masterplan) was approved at the Mid Sussex District Council Cabinet Meeting on 24th September 2018 as a material consideration for all forthcoming planning applications in relation to the Northern Arc. The Masterplan sets out a vision for the Northern Arc along with the following Strategic Development Principles that are relevant to this application:

- SDP1 Access and Strategic Movement
- SDP2 Northern Arc Avenue
- SDP3 Strategic Green Connections
- SDP4 Pedestrian and Cycle Links
- SDP5 Centres and Walkable Neighbourhoods
- SDP6 Housing Mix, Density and Capacity
- SDP7 Place-making objectives
- SDP8 Northern Arc Design Guide
- SDP9 Built for Life
- SDP10 Integration with Established Communities
- SDP11 Education
- SDP12 Mixed and Balanced Community
- SDP13 Integrating Employment Opportunities
- SDP14 Landscape and Green Infrastructure
- SDP15 A rich variety of open space
- SDP16 Ancient Woodland and Veteran Trees
- SDP17 Sports Facilities
- SDP18 Topography
- SDP19 Visibility
- SDP20 Existing Utility Infrastructure
- SDP21 Climate resilient development
- SDP22 Low carbon energy
- SDP23 Integrated Water Management
- SDP24 Construction and Material Use

Northern Arc Infrastructure Delivery Plan and Phasing Strategy (2018)

The Northern Arc Infrastructure Delivery Plan (IDP) was approved at the Mid Sussex District Council Cabinet Meeting on 24th September 2018 as a material consideration for all forthcoming planning applications in relation to the Northern Arc. The IDP identifies the infrastructure necessary to facilitate and support the development of Burgess Hill Northern Arc.

This document identifies the provision of a highway link between the A2300 and the A273 (the Northern Arc avenue) as one of the pieces of transport infrastructure required to support the Northern Arc development.

Burgess Hill Neighbourhood Plan

The Burgess Hill Neighbourhood Plan has been made. However, the 'plan area' within the Neighbourhood Plan does not extend to the application site. Therefore this Neighbourhood Plan does not form part of the development plan for the consideration of this application. However, it is a 'made plan' and contains specific policies relevant to this Northern Arc application. Therefore the following

policy of the Burgess Hill Neighbourhood Plan is considered to be a material planning consideration in the determination of this Northern Arc application:

- G6 Footpaths, Rights of Way and Cycle Links (relevant because it states that new development will be expected to provide links to the existing network where appropriate)

Burgess Hill Town Wide Strategy (2011)

The Burgess Hill Town Wide Strategy comprises the Town Council's proposed strategy for Burgess Hill for a 20 year period. The Strategy states that the Town Council was keen to develop a new but realistic and deliverable strategy in order to prevent the town from standing still and potentially going into decline. The Strategy states that:

'A key part of the development of the strategy was to identify what local people wanted their town to be like. A number of consultation events, strategies and visions have been prepared over the last 6-7 years and each contained a common thread of Burgess Hill being:

- a fully sustainable 21st century town focussed around a high quality, vibrant and accessible town centre;*
- a town that's existing and future population is supported by the necessary community facilities, employment opportunities and access to green open space; and*
- a town that functions efficiently and is underpinned by a state of the art transport network and modern supporting infrastructure.*

To achieve the above vision, it was considered that the town needs:

- a better town centre with a greater range of shops and a more attractive pedestrian environment;*
- improved public transport, walking and cycling links as well as better roads;*
- new and improved community and cultural facilities;*
- additional high quality and suitably located business park development; and,*
- new, improved and well-connected sports, recreation and open space in and around Burgess Hill.'*

To help meet this vision a number of projects are identified within the Strategy including:

- 'improvements to the town centre (to the main routes of Queen Elizabeth Avenue, Civic Way and Church Road/ Church Walk as well as improved buildings and a new public square);*
- improvements to transport (including enhancements to the key transport interchanges, Green Circle Network and road links)*
- new and improved community and green infrastructure (including a new Centre for Community Sport, management of Ditchling Common, new open space provision in the east of the town, a civic info centre and a new community/ arts centre); and,*
- improved and new employment development.'*

The Strategy identifies that in order to deliver the desired projects, then additional housing developments would be required and subsequently identified the requirement of around 4000 homes, including 500 on land east of Kings Way and 3500 on land to the north and north west of the town.

Burgess Hill Public Transport Strategy (2016)

West Sussex Transport Plan 2011-2026 (2011)

West Sussex Walking and Cycling Strategy 2016-2026 (2016)

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

National Planning Policy Framework (NPPF) (August 2026)

The National Planning Policy Framework sets out the government's policies for plan-making and for making decisions on development proposals in England. It is a material consideration of critical importance in both contexts. The policies in this Framework are material considerations which must be taken into account in decision-making from the day of its publication. Annex A of the NPPF states

'Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. The only exception to this is where they have been examined and adopted or made against this Framework. Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of this Framework.'

The policies contained within the NPPF are material considerations which must be taken into account in the determination of this application. This is confirmed by paragraphs 1 and 3 of the NPPF, with paragraph 1 stating that *'The National Planning Policy Framework sets out the government's policies for plan-making and for making decisions on development proposals in England. It is a material consideration of critical importance in both contexts.'*

Policy S3 of the NPPF sets out that, *'Decisions on development proposals should apply a presumption in favour of sustainable development.'* It goes on to say that *'in all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.'*

ASSESSMENT

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

- Principle of Development
- Design, Visual Impact and Landscape
- Trees
- Ecology & Biodiversity
- Transport, Highways and Movement
- Residential Amenity
- Water Resources, Flood Risk & Drainage
- Sustainability
- Other Issues
- EIA Regulations
- Planning Balance and Conclusion

Principle

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

The principle of the development has been established by the granting of the outline planning application DM/18/5114 in October 2019 which permitted

'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.'

The outline permission was amended by Section 73 applications DM/21/3729 and DM/23/0747.

As part of the outline approval, parameter plans were approved that identify the key principles and broad locations of elements of the development. The Access and Movement parameter plan (004 Rev 11) shows the location of the principal pedestrian/cycle routes and highways connections, including a new

link road running through the Northern Arc within a 10m corridor. The submitted reserved matters application for this part of the link road is in broad accordance with the approved parameter plans as per the requirements of the outline permission.

