

For and on behalf of
Homes England Ltd

**Western Bridge and Link Road Phase 3 – Reserved Matters
Planning Design and Access Statement**

**Prepared by
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1.0 INTRODUCTION

- 1.1 This Planning Design and Access Statement has been prepared by DLP Planning Ltd (“the Agent”) in co-ordination with Jackson Civil Engineering and Waterman Infrastructure & Environment Ltd on behalf of Homes England (“the Applicant”). The Planning Design and Access Statement is submitted in support of a Reserved Matters application for highway works pursuant to Phase 3 of the Western Bridge and Link Road (WBLR) which forms part of, and is pursuant to, development authorised by an outline planning permission (Application Reference: DM/21/3279) on land to the northwest of Burgess Hill (hereafter referred to as ‘Brookleigh’).
- 1.2 The site currently has two associated extant planning permissions encompassing an Outline application and a subsequent Section 73 application to the Outline Permission. The RMA subject of this application submission is pursuant to DM/21/3279.
- 1.3 An outline planning application was submitted to Mid Sussex District Council (“MSDC”) in December 2018 and was accompanied by an Environmental Statement (“ES”). The planning application sought:

‘Outline planning permission, with all matters reserved for later determination with the exception of some access, is sought 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’.

- 1.4 Planning permission was granted by MSDC on 4 October 2019 subject to conditions and is to be carried out in material compliance with a set of Parameter Plans.
- 1.5 On 9th December 2022, planning approval was granted pursuant to Section 73 for minor material amendments to some of the Parameter Plans approved under the outline permission including alterations to other conditions and additions of new conditions (Application

reference DM/21/3279). The application sought:

'Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 5 (approved parameter plans), 6 (accordance with Design Guide) , 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland), removal of conditions 50 (public transport strategy) and 51 (phase public transport strategy), addition of new conditions relating to public art on planning permission DM/18/5114, to allow amendments to site boundary, densities and heights, parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual, allow phased submission of details for archaeology and drainage details and require a public transport strategy and financial contributions towards the public transport strategy to be secured in the legal agreement. Amendments to the legal agreement associated with the amendments to the conditions and additional amendments related to the delivery of open space parcels OS1.2N, OS1.2S, OS3.3 and OS3.4, the Centre for Outdoor Sports, Employment Strategy, the Secondary School, Mobility Corridors, payment of financial contributions and monitoring fees (Amendments received, including an addendum to the Environmental Statement)'

- 1.6 On 25th October 2024, a further planning permission was granted pursuant to Section 96a for a non-material amendment to the Parameter Plans (Application Reference DM/24/2576).
- 1.7 The masterplan for the development comprises phases of development to be delivered over a 13-year period from 2020-2033. The plan below at Figure 1 illustrates the character sections across the masterplan in its entirety.

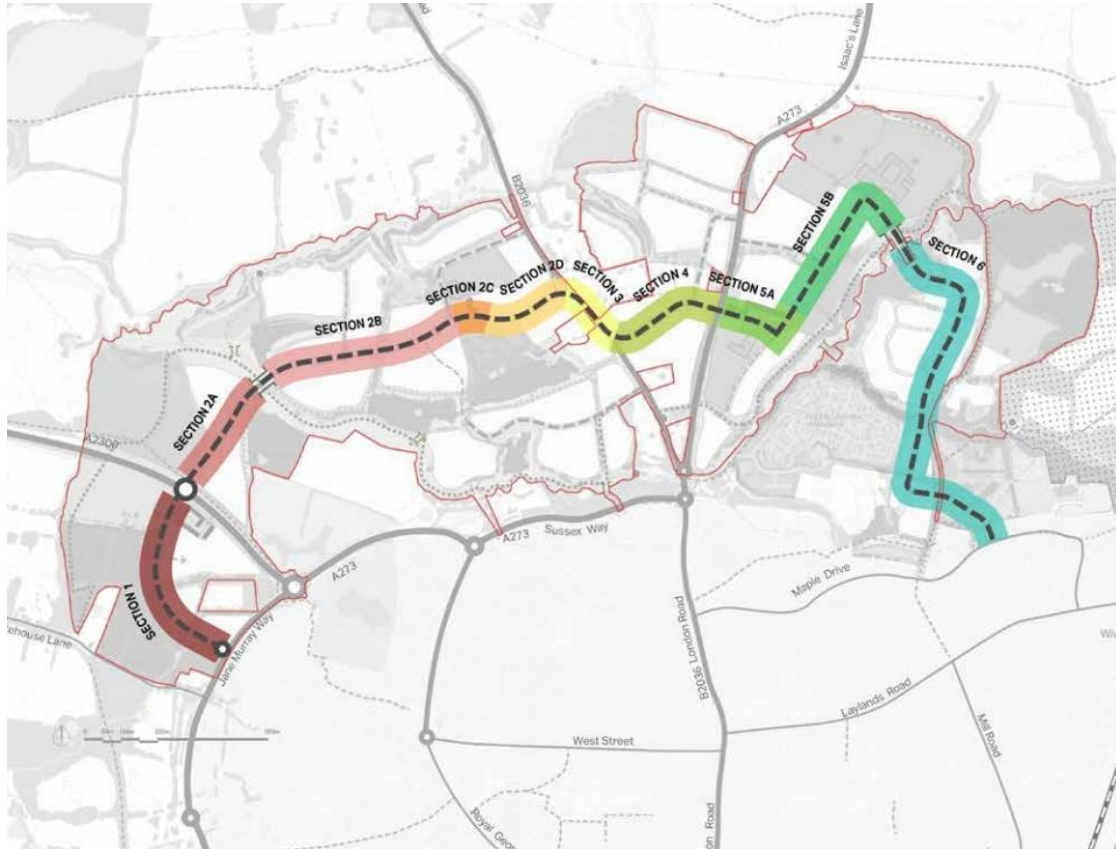


Figure 1 Extract of Burgess Hill Northern Arc Street Design and Adoption Manual

- 1.8 This Reserved Matters application proposes new pedestrian and cycle routes in relation to Phase 3 of the WBLR which will:
- Provide for pedestrian and cycleway facilities on both sides of the existing carriageway including appropriate road crossing provisions between the WBLR Phase 1 A2300 Roundabout, as constructed, and the roundabout junction of the A2300 and A273 Jane Murray Way, known as “the Triangle Roundabout”.
 - Associated works to the northwest side of the A273 for a distance southwest of approximately 170 metres from the Triangle Roundabout to the newly formed WBLR Phase 1 A273 Roundabout (“the A273 Roundabout”).
- 1.9 This application is submitted in conjunction with a full application for a shared use footway between A273 Roundabout and Gatehouse Lane.
- 1.10 This Planning Statement sets out the scale and nature of the proposed development (“the Proposed Development”), along with how it complies with national planning policy and relevant elements of the outline planning permission (“OPP”).