Furthermore, it should be noted that the site is also part of a strategic allocation in the District Plan to the north and north west of Burgess Hill. Policy DP9 is the relevant policy in the District Plan which allocates the strategic development of which this application site forms a part of. Policy DP9 states:

Both Policy DP7 and DP9 of the District Plan seek to deliver housing with a presumption in favour of sustainable development and as such are considered to be consistent with the NPPF and can be given full weight.

'Strategic mixed-use development (which will need to conform to the general principles in Policy DP7: General Principles for Strategic Development at Burgess Hill), as shown on the inset map, is allocated to the north and north-west of Burgess Hill for the phased development of:

- Approximately 3,500 additional homes and associated new neighbourhood centres, including retail, education, health, employment, leisure, recreation and community uses, sufficient to meet the day to day needs of the whole of the development and located as far as possible so at least one new neighbourhood centre is within 10 minutes' walk of most new homes;*
- 25 hectares of land for use as a high quality business park south of the A2300 and served by public transport;*
- Two new primary schools (including co-location of nursery provision and community use facilities as appropriate) and a new secondary school campus, in each case in locations well connected with residential development and neighbourhood centres;*
- A Centre for Community Sport in the vicinity of the Triangle Leisure Centre and St Paul's Catholic College;*
- Provision of permanent pitches for settled Gypsies and Travellers to contribute, towards the additional total identified need within the District commensurate with the overall scale of residential development proposed by the strategic development; or the provision of an equivalent financial contribution towards off-site provision of pitches towards the additional total identified need within the District (or part thereof if some on-site provision is made) commensurate with the overall scale of residential development proposed by the strategic development, if it can be demonstrated that a suitable, available and achievable site (or sites) can be provided and made operational within an appropriate timescale; unless alternative requirements are confirmed within any Traveller Sites Allocations Development Plan Document or such other evidence base as is available at the time the allocation-wide masterplan is approved (as appropriate); and*
- A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive.'*

This application provides part of the new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane as identified in this Policy.

The highway link proposed as part of this application will provide access into future residential development parcels and as such will facilitate the housing allocated by the Policy to be delivered.

Policy DP9 states:

'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.'*

An allocation wide Masterplan and Infrastructure Delivery Plan and Phasing Strategy were approved by Cabinet. These documents are therefore material considerations and accordance with these documents will be assessed in the relevant sections of this report.

SDP2 of the Masterplan sets out that the proposal will include the provision of a link road between the A273 Isaacs Lane and the A2300.

This proposal is an important element of this link road.

Policy DP7 of the District Plan sets out general principles for strategic development at Burgess Hill. The Policy states:

'Strategic development will:

- Be designed in a way that integrates it into the existing town providing connectivity with all relevant services and facilities;*
- Provide additional, high quality employment opportunities including suitably located Business Park developments accessible by public transport;*
- 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 improved community, retail, cultural, educational, health, recreation, play and other facilities to create services and places that help to form strong local communities and encourage healthy lifestyles;*
- Provide new and/or improved and well connected sports, recreation and open space in and around Burgess Hill, including the continuation of the existing 'Green Circle' of linked areas of informal open space around the town along with its associated network of multi-functional paths, the Green Circle network, and links into the town centre;*
- Support the delivery of a multi-functional route between Burgess Hill and Haywards Heath;*
- Provide a Centre for Community Sport in the vicinity of the Triangle Leisure Centre;*
- Provide a range of housing including affordable housing, in accordance with policy DP31: Affordable Housing and housing for older people;*
- Identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan including DP38: Biodiversity; Provide an effective telecommunications infrastructure, including provision for broadband; and*
- Wherever possible, incorporate on-site 'community energy systems', such as Combined Heat and Power or other appropriate low carbon technologies, to meet energy needs and create a sustainable development. The development shall also include appropriate carbon reduction, energy efficiency and water consumption reduction measures to demonstrate high levels of sustainability.'*

The compliance of the proposed development with these requirements is discussed in the relevant sections of the remainder of the report.

The site is located within the built up area, as defined by the Mid Sussex District Plan. Policy DP6 of the Mid Sussex District Plan states in part that:

'Development will be permitted within towns and villages with defined built-up area boundaries. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale (with particular regard to DP26: Character and Design), and not cause harm to the character and function of the settlement.'

Policy DP6 of the Mid Sussex District Plan is considered to be materially inconsistent with the NPPF and as such can only be afforded very limited weight.

National decision making policy S4 states:

'Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.'

In light of the above points, in particular the extant outline consent, it is evident that the principle of the proposal is clearly established.

Design, Visual Impact and Landscape

Policy DP7 of the District Plan requires strategic development at Burgess Hill to identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan.

DP9 requires land uses and infrastructure delivery to identify and take account of environmental, landscape and ecological constraints appropriately responding to the landscape setting including retention of woodland, hedgerows and other important natural features wherever possible.

Policy DP26 of the District Plan relates to character and design. In part it requires developments to be well designed, be of a high-quality design and layout with appropriate landscaping and greenspace; contribute positively to and clearly define public and private realms as well as creating a sense of place whilst addressing the character and scale of surrounding buildings and landscape. However, it is considered to have very limited weight as it is materially inconsistent with the NPPF, and greater weight should be given to policy DP3 of the NPPF.

National design policy DP3 in the NPPF sets out the key principles for well-designed places. In respect of liveability, it seeks to *'support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.'* With regards to movement it seeks to *'provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport.'* With regards to built form it seeks to *'use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme.'* In terms of identity the aim in policy DP3 is to *'create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.'*

The Masterplan sets out the following at SDP2:

'The design and character of Northern Arc avenue will be developed to ensure that it strikes the optimum balance between its place-making role at the heart of the community, uniting the various character areas across the Northern Arc, and its role as a supporting through route.'