1.11 As a Reserved Matters application there must be consistency with relevant elements of the preceding Outline Planning Permission. As such, and for ease of comparison, this Planning Statement reflects the structure of the corresponding document approved as part of the OPP.

1.12 The following supporting documents and plans that have been submitted for approval as part of this application are set out below:

- Location Plan (dwg no.19442-WIE-ZZ-XX-DR-C-900004 Rev P02)
- Red Line Boundary (dwg no.19442-WIE-ZZ-XX-DR-C-900002 Rev P05)
- Existing Layout S2 (dwg no.19442-WIE-ZZ-XX-DR-C-900012 Rev P03)
- Existing Layout S3 (dwg no.19442-WIE-ZZ-XX-DR-C-900013 Rev P03)
- Existing Layout S4 (dwg no.19442-WIE-ZZ-XX-DR-C-900014 Rev P04)
- Landscaping GA Sheet 2 (dwg no.19442-WIE-ZZ-XX-DR-C-740102 Rev P05)
- Landscaping GA Sheet 3 (dwg no.19442-WIE-ZZ-XX-DR-C-740103 Rev P06)
- Landscaping GA Sheet 4 (dwg no.19442-WIE-ZZ-XX-DR-C-740104 Rev P05)
- General Arrangement S2 (dwg no.19442-WIE-ZZ-XX-DR-C-900102 Rev P06)
- General Arrangement S3 (dwg no.19442-WIE-ZZ-XX-DR-C-900103 Rev P06)
- General Arrangement S4 (dwg no.19442-WIE-ZZ-XX-DR-C-900104 Rev P07)
- Proposed Contours S2 (dwg no.19442-WIE-ZZ-XX-DR-C-950022 Rev P04)
- Proposed Contours S3 (dwg no.19442-WIE-ZZ-XX-DR-C-950023 Rev P04)
- Proposed Contours S4 (dwg no.19442-WIE-ZZ-XX-DR-C-950024 Rev P04)
- Developed Sections S2 (dwg no.19442-WIE-ZZ-XX-DR-C-950072 Rev P02)
- Developed Sections S3 (dwg no.19442-WIE-ZZ-XX-DR-C-950073 Rev P02)
- Long sec Low Footway (dwg no.19442-WIE-ZZ-XX-DR-C-950081 Rev P02)
- New Supplies and Diversions S2 (dwg no.19442-WIE-ZZ-XX-DR-C-960032 Rev P03)
- New Supplies and Diversions S3 (dwg no.19442-WIE-ZZ-XX-DR-C-960033 Rev P05)
- New Supplies and Diversions S4 (dwg no.19442-WIE-ZZ-XX-DR-C-960034 Rev P05)
- Tree Removal Plan (dwg no. 19442-WIE-ZZ-XX-DR-V-77-002-P05)
- Tree Constraints Plan (dwg no. 19442-WIE-ZZ-XX-DR-V-77-001-P01)
- Drainage Catchment Area (19442-WIE-ZZ-XX-DR-C-900532 P02)
- Statement of Community Involvement (DLP Planning, January 2025)
- Further Environmental Information Report (FEIR) including EclA (Waterman Infrastructure & Environment Ltd, January 2025)
- Drainage Strategy & Maintenance Plan (Waterman Infrastructure & Environment Limited, January 2025)
- Outline Construction Environmental Management Plan (Outline CEMP) (Jackson Ltd, December 2024)
- Lighting Report (Enerveo Ltd, February 2023)
- Stage 1 Road Safety Audit and Designers Response (M B Projects Ltd, July 2024)
- Sustainability Statement (Waterman Infrastructure & Environment Ltd, January 2025)
- Arboricultural Impact Assessment (Waterman Infrastructure & Environment Limited, December 2024)

- Design Principals Statement (Waterman Infrastructure & Environment Ltd, January 2025)
- Biodiversity Net Gain Report and BNG Metric (Waterman Infrastructure & Environment, January 2025)

2.0 SITE LOCATION AND BACKGROUND

- 2.1 The area for which Reserved Matters consent is sought (hereafter referred to as the "Application Site") is located in a semi-rural setting on the northwestern outskirts of Burgess Hill in West Sussex. The Application Site is located within the district of Mid Sussex, the Hurstpierpoint and Downs Ward and Hurstpierpoint and Sayers Common Parish.
- 2.2 The Application Site covers an area of approximately 2.826 hectares illustrated on Figure 2 below. It extends along the verge of the northbound traffic lane on the A273 Jane Murray Way for approximately 170m then on both sides of the A2300 northwest for approximately 290m. The Application Site comprises agricultural land, vegetated field boundaries and roadside verges together with drainage ditches, culverts and carriageway (hardstanding). The extent of the Application Site boundary is shown in Drawing Ref 19442-WIE-ZZ-XX-DR-C-900002 Rev P05 Red Line Boundary.

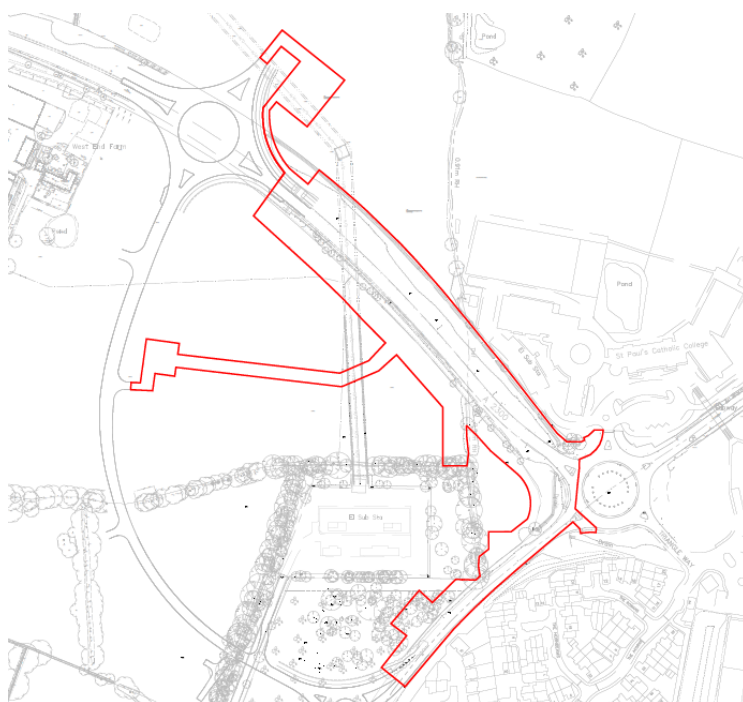


Figure 2 Red Line Plan

- 2.3 The topography of the Application Site broadly falls from the northwest to the southeast, with the land adjacent to the A2300 being approximately 30 metres Above Ordnance Datum and the land adjacent to the A273 Jane Murray Way being approximately 25 metres AOD.
- 2.4 The Application Site is within Flood Zone 1, and there are no listed buildings nearby, nor is

the Application Site within or in proximity to a conservation area.