The Masterplan sets out the following place-making objectives at SDP7:

- *'Creating walkable neighbourhoods with vibrant centres that are accessible to all;*
- *Co-locating schools, community centres and open spaces with the neighbourhood centres to support vitality and community identity;*
- *Designing streets as places that encourage social interaction as well as walking, cycling and public transport;*
- *Ensuring that streets, public realm and open spaces are well overlooked and designed to feel safe and secure;*
- *Creating a place that is easy to find your way around with a clear hierarchy of streets and spaces, landmark features and views;*
- *Setting development within an interconnected, easily accessible network of attractive streets, green infrastructure, green corridors and open spaces to act as wildlife corridors and sustainable transport links;*

- Incorporating trees, gardens and green spaces throughout the development to provide shade and cooling during extreme heat events and to increase its ability to adapt to climate change;
- Supporting health and well-being through opportunities for active lifestyles and living in close contact with nature;
- Providing a variety of different character areas which reflect variations in landscape and topography, as well as the role and function of different parts of the community;
- Integrating business and employment uses to diversify day time activities;
- Accommodating car parking and servicing in ways that are convenient and safe but also unobtrusive.'

SDP9 of the Masterplan states that design proposals will be assessed against the place-making objectives set out in the Design Guide (SDP8) and Building for Life 12.

SDP18 of the Masterplan sets out that *'the development will work with the Northern Arc's undulating topography to respect and build on the existing sense of place, as well as reducing the amount of earthworks and levelling required.'*

The Northern Arc Design Guide sets out *'the key urban design, public realm and place-making principles that will be applied across the whole of the new community.'* It is therefore intended to be used as a guide for all of the forthcoming reserved matters, including this application, to support the delivery of the overall vision. The relevance to this application is that the Design Guide establishes the broad parameters of the design of the development in relation to the following:

- Place-making
- Northern Arc Neighbourhoods and Centres
- Residential Character Areas
- Employment
- Access, Movement and Street Layout Design
- Car and Cycle Parking
- Landscape and Public Realm

The application has been to the Design Review Panel (DRP) at both the pre-application stage and the Reserved Matters application stage. A summary of the most recent comments on the RMA is set out below:

- Proposal is car focused
- Limited place making function
- Landscaping not fully developed
- Bridge design is a technical solution to provide a crossing making it feel intrusive and alien within the landscape
- The bridge does not respond to the natural character of the river and would be more akin to a bridge over a motorway
- Concerns on width, reducing it would help lessen its impact and act as a traffic calming method
- Visual impact from green circle
- Suggested oversailing the railings or addition of a secondary feature to interrupt the horizontal appearance and soften the edge
- Parklet plans do not match the visuals, did not appear to be fully designed
- No path to seating area/accessibility
- In relation to level changes, details should be worked up now to ensure it can be delivered and not left to a condition
- Landscaping to parklet reduced to allow views to river
- Glad to see relocation of bridleway from A2300 to further up
- Would like to see white road markings removed, as this actually encourages faster traffic
- Questioned two bus stops directly opposite each other and not staggered to allow single file traffic
- Concerns over side junction priority
- Accepted that a number of issues were a result of WSCC Highways adoption requirements, but would like to see further work done with WSCC Highways to try and overcome some of the sustained concerns.

A number of the comments were in relation to highway safety matters and these will be dealt with within the Highways Section of the report. It is noted that throughout the pre-application stages and even during the life of the application, discussions have been undertaken with WSCC Highways to seek to see what amendments can be made to the proposal, however, in order to meet the safety requirements and for WSCC Highways to adopt the road and bridge the level of design changes has been restricted.

Bridge

The Northern Arc Design Guide requires the spine road to strike the optimum balance between its place making role and uniting the various character areas and its transport role as a supporting through route.

The proposal includes Section 2A: A2300 to the western bridge

'Along this stretch of the Northern Arc avenue the two lane carriageway must be 6.50m wide in total to accommodate two way traffic and a bus service. There must be no on-street parking provided and the carriageway should be lined up with minimum of 2.75m wide tree verge. The northern side of the road must provide a shared cycle and footway and the southern side should provide only a footpath.'

The DRP raised significant concerns over the proposal being car focused, having limited place making function, its design being a technical solution and it not responding to the natural landscape.

Within the Northern Arc Design Guide it sets out key character principles for the Western Bridge which include:

- '- Creating a gateway to emphasise the arrival to the Central Neighbourhood.*
- Providing a strong building line on the Northern Arc avenue.*
- Responding to the topography and level changes along the river valley appropriately'*

The proposal is for the bridge and the road in order to facilitate the delivery of the surrounding parcels, the details of how the buildings will interact with the link road in order to create a strong building line and help to emphasise the arrival gateway into the Central Neighbourhood will form part of future Reserved Matters applications for the adjoining development parcels.

It is noted that the bridge will be a highly visible feature in the landscape and surrounding parcels, being situated on top of part of the Green Circle (cycle, equestrian and pedestrian route). Whilst the Green Circle is not proposed as part of this application, the location of the route is defined in the parameter plans to come forward as part of a future phase. As such, the bridge will be visible from a distance and from the neighbouring development plots. The bridge itself remains a very technical solution, despite some minor design additions, such as the introduction of the patterned finish on the bridge, amendments to the balustrading and additional landscaping. It is considered that the bridge does not fully respond to the natural character and topography of the River Adur and lacks a degree of verticality, particularly given the large span of the bridge. The bridge itself is not considered to be of a particularly high quality and doesn't perform the placemaking function that there is the opportunity for, being dominated by the technical specifications and safety elements, such as the dominant concrete supports, retaining walls and balustrading. Limited effort has been made to turn these elements into positive design features, in order to create a well-designed attractive focal point. Furthermore, limited effort has been made to create opportunities to integrate this piece of infrastructure into the surrounding plots, such as combining the retaining walls into flat blocks. It is noted that attempts were made to overcome these concerns and these were not considered achievable due to West Sussex County Councils requirements and the desire of the applicant to have the structure adopted by West Sussex County Council, however this is not considered to negate the poor design of the structure.

On the south east corner of the bridge, the land levels/retaining walls have been used to create a pocket park. This has created a small landscaped area with benches etc. This is a positive feature that successfully integrates the large bridge structure into its landscaped surroundings and embraces the constraints of the site in a positive way. It is noted that a pedestrian cycle link will be provided from the road subject to this application down to the Green Circle and whilst this route is subject to a future reserved matters application, this landscaped pocket park will assist in the integration of this route alongside.

Link Road

In accordance with the design guide, this stretch of the Northern Arc has been designed as a 6.5 metre wide, two lane carriageway. Bus stops have been provided and the street is lined either side by a 2.75 meter wide verge, containing a number of trees throughout. The north western side includes a 3 metre wide shared cycleway and footway while the south/south eastern side has a segregated 3 metre cycleway and 2 metre footway. Together with the provision of a parklet to the south western corner of the bridge. Overall the design and layout of the road is in accordance with the Northern Arc Design Guide, the Street Design and Adoption Manual and would complement the surrounding pieces of road infrastructure that have already been granted permission/been built.

Design Conclusion

The provision of the link road and pocket park is considered to be well designed and in accordance with the Northern Arc Design Guide and the Street Design and Adoption Manual. Furthermore, the pocket park is considered to be a well integrated, positive design feature. However, despite attempts to alter the design of the bridge, due to highway safety issues and its future adoption these amendments were limited and there remains areas in its overall design that are not considered to be high quality and are not in keeping with the principles detailed in the Northern Arc Design Guide and the Street Design and Adoption Manual, and fails to provide a well designed focal point. For these reasons, the proposal in its entirety is not considered to be in accordance with Policy DP26 of the District Plan, Strategic Development Principle 7 and Strategic Development Principle 8 of the Northern Arc Masterplan and the Northern Arc Street Design and Adoption Manual and the Northern Arc Design Guide and Policy 3 of the NPPF. The conflict with Policy is a negative impact of the scheme that needs to be weighed into the overall planning balance.

Trees

Policy DP37 of the District Plan relates to trees, woodland and hedgerows. It is considered to be materially inconsistent with the NPPF and as such, this policy has very limited weight. Greater weight should be given to Policy N6 of the NPPF.

Policy N6 of the NPPF relates to areas of particular importance for biodiversity and geodiversity. Within this there is a requirement that proposals which would entail the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

SDP14 of the Masterplan relates to 'landscape and green infrastructure and states that:

'The development of the Northern Arc will preserve and enhance the established framework of woodlands, trees and hedgerows as part of the commitment to creating a high quality and distinctive place.'

SDP16 refers specifically to ancient woodland and veteran trees and states that:

'The multiple designated Ancient Woodlands within the Northern Arc, which are an irreplaceable habitat, will be retained and protected through a sensitive design approach. Ancient Woodlands will be incorporated into the framework of green spaces and protected by a buffer zone.'

SDP21 of the Masterplan sets out that green infrastructure will be designed with species that are tolerant to the prevailing climatic conditions.

Within the supporting documents it confirms that the proposal would result in the loss of 8 small sized rural trees and 2 medium sized rural trees, as well as requiring the removal of hedgerow to facilitate the development. All of the trees to be removed are within the red line of the application site.

While the loss of trees and hedgerow is regrettable, the broad location of the road has been set by the parameter plans approved as part of the outline consent. It was understood from the outline consent that

the location and construction of the road would have an impact on existing vegetation, the Council's Tree Officer has been consulted on this application and has raised no objections to the proposal. The loss of these trees and hedgerow is therefore considered to be acceptable.

Furthermore, the proposal does include details of replacement landscaping, which includes habitat creation and replacement planting of 23 small-sized rural trees. Within the tree officer's comments they have made suggestions in relation to the landscaping plans, to ensure that the scheme includes a substantial proportion of appropriate native trees. These suggestions will be secured by an appropriately worded condition. Subject to this condition, the replacement planting is considered to be acceptable.

It is therefore considered that subject to the recommended condition the trees and landscaping accord with Policy DP37 of the District Plan, principles SDP14, SDP16 and SDP21 of the Masterplan and Policy N6 of the NPPF.

Ecology & Biodiversity

Policy DP7 states in part that strategic development will: *'Identify and respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity and contribute to the delivery of green infrastructure in and around the town in accordance with policies elsewhere in the Plan including DP38: Biodiversity;...'*

DP9 also makes clear that *'the relevant land uses and infrastructure delivery for each phase: Identify and take account of environmental, landscape and ecological constraints including where possible avoiding or minimising harm to sensitive receptors and appropriately responding to the landscape setting including retention of woodland, hedgerows and other important natural features wherever possible and appropriate landscaping and safe design of balancing ponds and water/drainage features; and deliver opportunities and requirements as set out in Policy DP7: General Principles for Strategic Development at Burgess Hill and DP38: Biodiversity...'*

Policy DP38 of the District Plan relates to biodiversity. However, this policy is materially inconsistent with national decision-making policies and should be given very limited weight. Greater weight should be given to policy N2 of the NPPF.

Policy N2 of the NPPF seeks to improve the natural environment. Part 1 of this policy requires proposals to minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs. Part 2 of this policy sets out that *'If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated or, as a last resort, compensated for, then the development should be refused.'*

SDP14 (Landscape and Green Infrastructure) of the Masterplan states that: *'The Masterplan will preserve landscape features and wherever possible respect the landscape setting of nearby listed buildings and non-designated heritage assets. It will also deliver a net gain in biodiversity. This will be achieved by delivering ecological enhancements within the green infrastructure areas, such as ecologically valuable SuDS systems, private and shared garden and amenity space, and passive measures elsewhere such as green and brown roofs and the creation of new habitats through measures to support wildlife such as, for example, bat boxes. The development provides an opportunity to increase the diversity and resilience of tree cover, particularly in relation to climate change, pests and disease, as well as delivering a range of amenity benefits.'*

SDP15 of the Masterplan sets out that *'the Northern Arc will provide a rich variety of attractive open spaces. These will support wider biodiversity objectives and promote climate change, pest and disease resilience, as well as meeting community needs for recreation and supporting health and well-being.'*

SDP16 (Ancient Woodland and Veteran Trees) of the Masterplan sets out that, *'the multiple designated Ancient Woodlands within the Northern Arc, which are an irreplaceable habitat, will be retained and protected through a sensitive design approach. Ancient Woodlands will be incorporated into the framework of green spaces and protected by a buffer zone.'*

There are two areas of Ancient Woodland adjacent to the site, with Six Acre Shaw located to the north and Jane Murray Way Shaw to the south. Embedded within the principles of the Brookleigh scheme is a requirement for a 15m no development buffer to all Ancient Woodland and an additional 10m buffer where only soft landscaping, such as swales are permitted. There are a number of exceptions to this, set out in the approved parameter plans where essential infrastructure is required. The development falls outside of the boundary of both woodlands and outside the 15 metre buffer zone.