Surrounding Development Context

- 2.5 The Application Site is located adjacent to the northwestern edge of Burgess Hill, with the A273 Jane Murray Way predominantly representing the boundary between the urban area of the town and the surrounding countryside prior to its allocation for development and the grant of the OPP.
- 2.6 Land to the south of Jane Murray Way is predominantly residential in character, with supporting infrastructure including schools, places of worship, community facilities and retail uses. The Triangle Leisure Centre represents a significant land use approximately 170 metres east of the Application Site. The Application Site is partly bounded on its eastern side by the St Pauls Catholic College.
- 2.7 Land to the north and northwest of the Application Site, beyond the A2300 presently has a predominantly rural character, comprising agricultural fields divided by a network of hedgerows, woodland blocks, belts and watercourses. Land to the west and southwest is also predominantly rural in character, although there are industrial buildings with a variety of uses including car repairs and servicing, storage and light manufacturing with areas of open storage and a salvage yard approximately 800 metres to the west of the Application Site and some commercial land uses at Gothard Green Way approximately 800 metres to the west.
- 2.8 There are two Public Rights of Way (98CR and 14HU) which run along the north of the A2300. Footpath 98CR continues southeast of the Triangle Roundabout to become footpath 39BH. A Bridleway (80Hu) is located to the east of the A273, south of Gatehouse Lane.
- 2.9 WBLR Phase 1 comprises the A2300 roundabout (Phase 1a), A273 Roundabout (Phase 1b) and the link road in between (phase 1c). The two roundabouts are operational as they are incorporated into the existing road network. The new link road is anticipated to be fully operational in April 2025.

Pre-application Advice

- 2.10 The detailed design of Phase 3 has been developed in consultation with MSDC between September 2022 and May 2024. Initially these meetings were focused on drainage matters and design progress for the WBLR Phase 3 and latterly the meetings have focused on more detailed aspects related to the reserved matters. The comments received from the pre-

application discussions have informed the final design proposals and supporting information.

- 2.11 A site meeting was held between the client and the Council on 2nd May 2024, and advice provided on the reduction of verge widths and supplemental planting along the south side of A2300. Louise Yandell, Brookleigh Development Manager, confirmed that the landscaping should largely be retained as existing, but should be supplemented with additional tree planting. The Drainage Strategy and approach has also been agreed in principle with the Council during pre-application discussions.

Planning History

- 2.12 Relevant planning history for the Application Site is provided in the table below:

Reference	Description	Decision
DM/18/5114	Outline Planning Permission for the Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.	Approved on 04/10/2019
DM/20/0254	Reserved Matters application for DM/18/5114 - the first phase of the Western Link Road, comprising the construction of a new all-movements roundabout on the A273 Jane Murray Way, a single-carriageway 7.3-metre wide highway link with two 3-metre shared footways/cycleways and two 2.75-metre verges, connecting to the A2300 via a new all-movements roundabout, junction to the UKPN electricity substation, junction to future employment uses, zones for two minor junctions, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting, and landscaping. Amended	Approved 10/07/2020

	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.	
DM/21/3279	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 5 (approved parameter plans), 6 (accordance with Design Guide) , 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland), removal of conditions 50 (public transport strategy) and 51 (phase public transport strategy), addition of new conditions relating to public art on planning permission DM/18/5114, to allow amendments to site boundary, densities and heights, parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual, allow phased submission of details for archaeology and drainage details and require a public transport strategy and financial contributions towards the public transport strategy to be secured in the legal agreement. Amendments to the legal agreement associated with the amendments to the conditions and additional amendments related to the delivery of open space parcels OS1.2N, OS1.2S, OS3.3 and OS3.4, the Centre for Outdoor Sports, Employment Strategy, the Secondary School, Mobility Corridors, payment of financial contributions and monitoring fees (Amendments received, including an addendum to the Environmental Statement)	Approved 09/12/2022
DM/24/2576	Non-Material Amendment to planning application DM/21/3279 - Updating the drawings listed under Condition 5, namely: - 002 Rev 03: Land Use, - 003 Rev 07: Green Infrastructure, - 006 Rev 04: Building Heights, - 008 Rev 03: Phasing Plan	Approved 25/10/2024

3.0 THE PROPOSED DEVELOPMENT

3.1 The Proposed Development comprises a Reserved Matters application pursuant to the approved OPP. The description is as follows:

Reserved Matters application pursuant to outline application DM/21/3279 - WBLR Phase 3 (A2300 pedestrian/cycle improvement), comprising the construction of a segregated 2 metre footway and 3 metre cycle track (Green Superhighway) and 2.75 metre verge along the northern side of the A2300, construction of a 3-metre shared use route with up to up to 1 metre verge along the southern side of the A2300, construction of a 3 metre shared use route along the western side of the A273 Jane Murray Way with up to 2.75 metre verge drainage works, fencing, lighting, landscaping and associated works.

3.2 The general arrangement of the Proposed Development is shown in drawing references 19442-WIE-ZZ-XX-DR-C-900102-P05, 19442-WIE-ZZ-XX-DR-C-900103-P06 & 19442-WIE-ZZ-XX-DR-C-900104-P07 which show the following:

- A new segregated footway and cycle track on the north side of the A2300 between the new Link Road A2300 Roundabout and the Triangle Roundabout forming part of the 'Green Superhighway' proposed as part of the Brookleigh development;
- A new shared connection for non-motorised users ("NMU") on the south and west side of the A2300 and A273 respectively. This shared route connects the two roundabouts on the A2300 and A273 (WBLR Phase 1 works) via the Triangle Roundabout;
- An NMU connection to the future development area mid-way along the north side of the A2300;
- Installation of new surface water drainage infrastructure, realigned sections of existing ditch and a new section of ditch and adjustments to existing (culverts and headwalls);
- Proposed wildflower seeding and tree; and
- Installation of new street lighting.

3.3 The Proposed Scheme, which is subject of this application, comprises two sections as summarised below.

A2300: WBLR Phase 1 A2300 Roundabout to the Triangle Roundabout

3.4 The proposed NMU routes in this 320-metre section will continue from WBLR Phase 1a A2300 Roundabout to the west and will be suitable for pedestrians and cyclists. The details are shown at drawing ref 19442-WIE-ZZ-XX-DR-C-900103-P06 & 19442-WIE-ZZ-XX-DR-C-

900104-P07.

3.5 Key features of this section include:

- A strip of soft verge and landscaping up to 2.75m in width, will be located on the northern side of the A2300. The strip will provide separation between the carriageway and the Green Superhighway. A two-way cycle track (3m) and footway (2m) will be located on the northern side of the A2300 to provide dedicated and separate pedestrian and cycle facilities;
- A shared use footway, 320m in length and 3.0m in width, located on the southern side of the A2300, continuing from Phase 1. This route diverts away from the A2300 and follows the base of the existing roadside embankment, before rejoining further south, at the Triangle Roundabout. To facilitate this route, a 37m and a 29m section of mixed scrub will be removed at the north and south ends respectively;
- Diversion of an existing footpath (14Hu), over approximately 100m, up to 15m south of its existing alignment (the diversion has already been the form of a legal order);
- Installation of new drainage swales provided at the base of the existing roadside embankment, on the south side of the A2300, to convey surface water flow from the shared surface;
- An extension to the existing culvert, 20m north-west of the Triangle Roundabout, which conveys surface water flow, via a drainage ditch beneath the A2300. This culvert will be extended by 3m on the north side of the A2300 and by 6.2m on the south side of the A2300, and will include new headwalls at the northern and southern end of the culvert;
- Realignment of a drainage ditch, over a distance of approximately 7m, up to 1m west of its existing alignment, to rejoin the extended culverts beneath the A2300 and A237; and
- Widening of an existing uncontrolled crossing, located on the northern and southern side of the A2300 at its junction with the Triangle Roundabout. This crossing will be widened to 2.8m to accommodate shared use routes (pedestrians and cyclists).

A273 Jane Murray Way: Triangle Roundabout to the new A273 WBLR Phase 1b A273 Roundabout

- 3.6 The new NMU routes in this section encompasses the western side of the A273 Jane Murray Way. The shared use route will continue from the A2300 works to the north and extend south to the new A273 roundabout (WBLR Phase 1b). The detailed general arrangements of this section are shown in drawing reference 19442-WIE-ZZ-XX-DR-C-900102-P05 & 19442-WIE-ZZ-XX-DR-C-900103-P06.

3.7 Key features of this 170m section include:

- Continuation of the realigned drainage ditch over a distance of approximately 26m to 3m west of its existing alignment, to rejoin the culverts beneath the A2300 and A273;
- Inclusion of a new headwall at the eastern end of the culvert;
- a shared use route, 3.0m in width, together with associated filter drain and soft verge and landscaping (up to 3.0m in width) continuing to the new A273 roundabout (Phase 1b), on the north side of the roundabout.

Lighting Design

3.8 A Lighting Assessment has been prepared and submitted as a standalone document to support the Reserved Matters application. To ensure safe use for users of the shared cycle and footways, new lighting is proposed. The new street lighting will replace the existing lighting columns and will be re-positioned outside of the footway width. A lighting plan has been developed fully in accordance with the WSCC street lighting specification (2024) and shows limited light spill outside the site confines.

3.9 Lighting columns along the north side of the A2300 and along the west side of the A273 will be 10 metres in height and will be installed within the carriageway verge. Lighting columns along the southern side of the A2300 will be 6 metres in height and will be installed to illuminate the shared cycle and footpath. The location of streetlights is shown on Drawing Ref: EVO20014676-LD-002 Rev C and EVO20014676-LD-003 Rev C.

Drainage Strategy

3.10 In summary, the drainage proposals encompass:

- Minor realignment of the existing drainage ditches and a change to the culvert headwalls on the north and south side of the A2300 including an extension to the existing culvert. Run-off from the new paved foot/cycleway will be allowed to drain off along its length through the adjacent grass/vegetation and eventually any remaining run-off will drain to the existing parallel ditch;
- the creation of a new swale, between the base of the existing embankment (along the southern side of the A2300) and the shared use footway. This swale will connect into the existing ditch on the north side of the UKPN electric substation via a new, shallow culvert beneath the footway and a new drainage ditch; and
- the installation of new filter drains, to receive surface water runoff from the new shared

footway, along A273, which will connect into the new drainage network and attenuation basins within WBLR Phase 1.

Landscaping

- 3.11 The landscape proposals associated with the Proposed Development is shown within drawing numbers: 19442-WIE-ZZ-XX-DR-C-740102-P05, 19442-WIE-ZZ-XX-DR-C-740103-P06 and 19442-WIE-ZZ-XX-DR-C-740104-P05.
- 3.12 To facilitate the provision of the Green Superhighway, some existing trees, hedges and other vegetation will be removed as shown on Tree Protection and Removal Plan. However, large areas of existing vegetation will also be retained. In general, planting adjacent to the shared routes will mostly comprise wildflower meadow mix. In areas where there are gaps in existing, retained vegetation, additional planting will be provided in the form of whips (using native tree species).
- 3.13 An area of land west of the Triangle Roundabout and east of the electricity substation will to be planted with trees (native species) and shrubs.

Construction Phasing and methodology

- 3.14 Consideration of potential effects during the construction process and any necessary mitigation measures are provided in the Outline Construction Environmental Management Plan (OCEMP). The document describes the checking, monitoring and audit processes that should be implemented to ensure works are being undertaken in accordance with these requirements, together with measures to enable appropriate corrective actions or mitigation measures to be taken.
- 3.15 The applicant is committed to ensuring the site will be fully secured and made safe prior to the commencement of the enabling and construction works and will notify relevant third parties of the works.

Principal construction activities

- 3.16 In advance of Contractor appointment, the detailed construction practices and the project timescales are yet to be determined by the project team. It is however expected that the construction of the Proposed Development will entail the following:
- Tree and vegetation clearance;

- Enabling works;
- Earthworks (cut/fill);
- Compound and work area set up;
- Traffic Management;
- Installation of new utilities (extending electrical ducting and new watermain).
- Extending electrical and communications ducting;
- Replacement / realignment of road edging and kerbing;
- Landscaping;
- New footway drainage infrastructure; upgrade existing drainage infrastructure including new ditches, realignment of existing ditches and culvert extensions beneath the A2300 and A273 (west of Triangle Roundabout) and installation of new headwalls;
- Road marking.

Construction Traffic Routes and Movements

- 3.17 Access routes and points to and from the Application Site which will be utilised by HGV's will be agreed with MSDC via the CEMP. All HGVs will be routed via the primary roads that border the Application Site, namely the A2300, A273 and A23.