The northwestern corner of the bridge would encroach into the 25 metre buffer zone, however, it is in an area where incursion is already permitted, as set out on the approved parameter plans. Furthermore, mitigation measures would be used, such as no-dig protection surfaces during construction to minimise damage and compaction of underlying soils within the 25 metre area surrounding the Ancient Woodlands.

The Councils Ecology Consultant has raised no ecological objection to the proposal and as noted within their comments, the applicant is required to submit an ecological impact assessment as required by condition 20 of the outline consent DM/18/5114 (as amended by DM/21/3279 and DM/23/0747). Furthermore, condition 8 of the outline consent sets out the need for each reserved matters area to be subject of a construction and environment management plan.

In addition, while the proposal will result in a negative net loss in BNG of - 5.25 area based habitat and - 0.61 hedgerow units, it should also be highlighted that the legal agreement secured as part of the outline permission requires a biodiversity net gain of 10 percent for the entire site. So, while this parcel might not be delivering any net gain by itself, other parcels will be providing 10 percent or more to compensate to ensure the site as a whole achieves this target. Furthermore, as a whole the scheme is currently on target to deliver in excess of 10 percent net gain.

The reserved matters submission is therefore considered to be in accordance with Policies DP7, DP9 and DP38 of the District Plan, Principles SDP14, SDP15 and SDP16 of the Masterplan and Policy N2 of the NPPF.

Transport, Highways and Movement

Policy DP21 of the MSDP deals with transport matters and sets out several criteria which decisions on development proposals will take account of, including whether the scheme is designed to adoptable standards, whether it provides adequate car parking and whether the scheme protects the safety of road users and pedestrians, amongst other things. It is considered that policy DP21 is materially inconsistent with the NPPF and therefore should be given very limited weight. It is considered that national decision making policies TR3 (Locating development in sustainable locations), TR4 (Street design, access and parking) and TR6 (Assessing transport impacts) should be the policies that are given greater weight in the assessment of this application.

Policy TR3 of the NPPF relates to locating development in sustainable locations and sets a number of principles proposals should reflect. Section (a) of this policy sets out that *'Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;'*

NPPF policy TR4 makes it clear that transport considerations should be integral to the design of development and proposals should *'Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services, with the aim being to ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility).'*

Policy TR6 of the NPPF relates to assessing transport impacts and part 4 of this policy states that *'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'*

Policy DP22 of the MSDP relates to rights of ways, recreational routes and cycle routes and seeks to protect existing routes, while supporting the provision of new routes. It is considered that policy DP22 is materially inconsistent with the NPPF and therefore should be given very limited weight. It is considered that national decision making policy TR8 should be the policy given greater weight and in part this policy states:

'Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:

- i. Improved access to green spaces and the countryside;*
- ii. New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;'*

Policy DP7 states that strategic development will, inter alia

- '- 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 around the town along with its associated network of multi-functional paths, the Green Circle network, and links into the town centre;*
- Support the delivery of a multi-functional route between Burgess Hill and Haywards Heath;...'*

Site specifically Policy DP9 requires *'A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive.'*

Policy DP28 of the District Plan states:

'All development will be required to meet and maintain high standards of accessibility so that all users can use them safely and easily.
This will apply to all development, including changes of use, refurbishments and extensions, open spaces, the public realm and transport infrastructure, and will be demonstrated by the applicant.
With regard to listed buildings, meeting standards of accessibility should ensure that the impact on the integrity of the building is minimised.'

Policy DP28 of the MSDP is considered to be consistent with the NPPF Policies and is therefore afforded full weight.

The Masterplan sets out the following at SDP1-:

- 'Permeable layout that integrates with the surrounding highway network*
- Maximise sustainable patterns of movement*
- Highway design will direct traffic to the A2300 via the A273 and the Northern Arc avenue and minimise movement through the villages to the north of the site*

- Northern Arc avenue to provide a new through connection between A273 Jane Murray Way and A2300 in the west and A273 and Maple Drive in the east
- Priority junctions and traffic signals favoured over roundabouts to support permeability for pedestrians and cyclists
- Two strategic pedestrian and cycle links: enhancing the existing Green Circle; and a new Green Super Highway
- Network of secondary pedestrian and cycle links will be provided throughout the Northern Arc linking the area to the wider town to provide attractive, convenient and safe routes to facilitate sustainable movement
- Three neighbourhood centres, connected to each other by the Northern Arc avenue, located so people can walk to local facilities and services within 5 to 10 minutes of their home, as well as being accessible by cycle, public transport and car.'

SDP2 of the Masterplan refers to the Northern Arc avenue and states that:

'In accordance with Local Plan policy, the development of the Northern Arc will include the provision of a link road between the A273 Isaac's Lane and the A2300 as described in SDP 1. This new link will be provided by the Northern Arc Avenue and will serve both as a through route (alongside the A273 Sussex Way/Jane Murray Way) and as a development access road.'

SDP3 of the Masterplan states that the Northern Arc will provide two strategic pedestrian and cycle links - an enhancement of the Green Circle and a Green Super Highway.

SDP4 of the Masterplan requires that, alongside the strategic links of SDP3, a network of pedestrian and cycle links will be provided throughout the Northern Arc linking into the existing town.

SDP10 of the Masterplan states that the Northern Arc will seek to maximise integration with the existing communities of Burgess Hill and the established facilities and services of the town and wider district.

The approved IDP also sets out the intent of the applicant to deliver appropriate infrastructure within the Northern Arc that would include the following:

- On Site Road Network
- Road and Footbridges
- Highway Access Point Works
- Public Transport Projects
- Sustainable Travel Projects
- Walking and Cycling Projects
- Active Mode Main Access Point Works
- Off-site Highway Works

Policy G6 of the Burgess Hill Neighbourhood Plan refers to footpath and cycle links and states that new development will be expected to provide links to the existing network where appropriate. This is considered to be consistent with Policy TR8 of the NPPF and as such this material consideration is given significant weight.