Temporary works compounds

- 3.18 It will be necessary to store materials and machinery during construction in temporary works sites. It is anticipated that a compound would be established within the agricultural land to the north-east of the new roundabout on the A2300 Link Road, together with satellite compounds to be used for temporary storage of materials / access (on the east side of the new WBLR Phase 1 link road and close to the new roundabout on the A273. The land adjacent to the highway will accommodate services, lighting columns and signage.

4.0 POLICY CONTEXT

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) states the planning application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan

- Mid Sussex District Plan 2014 – 2031 (Adopted)
- Hurstpierpoint and Sayers Common Neighbourhood Plan

- 4.2 Other material considerations include:

- National Planning Policy Framework (2024) (the Framework)
- National Planning Policy Guidance (NPPG)
- The West Sussex Transport Plan, 2011-26 (LTP3)
- Northern Arc, Burgess Hill Infrastructure Delivery Plan & Phasing Strategy
- Burgess Hill Neighbourhood Plan (Burgess Hill Town Council)
- Burgess Hill Town Wide Strategy (Burgess Hill Town Council)

Mid Sussex District Plan 2014 – 2031 (Adopted)

- 4.3 The Mid Sussex District Plan 2014-2031 (“The District Plan”) was adopted on the 28th March 2018 and is the applicable statutory development plan for the OPP and this Reserved Matters application. The District Plan supports development of the Northern Arc Strategic Allocation to make a significant contribution to meeting local housing need and to help accelerate the regeneration of Burgess Hill. The following policies are of relevance to this Reserved Matters application.

Policy DP7 ‘General Principles for Strategic Development at Burgess Hill

- 4.4 Strategic development will be designed to integrate seamlessly into the existing town, ensuring connectivity with essential services and facilities. It aims to create high-quality employment opportunities through well-located Business Park developments accessible by public transport. The policy focuses on enhancing public transport, walking, and cycling infrastructure, with improved access to Burgess Hill and Wivelsfield railway stations and the town centre. Necessary transport improvements will be made to address the wider impact of development, including highway enhancements around Burgess Hill and improvements to the A2300 link road and its junction with the A273. The policy also emphasises the provision and improvement of sports, recreation, and open spaces, including the expansion of the

'Green Circle' network of multi-functional paths. Additionally, it supports the creation of a multi-functional route between Burgess Hill and Haywards Heath.

Policy DP9 Strategic Allocation to the north and north-west of Burgess Hill

- 4.5 This policy sets out the strategies in place to develop the land described as the Northern Arc and now known as Brookleigh, with a range of strategies in place. Those which relate to this application include the improvement of services for public transport and public transport measures, and improvements of links across the A2300 and A273 Sussex Way/ Jane Murray Way to improve integration with the remainder of Burgess Hill.

Policy DP21 Transport

- 4.6 The policy indicates that development must align with the West Sussex Transport Plan 2011-2026, supporting a high-quality transport network that fosters a competitive economy. This is to ensure resilience, complement the built and natural environment, and to reduce carbon emissions over time. The development should enhance access to services, employment, and housing, while ensuring the transport network is safe and healthy for users. Decisions on development proposals will consider these objectives to determine their suitability.

Policy DP26: Character and Design

- 4.7 This policy requires that all development must be well-designed to reflect the distinctive character of towns and villages while being sensitive to the countryside. Developments should create a sense of place, respect the character and scale of the surroundings, and protect open spaces, trees, and gardens. They should also maintain the identity and character of towns and villages, avoid significant harm to nearby residents' amenities, and ensure a pedestrian-friendly, safe, and accessible layout. Finally, the site's potential for development should be fully optimised.

Policy DP29: Noise, Air and Light Pollution

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

Policy DP37 Trees, Woodland, and Hedgerows

- 4.9 This policy indicates that the District Council will support the protection and enhancement of trees, woodland, and hedgerows, with a focus on preserving ancient woodland and veteran trees. Development proposals that damage or result in the loss of trees, woodland, or

hedgerows will generally be rejected. New development must integrate and protect important trees and hedgerows and prevent damage to root systems.

Policy DP38 Biodiversity

- 4.10 Biodiversity will be protected and enhanced by ensuring that development contributes to a net gain in biodiversity, incorporating opportunities to improve and restore habitats and green infrastructure. Developments must protect existing biodiversity to prevent net loss, minimise habitat fragmentation, and enhance ecological corridors. They should avoid damage to internationally, nationally, and locally designated conservation sites. Additionally, valued soils, including prime agricultural land, will be protected from pollution, and geodiversity will be safeguarded by preventing harm and enhancing geological conservation interests where possible.

DP39: Sustainable Design and Construction

- 4.11 All development proposals must aim to enhance sustainability by incorporating measures appropriate to their type, size, and location. Developments should maximise resource efficiency, minimise waste, and promote recycling and re-use during both construction and occupancy. Additionally, proposals must demonstrate planning for future climate change risks to ensure long-term resilience in the layout and building design.

Policy DP41 Flood Risk and Drainage

- 4.12 This policy sets out that SuDS should be designed to enhance biodiversity, landscape quality, and public amenities. The preferred hierarchy for managing surface water drainage in developments is: 1) Infiltration measures, 2) Attenuation and discharge to watercourses, and if these options are not feasible, 3) Discharge to surface water sewers. Land needed for current and future flood management will be protected from development, and proposals must consider relevant flood risk plans and strategies.

Other Material Considerations

National Planning Policy Framework 2024

- 4.13 A revised National Planning Policy Framework (2024) (“NPPF”) was issued in December 2024, which sets out its requirements for the planning system in seeking to ensure sustainable development. Paragraph 15 continues to set out how the planning system should be genuinely plan-led. It states how succinct and up-to-date plans should provide a positive vision for the future of each and provide a framework for assessing the economic, social and

environmental priorities.

4.14 The NPPF sets out its stance on achieving sustainable development in Chapter 2.

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

4.15 Paragraph 11 parts (c) and (d) state that,

“plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.*

4.16 Paragraph 109 sets out that Transport issues should be considered from the earliest stages of plan-making and development proposals, which should involve:

- (a) making transport considerations an important part of early engagement with local communities;*
- (b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- (c) understanding and addressing the potential impacts of development on transport networks;*
- (d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale,*

- location or density of development that can be accommodated;*
- (e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- (f) *f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

4.17 Paragraph 111 states that Planning policies should

“support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities”.

4.18 Paragraph 112 goes on to set out the considerations for development proposals, and that it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.19 Paragraph 117 goes on to say that applications should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*

4.20 Finally, paragraph 118 states that:

“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

4.21 Section 8 of the NPPF aims at promoting healthy and safe communities and in paragraph

99, states that planning, “decisions should consider the social and economic benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard”.

4.22 Section 12 of the NPPF sets out the national planning policy stance on the importance of the design of the built environment and that good design is a key aspect of sustainable development.

4.23 Section 14 of the NPPF sets out the national planning policy stance on flooding and paragraph 170 states that:

“where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere”.

4.24 Paragraph 187 states that:

Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;*
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

a) .

Paragraph 198 sets out that:

“Planning policies and decisions should also ensure that new development is appropriate

for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.”

West Sussex Transport Plan 2011-2026

- 4.25 The West Sussex Transport Plan 2011 – 2026 (LTP3) sets the strategy for future investment in highways and transport infrastructure. It sets out a framework for considering transport infrastructure requirements associated with development throughout the county. LTP3 implements four strategies to guide the approach to maintaining, managing and investing in transport; promoting economic growth; tackling climate change; providing access to services, employment and housing; improving safety, security and health.

Burgess Hill Town-Wide Strategy

- 4.26 The Town Wide Strategy was prepared by Burgess Hill Town Council in 2011. The strategy identifies a 20-year plan for the strategic development of Burgess Hill and provides an overall framework for the delivery of significant community regeneration and infrastructure improvements across the town. The vision involves building Burgess Hill towards being:

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

Northern Arc Approved Masterplan

- 4.27 The Northern Arc Masterplan was approved by MSDC in September 2018 as a material consideration in the determination of subsequent applications within the Northern Arc Strategic Allocation area.
- 4.28 The proposal set out in this Reserved Matters application will make a major contribution to enabling the vision summarised above. The approved Masterplan includes 24 Strategic Development Principles (“SDPs”) which underpin the Masterplan and which have guided the formulation of the Proposed Development. The SDPs applicable to this Reserved Matters application encompass SDP4 ‘Pedestrian and cycle links’.

Northern Arc Approved Infrastructure Delivery Plan and Phasing Strategy

- 4.29 The Northern Arc Infrastructure Delivery Plan (IDP) was approved by MSDC in September 2018 as a material consideration in the determination of subsequent planning applications within the Northern Arc Strategic Allocation area. The IDP identified the infrastructure necessary to facilitate and support the development of the Northern Arc. The IDP includes a phasing strategy, demonstrating how the development and delivery of supporting infrastructure would be phased over the lifetime of the development.

5.0 PLANNING ASSESSMENT

Principle of Development

- 5.1 The Planning Statement submitted as part of the OPP reviewed the principle of development against relevant District Plan policies, the Approved Northern Arc Masterplan and relevant neighbourhood plans. It confirmed that the OPP was in accordance with the development plan policies and material considerations relating to the principle of development when considered as a whole. This Reserved Matters application is pursuant to the OPP and as such the principle of development is consistent with the OPP.

Compatibility with the OPP Parameter Plans

- 5.2 The OPP was founded on eight Parameter Plans. These set out the key fixed principles of the OPP and are the basis on which the EIA was undertaken (e.g defining land uses and maximum building heights). The Access and Movement Parameter Plan indicates the broad location of the main spine road and broad locations for primary vehicular and pedestrian/cycle access. Subsequent changes have been made to the Parameter Plans including Planning Application Ref: DM/23/0747 which encompasses clarifications of the approach and route to the Green Superhighway link on the north side of the A2300 and also the diverted right of way.
- 5.3 Reserved Matters applications should be consistent with the approved Parameter Plans and a review of the Proposed Development against the Parameter Plans is provided in the table below.

Parameter Plan	Compatibility between the Proposed Development and the Parameter Plan
OPP Development Plan	The Application Site is wholly within the OPP Development boundary and hence is consistent with this Parameter Plan.
Land use	There is no specific land use shown within the Application Site and this Reserved Matters Application is considered to be compatible with this Parameter Plan.
Density	There are no buildings proposed within the Application Site and the Proposed Development does not have any implications for the density of the development.
Building Heights	There are no buildings proposed within the Application Site and the Proposed Development does not have any implications for the heights of built development that would affect the parameters assessed for the OPP development
Access and Movement	The shared surface along the north and south side of the A2300 and western side of the A273 will facilitate future connection and

	continuation of the OPP Development Green Super Highway. The provision of the proposed infrastructure will enable a permeable layout.
Green Infrastructure	The Proposed Development does not have any implications on this Parameter Plan.
Demolition and retention of buildings	There are no buildings affected by the Application Site and the Proposed Development does not have any implications for this Parameter Plan.
Phasing	The Proposed Development will not have any implications on the phasing plan.

- 5.4 The Reserved Matters application is wholly consistent with the approved Parameter Plans.

Design

- 5.5 The Proposed Development seeks to provide a pedestrian and cycle-friendly layout that is safe, well-connected and legible. The 3-metre wide shared surfaces within the Proposed Development will enable continuity of access through the Application Site via non-car modes.
- 5.6 The design considerations for the Proposed Development are principally focussed on its function and compliance with applicable design standards for cycle paths and footpaths infrastructure. The design and function of the Proposed Development inherently complies with relevant elements of Policy DP7 and the Northern Arc Street Design and Adoption Manual.
- 5.7 The OPP was supported by a Design Guide which set out design principles to guide the designs for the whole of the Brookleigh development. The Design Guide established the vision for the Site and outlined details of shared routes for movements on foot and cycle, to which the Proposed Development complies with.
- 5.8 The Sustainability Statement submitted with this Reserved Matters application demonstrates that where the Proposed Development can contribute to more sustainable development (e.g through facilitating future use of non-car modes of transport), it has sought to do so.
- 5.9 Based on the above assessment, it is considered that the Proposed Development is in accordance with development plan policies and material considerations relating to design.

Landscaping

- 5.10 The Application Site which is broadly linear and follows the alignment of the existing A2300 and A273 comprises agricultural land, vegetated field boundaries and roadside verges

together with drainage ditches, culverts and carriageway (hardstanding).

- 5.11 The landscape proposals are summarised in paragraph 3.11 of this Planning Statement and are presented on the accompanying Landscape Plans 19442-WIE-ZZ-XX-DR-C-740102-P05, 19442-WIE-ZZ-XX-DR-C-740103-P06 and 19442-WIE-ZZ-XX-DR-C-740104-P05. In general, the provision of new tree planting along the sides of the A2300 and A273 is heavily constrained by the presence of multiple existing underground utilities (each with specific no-planting corridors) and visibility splays (to signs, pedestrian crossings, junctions etc). The design has therefore evolved to focus on reducing the impact on the existing trees in the surrounding areas and complimenting them with additional planting where gaps exist. An existing grass area has also been identified to the south west of the Triangle roundabout where further tree planting is proposed as mitigation for the trees that are to be removed to construct the scheme.
- 5.12 The Landscape and Visual Impact Assessment included within the FEIR and submitted with the Reserved Matters application assess the likely significant effects of the Proposed Development on landscape and visual receptors applicable to the Brookleigh development. The assessment cites that the construction phase is unlikely to result in any additional landscape and visual effects due to the minimal design changes taking place. The removal of vegetation to facilitate the shared footpath will be compensated with the addition of proposed tree and shrub planting which has been sensitively considered to provide both visual screening, visual amenity and landscape integration. Retained vegetation will be protected during the works, of which details are provided in a Protection and Removal Plan.
- 5.13 Based on the above, there will be negligible landscape and visual effects during the construction or operational phase due to the minimal design changes taking place and mitigation measures proposed. The Proposed Development is therefore in accordance with the development plan policies, the approved Masterplan and Infrastructure Delivery Plan, both of which are key material considerations in the determination of this application.