The Burgess Hill Town Wide Strategy sets out a number of requirements including :

- *'a town that functions efficiently and is underpinned by a state of the art transport network and modern supporting infrastructure.*
- *improved public transport, walking and cycling links as well as better roads.*
- *improvements to transport (including enhancements to the key transport interchanges, Green Circle Network and road links)'*

In respect of new housing to the north of the town, The Town Wide Strategy requires, amongst other matters:

- *'sustainable transport measures and links into the town centre.*

- *a northern link road taking traffic away from Sussex Way, thus creating a sustainable transport corridor;*

In addition, West Sussex County Council (WSCC) have been consulted on this application as the Local Highway Authority (LHA), where they have raised no objections to the proposal subject to conditions.

Highway Safety

The new section of road and bridge has been designed in consultation with the Local Highway Authority from the pre-application stage to ensure the proposal is designed to a safe standard.

The development includes 3 vehicular access points into future development parcels, these are all located from raised tables which would help to slow traffic from the proposed 30mph speed limit.

Tracking was provided as part of the pre-application discussions, it is noted that larger vehicles such as refuse vehicles would overrun the centre line when entering and exiting the development parcel access, however, these vehicular movements are limited and the Local Highway Authority consider this is acceptable as the tighter kerb radii would further help reduce speed and provide pedestrian and cyclists with priority.

A stage 1 Road Safety Audit has been undertaken and the designers response has been submitted as part of this application. It is noted that there is some departure from standards in relation to horizontal curvature, road restraints systems, forward visibility and junction visibility. However, the Local Highway Authority have confirmed that these departures are all considered acceptable. As such the overall highway safety level of the proposals would be acceptable.

Sustainable Transport

Pedestrian and cycle paths together with crossing points are provided along the road in the proximity of junctions, bus stops and key facilities. Many of the crossing opportunities are provided on raised tables.

The parameter plans indicate that the Green Circle (pedestrian/cycle/equestrian route) will be located under the bridge that is subject to this application. The proposal does not include the Green Circle, however, the bridge has been designed in order to provide sufficient headroom for people on horses to facilitate the future delivery of the Green Circle.

The scheme includes part of the Green Superhighway (cycle/pedestrian route) along the southern side of the road. This would integrate with the parts of the Green Superhighway already granted permission under the Western Bridge and Link Road Phase 1 and the Central Avenue.

The proposal includes a branch to the southern side of the road. This is intended to provide a pedestrian/cycle link to the A2300 and to the Green Circle. However these routes, are not included as part of this application and will come forward in future development parcels, however the location of this branch is considered acceptable. The WSCC PRow Officer has suggested some signage is included from the shared pedestrian/cycleway route to the bridleway (Green Circle), as this route does not form part of this application an informative has been attached to ensure the developer is aware of the signage requirement.

The pedestrian and cycle connections provided as part of this application and future connections within adjacent parcels is considered to be in compliance with the Access and Movements Parameter Plan and the Northern Arc Design Guide.

A public footpath No.14HU heads south to north by the A2300 roundabout, the proposal incorporates this into the scheme by providing a signalised crossing for users.

The WSCC PRow Officer has been consulted on the proposal to which they have raised no objections.

The carriageway route will be a key public transport corridor serving Brookleigh, a minimum of a 6.5m carriageway is provided to allow two buses to pass and a total of 2 bus stops are proposed along the

route to serve key destinations and future residential parcels. The bus stops will be provided with bus cage marking and include shelters. The final design of the bus stops will be secured via condition.

The design of the proposal is therefore considered to encourage sustainable movements.

Parking

In accordance with the Northern Arc Design Guide, no off road parking is to be provided along this stretch of the link road which is considered to be acceptable. It is noted that parking will be secured through the future development parcels.

Highways Conclusion

Subject to the recommended conditions and in the absence of any unacceptable impacts on highway safety, severe cumulative impacts from the proposal or any technical objection from WSCC there is no reasons to object the proposal on highways grounds.

It is evident from the above assessment that the application therefore complies with Policies DP7, DP9, DP21, DP22 and DP28 of the District Plan, Principles SDP1, SDP2, SDP3, SDP4 and SDP10 of the Masterplan, the Northern Arc Design Guide, the IDP, Policy G6 of the Burgess Hill Neighbourhood Plan, the Burgess Hill Town Wide Strategy and Policies TR3, TR4, TR6 and TR8 of the NPPF.

Residential Amenity

Policy DP26 in the MSDP seeks to avoid a significant loss of residential amenity to existing occupiers from new development. Policy DP26 can be afforded very limited weight as it is materially inconsistent with the NPPF. Policy P3 of the NPPF relates to living conditions and pollution. Part 2(b) of this policy requires proposals *'Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site'*.

Policy DP29 of the MSDP seeks to protect environments from unacceptable levels of noise, air and light pollution. It is considered that this policy is materially inconsistent with Policy P3 of the NPPF and therefore can only be afforded very limited weight.

The previous air pollution element of DP29 has been superseded by Policy SA38 from the Site Allocations DPD. This policy states in part that:

'The Council will require applicants to demonstrate that there is not unacceptable impact on air quality. The development should minimise any air quality impacts, including cumulative impacts from committed developments, both during the construction process and lifetime of the completed development, either through a redesign of the development proposal or, where this is not possible or sufficient, through appropriate mitigation.'

SA38 is considered to be in conformity with the NPPF and can be afforded full weight. Policy P3 of the NPPF relates to living conditions and pollution. Part 2(c) of this policy requires proposals to *'Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM2.5. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies'*.

The western link road and bridge is set approximately 100 metres from the boundary of St Pauls Catholic College to the southeast and approximately 300 metres from the sewage works to the north east, with open countryside surrounding the application site to the north, east and south, with the A2300 to the west. there are no nearby surrounding residential uses.

Owing to these distances and surrounding land uses it is reasonable to conclude that the proposal would not cause an unacceptable impact on neighbouring amenity in terms of overlooking, loss of privacy, reduction in sunlight and daylight and a loss of outlook.