Movement

- 5.14 Through the provision of shared surfaces on both sides of the A2300, the Proposed Development will provide a legible connection for pedestrians and cyclists. As such the Proposed Development is considered to respond to the general principles for strategic development in Burgess Hill as set out in Policy DP7. The Proposed Development will

provide appropriate opportunities for more sustainable development, as set out in paragraph 109 of the NPPF.

- 5.15 The new pedestrian and cycle infrastructure within the Proposed Development provides opportunities to facilitate an increased use of non-car modes of transport by providing safe and convenient routes for walking and cycling. These routes provide continuity in pedestrian and cycle access between the Brookleigh Development and Burgess Hill. In conjunction with the design of the Proposed Development being to adoptable standards, it is compliant with the relevant requirements of Policy DP7 and Policy DP21. The opportunities for connection via the shared surfaces within the Proposed Development and intersection with the existing rights of way are consistent with the objectives of Policy DP22 to provide links to rights of way/other recreational routes and contribute to a joined-up network of routes.
- 5.16 The Design Guide accompanying the OPP includes design principles relating to the different types of routes within the Application Site. These design principles have been incorporated into the Proposed Development to ensure the routes are functional for the intended users, with minimum widths and suggested surfacing material. A Stage 1 RSA and Designers Response have been submitted as part of this Reserved Matters application.
- 5.17 Based on the above, it is considered that the Proposed Development is in accordance with the development plan policies as a whole and material considerations relating to walking and cycling.

Ecology and Arboriculture

- 5.18 Policy DP7 requires development to respond to the landscape setting including retention of woodland, hedgerows and other natural features. The policy also requires developments to respond to environmental, landscape and ecological constraints and deliver opportunities to enhance local biodiversity.
- 5.19 Policy DP37 seeks to ensure that development does not damage or lead to loss of trees and where possible incorporating existing important trees, woodland and hedgerows into the design of the development.
- 5.20 The Proposed Development has been informed by an Arboriculture Impact Assessment and a series of ecological baseline assessments predominantly undertaken during 2019 to inform

the OPP and additional surveys undertaken in 2024. These surveys confirmed that the predominant habitats within the Application Site include sections of hedgerows, broadleaved woodland and improved grassland. With respect to protected species, surveys confirmed the presence of trees with 'low' bat roost potential, sections of hedgerow and suitable terrestrial habitat for reptiles and great crested newts.

- 5.21 The linear nature of the Proposed Development and its functional requirement as a shared route to connect the A2300 roundabout (WBLR Phase 1a) to Gatehouse Lane, via A273 roundabout (WBLR Phase 1b) is such that loss of a proportion of the trees cannot be avoided. The updated tree survey as part of the Arboricultural Impact Assessment (AIA) confirms that three groups of Category B trees and 10 groups/trees of Category C trees will be removed to facilitate the Proposed Development.
- 5.22 The Arboricultural Impact Assessment (AIA) submitted as part of the Brookleigh Development confirmed that mitigation will be provided for loss of trees through a high-quality scheme of new tree planting and associated landscaping; this has been supplemented by an updated AIA to accompany this planning application. Tree planting has been incorporated within the RMA Application Site on land between the Triangle Roundabout and the UKPN electricity substation.
- 5.23 The Proposed Development has been designed to limit its impact on the existing biodiversity. A Precautionary Method of Working is included in the Outline CEMP to avoid breaching wildlife legislation and implement standard good practice measures for the following features. This encompasses the following:
- Habitats and Designated sites (including ancient woodland 15m protection buffer), standard pollution prevention measures, limiting de-vegetation and habitat loss as far as possible.
 - Species: badger, bats, breeding birds, great crested newt and reptiles.
- 5.24 Habitat re-instatement, creation and enhancement opportunities will be explored as part of a BNG Assessment within the context of the wider Brookleigh development.
- 5.25 Whilst there is the potential for effects on habitats and species during the construction phase, appropriate mitigation measures have been detailed within the Ecological Impact Assessment (EcIA). Based on the above, and following the mitigation proposed within the Ecological Impact Assessment (EcIA), it is considered that the Proposed Development is in

accordance with development plan policies and material considerations relating to ecology and arboriculture.

Biodiversity Net Gain

- 5.26 The Biodiversity Net Gain report has been produced because MSDC require a copy of the BNG calculations so they can keep a “running total” across each of the RM applications that come forward as part of the Brookleigh Development.
- 5.27 Any overall biodiversity losses will be considered in the overarching Brookleigh BNG Assessment which will detail how the Brookleigh Development seeks to deliver 10% BNG. As part of this a management plan for the entire development will be produced. All other habitats (the swale and the newly created ditch) are inputted as poor condition and thus post development management are unlikely to alter this conservative estimate.
- 5.28 The shortage of units to achieve 10% net gain for habitat and watercourse units will therefore be addressed in the wider Brookleigh Development BNG strategy. This approach is accepted by MSDC.

Heritage

- 5.29 Policy DP34 states development is required to protect listed buildings and their settings. There are no Listed Buildings directly affected by the Proposed Development and the closest such assets to the Application Site are sufficiently distant, with intervening features, that there will be no potential for adverse effects to their settings. With respect to other heritage assets, including archaeology, Policy DP34 refers to relevant policies within the NPPF.
- 5.30 A desk-based assessment and geophysical survey was undertaken as part of the application for OPP. An Assessment of the cultural heritage impacts within the FEIR cite that the Proposed Development has the potential to result in near surface deposit(s) disturbance and/or impacts to shallow archaeological deposits. However, the level of adverse impact to such remains, if present, would likely be negligible given the scale and nature of the Proposed Development and as such, no further archaeological mitigation is recommended. The requirement, nature and scope of any further archaeological works will ultimately be determined through consultation with the Archaeology Advisor for West Sussex County Council and set out in a Written Scheme of Investigation.
- 5.31 It is therefore considered that the Proposed Development will be compliant with development

plan policies and material considerations relating to heritage.