Burgess Hill Town Council have raised some concerns over noise and disturbance and dust. While it is acknowledged that there could be some degree of disruption during construction work, this would not merit a refusal of the application as they will be temporary in nature and are necessary to facilitate the development. The building works will in any event be mitigated as much as possible through working hours restrictions and the Construction Environmental Management Plan that will control various matters such as construction traffic routes, dust control, noise control, site set up, contractor parking and other mitigation measures. These mitigation measures have already been secured through the conditions attached to the outline planning consent (condition 8 of DM/23/0747) and need to be agreed with the local planning authority prior to commencement of development.

It is important to note that outline planning permission has already been granted for this new section of link road broadly in this location by virtue of the granting of consent of application DM/18/5114 as amended. This outline planning application was accompanied by an Environmental Statement that went into detail consideration about the likely significant effects of the proposal. The planning application was assessed, taking into account both the contents of the Environmental Statement and the views of the Council's Environmental Protection team. It was concluded that the proposal would not have a significant impact on neighbouring residential amenity in respect of air or noise pollution and appropriate conditions, including those related to construction, would ensure this.

Takin the above into account, it is reasonable to conclude that the proposal will not cause unacceptable harm to neighbouring residential amenity so the application is therefore considered to be in accordance with Policies DP26 and DP29 of the District Plan, SA38 of the Sites Allocated DPD and Policy P3 of the NPPF.

Water Resources, Flood Risk & Drainage

Policy DP9 requires the relevant land uses and infrastructure delivery for each phase, to, in part:

- *'Take account of on-site flood plains and avoid areas of current and future flood risk through a sequential approach to site layout to comply with Policy DP41: Flood Risk and recommendations in the Strategic Flood Risk Assessment;*
- *Identify, avoid, mitigate and manage the risks posed to water quality associated with the historic land uses and support the delivery of 'Good' ecological status of the River Adur and Copyhold Stream in accordance with DP42: Water Infrastructure and the Water Environment;...'*

Policies DP41 and DP42 relate to flood risk and drainage. These policies have very limited weight as they are considered to be materially inconsistent with the NPPF. It is considered that national decision making policies CC3 (Adaption to climate change) F4 (Assessing flood risk for decision-making), F7 (Ensuring development is safe from flooding) and F8 (Sustainable drainage systems and watercourses) should be the policies that are given greater weight in the assessment of this application.

Policy CC3 of the NPPF relates to the adaptation to climate change and requires proposals to take into account the current and potential impacts of climate change over the lifetime of the scheme. In part this requires proposals to be located where the risk of flooding is minimised and incorporate sustainable drainage systems to manage surface water flow rates and reduce volume of runoff.

Policy F7 of the NPPF states:

- '1. Development proposals should not present a risk from flooding to potential occupiers, users, or visitors, and should not increase flood risk elsewhere.*
- 2. Where development is proposed in a location known to be at risk from any form of flooding, now or in the future, it should be refused unless:*
 - a. Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons which justify a different arrangement;*
 - b. The development will be safe throughout its lifetime taking account of the vulnerability of its users;*
 - c. Any residual risk can be safely managed, and safe access and escape routes are included where appropriate, as part of an agreed emergency plan;*
 - d. The development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; and*

e. It can be demonstrated that flood risk will not be increased elsewhere.'

Policy F8 of the NPPF relates to sustainable drainage systems and watercourses. Part 1 of this policy states *'Development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal.'*

SDP20 of the Masterplan states that green infrastructure will help to reduce flood risk and manage storm water through an extensive network of SuDS.

The IDP identifies that the Northern Arc will deliver potable water, surface water and foul water projects to the development.

SuDS

As part of the outline permission, a regional surface water masterplan was created, within the drainage strategy and maintenance statement it confirms that the proposal has been designed broadly in accordance with these principles.

In relation to the surface water drainage, the proposed strategy is seeking to control the run off from impermeable areas at source and storage of water in underground attenuation tanks prior to controlled run off at greenfield run off rates, which it has calculated the Qbar rate at 5.77 l/s/ha to best mimic current flows off the site. With surface water to the adjacent development parcels being required to drain independently to the road corridor.

It is noted that due to the site topography, SuDS features will not be possible for this section of the road infrastructure. However, the sub surface drainage will be addressed by the use of filter drains.

Foul Water Drainage

As this is just seeking to provide road infrastructure it does not contain any foul water drainage, however, within the proposed drainage and utilities layout plan (Appendix F) submitted as part of the application, it makes provision for future foul drainage connections for the adjacent development parcels to pass under the link road.

Flood Risk

The site is located partially within an area at risk of flooding from the River Adur. Whilst the bridge structure itself would be situated within the flood plain, the ground lowering under the bridge would provide a net gain in volume storage for the River Adur's flood plain.

The Lead Local Flood Authority and the Environment Agency (EA) have been consulted on this application, the EA has recommended a condition but both has raised no objections to the proposal. It is also worth noting that there are also a number of conditions attached to the outline permission that secures full details of the proposed drainage, as such it is not necessary to repeat that condition on the Reserved Matters application.

In light of the above comments, the proposal is considered to be in accordance with Policies DP9, DP41 and DP42 of the District Plan, Principle SDP20 of the Masterplan, the IDP and Policies CC3, F4, F7 and F8 of the NPPF.

Sustainability

Policy DP39 of the District Plan relates to sustainable design and construction. This policy is not considered to be materially consistent with national decision-making policies in the Framework and should be given very limited weight.

Policy CC2 of the NPPF relates to the mitigation of climate change. It sets out the requirements for proposal in order to contribute to climate change mitigation and the transition to net zero. This includes

the prioritisation of sustainable patterns of movement and the use of design approaches to conserve energy and other resources.

SDP21 (Climate Resilient Development) of the Masterplan states that:

'Development within the Northern Arc will seek to make best possible use of passive design approaches to optimise the internal comfort of buildings. Coupled with extensive green infrastructure, these will in turn help to manage external comfort by managing air flows, temperature and shade.'

'Green infrastructure will also help to reduce flood risk and manage storm water through an extensive network of biodiverse SuDS. Evidence of response to future climate projections (i.e. UKCP18) will be required for all future development.'

'Green infrastructure will be designed with species that are tolerant to the prevailing climatic conditions of the south east, in order to respond to the hotter, drier summers and the colder winters. Additionally, a wide palette of species will be used to enhance the existing species range on site in order to improve resilience to pests and diseases.'

SDP24 (Construction and Material Use) of the Masterplan states that:

'The development will take into consideration the whole life cost and embodied carbon of all building materials to encourage innovated and sustainable use of natural resources. This will include the principles of 'Long life/loose fit' - buildings designed for adaptability with a simple floor plate, good daylighting, generous floor to ceiling heights and adequate space for servicing that enables easy reconfiguration of internal space as well as design for disassembly.'

'Homes England has an ambition to deliver homes at the Northern Arc at an accelerated pace, including through the use of Modern Methods of Construction (MMC). These comprise use of volumetric systems, panelised systems and systems which use pre-manufactured components.'

The IDP also sets out a number of Sustainable Travel Projects including walking and cycling projects and travel plans.

Given that this application is only seeking to provide a section of road and bridge infrastructure, there is limited scope for this part of the wider Brookleigh development to deliver on sustainability in isolation. However, it will play a key role in supporting sustainability objectives, as well as directly delivering walking and cycling provision, linking into existing and future routes and helping to provide the infrastructure for the bus route, which will also support sustainable transport options for future development parcels.

In light of the above it is reasonable to conclude that the proposal will not result in significant environmental effects in relation to sustainability and is therefore considered to be in accordance with Policy DP39 of the District Plan, Principles SDP21, SDP22, SDP23 and SDP24 of the Masterplan, the IDP and Policy CC2 of the NPPF.

Other Issues

The MSDC Contaminated Land Officer has recommended a contamination discovery condition, however it is not considered necessary to attach this to the Reserved Matters application as it is already contained within the outline consent.

Owing to the distance from the proposal to the closest listed building, it is not considered that the proposal would impact upon any listed buildings or their settings.

All the other issues raised during the consultation period have been taken into account and these other issues are either considered not to warrant a refusal of permission, are items that could be dealt with effectively by planning conditions or other legislation, have been addressed through the outline consent or are not even material planning considerations.

EIA Regulations

The outline planning permission, DM/18/5114 as amended, was EIA development and was therefore subject to an Environmental Statement. Paragraph 9 of Part 3 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 refers to the procedures for determining subsequent applications where environmental information has previously been provided. This application is considered to be a subsequent application as it is part of the same project.

In this case the local planning authority considers that the environmental information already before the Council is adequate to assess the significant effects of the development of the environment. It is considered that the development is in broad accordance with the outline planning permission and as such the conclusions of the Environmental Statement and addendum submitted under the outline permission and S73 applications remain relevant.

PLANNING BALANCE AND CONCLUSION

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the Development Plan and then to take account of other material planning considerations including the NPPF. The Development Plan in this instance consists of the Mid Sussex District Plan, the Site Allocations Development Plan Document, the Hurstpierpoint and Sayers Common Neighbourhood Plan the West Sussex Joint Minerals Local Plan 2018 Partial Review (2021) and the West Sussex Waste Local Plan (2014).

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

To summarise, the principle of the development has been established through the granting of the outline permission (DM/18/5114 as amended), which permitted the broad location of the spine road (Northern Arc Avenue) which transverses east to west through the strategic allocation. The site is also part of the strategic allocation in the District Plan to the north and north west of Burgess Hill, and a Masterplan and Infrastructure Delivery Plan have been approved as material planning considerations for the site.

Furthermore, the site is also considered to be located within the built up area as defined by the Mid Sussex District Plan. Therefore, taking into account all of the above the development is considered acceptable in principle.

The scheme would bring about economic benefits, with the provision of jobs during construction and additional local spending.

The proposed loss of the open undeveloped nature of the site was considered as part of the outline permission and the impact on the landscape and trees is considered acceptable, subject to a detailed landscaping plan that can be secured by conditions.

In regards to highways access and safety, WSCC Highways have raised no technical objection to the proposal subject to the recommended conditions. In light of these comments and subject to the recommended conditions there are no reasonable grounds to refuse the application on highways related matters.

It is not considered that the proposal would result in unacceptable harm to neighbouring residential amenity. It is noted that there will be some level of disruption during construction, however this is only temporary and the impact of the building works will be mitigated through conditions on hours of work and the requirement for the submission of a Construction Environmental Management Plan already attached to the outline consent.

No technical objection has been received from the Lead Local Flood Authority or the Environment Agency and as such it is considered that there are no technical reasons to object to the scheme in

respects of water resources, flood risk and drainage noting that additional details on these matters are secured by conditions attached to the outline consent.

The proposal also accords with the sustainability policy requirements and in respect of the ecological and biodiversity effects of the development. No ecological objection has been raised by the Councils Ecology Consultant, however it is noted that this parcel on its own results in a net loss of BNG. However, as committed in the outline permission the development as a whole will provide a net gain of at least 10% BNG which was committed to before it became mandatory.

While the majority of the link road is considered to be of an acceptable standard of design and layout, the Design Review Panel had particular concerns in regards to the bridge over the River Adur. Officers share this view that it appears more as a technical solution rather than an example of exemplar design as it does not relate well to the river corridor it is crossing. As a result, the proposal is not considered to provide a high quality design overall, in conflict with Policy DP26 of the MSDP, NPPF Policy DP3 and Strategic Development Principle 7 and Strategic Development Principle 8 of the Northern Arc Masterplan.

Taking into consideration this conflict, the proposal is not considered to be in accordance with the Development Plan, when taken as a whole. However, there are material considerations relevant to the proposal that result in significant benefits that need to be weighed against the identified harm and the conflict with the Development Plan. Furthermore, in line with the NPPF, development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the NPPF.

It is considered that the link road would unlock a number of housing development parcels within the strategic allocation of Brookleigh. This benefit can be given substantial weight, particularly as the Council cannot currently demonstrate a 5 Year Housing Land Supply. The proposal would support sustainable travel, facilitating the delivery of the bus route and incorporation of pedestrian and cycle connections, this should be given moderate weight. Other economic benefits derived from the construction jobs and future resident spend in the local economy can be given moderate weight. These benefits would substantially outweigh the adverse effects when assessed against the national decision making policies in the NPPF.

It is therefore considered that there are material considerations sufficient to outweigh the conflict identified with the Development Plan, and as such, on balance, the scheme is acceptable.

The application should therefore be approved subject to the recommended conditions.

Decision: Permission

Case Officer: Joseph Swift