Flood Risk and Drainage

- 5.32 The Application Site is wholly within Flood Zone 1, hence is land at the lowest risk of fluvial flooding. Policy DP41 requires that SuDS should be implemented to avoid any increase in flood risk and to protect surface and ground water quality and that arrangements for the long-term maintenance and management of SuDS should be identified. Furthermore, Policy DP42 requires there to be sufficient capacity for surface water provision.
- 5.33 The Drainage Strategy and Maintenance Plan, which has been submitted in support of the Reserved Matters Application details the proposed surface water drainage strategy and has been designed in accordance with the accompanying Guidance and Technical Standards for sustainable drainage systems (SuDS). Where this has not been achievable, the proposed drainage strategy has been discussed with MSDC during the pre-application consultation process and has been agreed in principle.
- 5.34 At present, the site drains to either the existing carriageway drainage system, to the A2300 and A273, or into the adjacent woodland. It has been agreed with Mid Sussex District Council, during the pre-application process, that it is not practical to attenuate the run-off from the small, long and narrow catchments either side of the A2300. The Council have accepted, in principle, that the increase flows from the impermeable footways can continue to run-off across the grass and via a swale and new ditch into the existing ditch network.
- 5.35 The proposed strategy for surface water therefore seeks to retain and mimic the existing flow paths for the site. A filter drain connecting into the WBLR phase 1 attenuation tanks will attenuate the flow from part of the phase 3 site area, before a controlled discharge into the Tributary of the Pook Bourne. The rest of the site has incorporated SuDS features where practicable to do so, providing benefits including slowing of flows.
- 5.36 Based on the above, it is considered that the Proposed Development accords, as far as practicably, with the principles detailed within the NPPF and the District Plan policies relating to water management.

Air Quality and Noise

- 5.37 Policy DP29 states that development will only be permitted where noise pollution and air pollution does not exceed unacceptable levels.
- 5.38 The assessment of air quality within the Environmental Statement (ES) submitted as part of the application for OPP concluded that the overall predicted effect from road traffic emissions during the operational phase of the Proposed Development on sensitive receptors would not be significant, and no additional mitigation is required. Similarly, ES assessment of noise impact for the completed and operational development, due to the changes in road traffic flows and building services plant, concluded that impacts would not be significant.
- 5.39 The FEIR cites that the Proposed Development will not affect the assessment of road traffic emissions included in the OPP in relation to air quality or noise and the potential effects of the Proposed Development for these topics will be limited to effects during construction. Appropriate mitigation measures for construction noise and air quality are proposed within the Outline CEMP submitted with this application.
- 5.40 With the implementation of the proposed mitigation, there will be no significant noise or air quality effects during the construction phase of the Proposed Development. It is therefore considered that the Proposed Development is in accordance with development plan policies and material considerations relating to air quality and noise.

Sustainability

- 5.41 The Sustainability Strategy submitted as part of the application for OPP discussed a broad range of topics and initiatives for the wider development area. The scope of this Reserved Matters application is however focussed on delivery of highways infrastructure and as such, many of the important sustainability topics, such as use of renewable energy, water conservation and thermal efficiency of buildings are not directly applicable to the Proposed Development.
- 5.42 A Sustainability Strategy has been submitted as part of this Reserved Matters application; this focuses on the specific opportunities to minimise impact and optimise sustainability for the Proposed Development.
- 5.43 Water Cycle Management – A Drainage Strategy has been submitted which outlines the

accepted approach that the increased flows from the impermeable footways can continue to run-off across the grass (north side) and via a swale and new ditch (south side) into the existing ditch network.

- 5.44 More Sustainable Transport –. The new segregated footway and cycle routes, on the north side of the A2300 will serve a strategic function as they will form part of the new Super Green Highway which will benefit the new occupants of the Brookleigh Development and the existing local community. The new pedestrian and cycle infrastructure within the Proposed Scheme will provide the opportunities to facilitate use of non-car modes of transport by providing safe and convenient routes for walking and cycling.
- 5.45 Resource efficiency –Potential waste arising from site clearance, primary infrastructure and earthworks is expected to comprise vegetation, topsoil, rubble, tarmac (from the A2300 and A273), gravel and clay material. Material excavated during ground works will, where suitable for re-use within the Proposed Development, be graded and re-used within construction, where appropriate and where required. The Proposed Development has, where possible, been designed to work with the topography of the Application Site in order to reduce the amount of earthworks and levelling. The widening of the existing carriageway embankments will re-use surplus material from adjacent WBLR phases if available and suitable for use. To the south side of the A2300 the new shared use footway deviates away from the carriageway allowing it to more closely follow the existing ground profile. This section is designed to be slightly above existing ground levels to minimise the need to excavate and dispose of material and avoid disturbing the roots of the adjacent trees.
- 5.46 Green Infrastructure and Biodiversity – There is potential for the biodiversity of the site to be enhanced through the creation of proposed landscape planting which will be supplemented by the mitigation measures outlined with the Ecological Mitigation Strategy within the wider Brookleigh Development.
- 5.47 Based on the above, it is considered that the Proposed Development is in accordance with relevant development plan policies and material considerations relating to sustainability.

6.0 CONCLUSION

- 6.1 This Planning Statement, together with the suite of supporting application documents submitted in support of the Reserved Matters Application, demonstrates the case in support of the Proposed Development.
- 6.2 The development intends to provide highways infrastructure improvements pursuant to Phase 3 of the Western Bridge and Link Road (WBLR) which in turn forms part of, and is pursuant to, development authorised by an outline planning permission for a mixed-use urban extension on land to the northwest of Burgess Hill.
- 6.3 The new segregated footway and cycle route on the north side of the A2300 will serve a strategic function as they will encompass part of the Super Green highway which will benefit the new occupants of the Brookleigh Development and the existing local community. The proposed shared use routes will provide continuity in pedestrian and cycle access between the Brookleigh Development and Burgess Hill.
- 6.4 Section 5 of this Planning Statement has demonstrated that the Proposed Development is in accordance with relevant policies in the statutory development plan and relevant material considerations. In particular, the Proposed Development is considered to accord with the requirements of MSDC Plan Policies DP7 and DP9, with the OPP Parameter Plans, with the approved Northern Arc Masterplan and Infrastructure Delivery Plan.
- 6.5 It is acknowledged that some environmental effects may be experienced during the construction phase, although these impacts will be temporary in nature and controlled by onsite best practice in line with the submitted Outline CEMP. Once the Proposed Development is complete and operational, the benefit of bringing the Proposed Development forward is considered to outweigh the identified minor adverse effects.
- 6.6 Accordingly, it is considered that a decision to grant permission for the Reserved Matters would be in accordance with the consented OPP and the MSDC Development Plan when read as a whole.

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