



Western Bridge & Link Road - Phase 2

RESERVED MATTERS PLANNING APPLICATION

Sustainability Statement





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Sustainability Statement

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. This Sustainability Statement has been prepared by WSP in support of a reserved matters application by Homes England / RegenCo ('the Applicant') for the construction of Phase 2 of the Western Bridge & Link Road north-west of the town of Burgess Hill ('the scheme').
- 1.1.2. A Site Location Plan has been submitted in support of the reserved matters application (reference WBLR-WSP-HPN-04-DR-C-0220). The boundary of Phase 2 of is indicated in red. The wider Northern Arc development is shown in the blue line. The layout and location of the Phase 1 WBLR are also indicated on the site location plan.

1.2 PROJECT BACKGROUND

- 1.2.1. The Western Bridge & Link Road (hereafter referred to as 'WBLR') is an essential piece of infrastructure required to support the development of the Northern Arc Strategic Allocation Area, as allocated in Policy DP9 of the Mid Sussex District Plan.
- 1.2.2. The wider development area for 3,040 homes was granted outline planning approval in October 2019 (application reference DM/18/5114). Permission was granted under Section 73 (application reference DM/21/3279) in December 2022, and under Section 73 (application reference DM/23/0747) in October 2025. This application is pursuant to application reference DM/23/0747.
- 1.2.3. The northern link road was stipulated in Policy DP9, with further detail set out within the approved documents of the outline planning application, extract from the Design and Access Statement below:
A new highway connection will be provided between the A273 Jane Murray Way and A2300 in the west and the A273 and Maple Drive in the east. This corridor will carry all modes with formal pedestrian, cycle and vehicular provision proposed along its length.
- 1.2.4. This reserved matters application is in respect of the second phase of the WBLR. The first phase was granted approval by Mid-Sussex District Council in July 2020 (reserved matters application reference DM/20/0254), with a Section 73 (application reference DM23/0023) in July 2024.
- 1.2.5. This Sustainability Statement sets out how the layout and design of the Proposed Development has taken account of the principles of sustainable development and how the detailed design of new infrastructure will seek to minimise the use of finite materials and energy.

2 SITE DESCRIPTION

- 2.1.1. The Application Site (the 'Site') is shown on the Site Plan (reference WBLR-WSP-HPN-04-DR-C-0220) submitted with the Application.
- 2.1.2. The Site is located within Burgess Hill, approximately 2km north-west of the town centre, within the administrative area of Mid Sussex District Council.
- 2.1.3. The Northern Arc Strategic Allocation Area comprises a strategic site of approximately 200 hectares, situated between Bedelands Nature Reserve to the east of Burgess hill and the Goddards Green Waste Water Treatment Works to the west.
- 2.1.4. The Phase 2 WBLR site lies north-east of Phase 1, crossing over the A2300, continuing in a north-east direction for approximately 460m. The layout of the first phase is indicated on the Site Location Plan submitted in support of this reserved matters application. The site covers an area of approximately 26ha within the red-line boundary.
- 2.1.5. The Phase 2 WBLR scheme crosses a natural valley with the River Adur located at its bottom. As the road travels north from the A2300 roundabout the existing ground drops from 31mAOD to approximately 17mAOD at the river and then rises to 22mAOD at chainage 460m. This is shown on drawing WBLR-WSP-HPN-04-DR-C-0224.
- 2.1.6. The proposed road runs at grade as far as possible, with a slope of 1 in 20 between chainage 120m and 260m. The road then flattens off to 1 in 150 as the bridge runs over the river. Retaining walls and earthworks are used to raise the road on the approach to the bridge as the existing ground steepens at the approach to the river to 1 in 12 and 1 in 10 on the south and north side respectively.

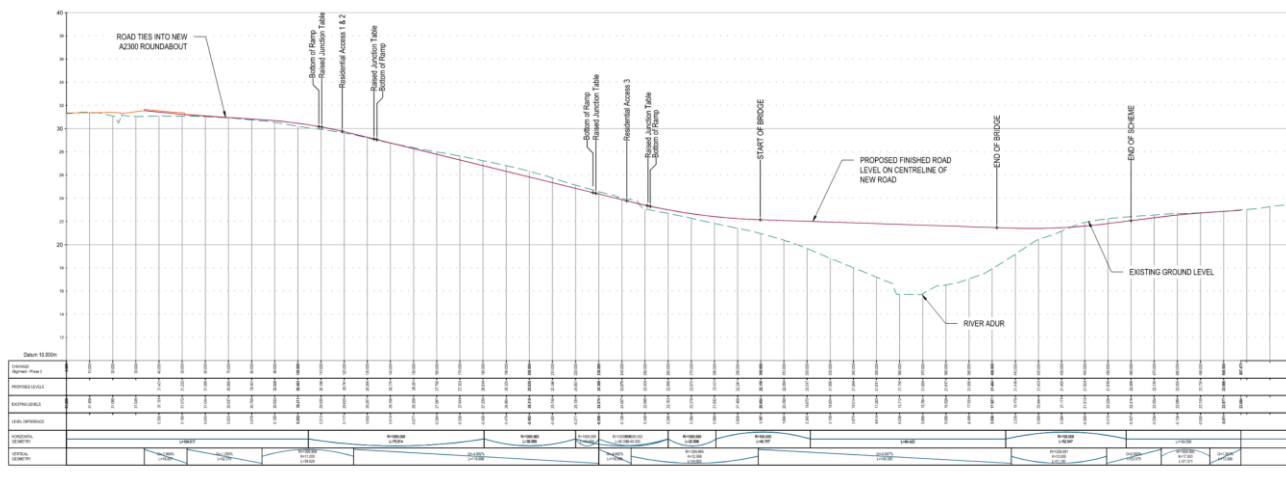


Figure 1 – extract from drawing 0224 showing the existing ground and proposed levels along centreline of the road

- 2.1.7. River Arun is a watercourse over which the proposed scheme will cross on a bridge. The watercourse runs perpendicular to the scheme, approximately 340m north-east of the junction at the existing A2300.
- 2.1.8. The proposed scheme will pass between two areas of Ancient Woodland; Six Acre Shaw to the north, and Jane Murray Way Shaw to the south. The proposed scheme falls outside the boundary of the woodland.

- 2.1.9. The key landscape characteristics of the area surrounding the site include:
- Low ridges;
 - Small to medium scale, irregular shaped field sizes;
 - Pattern of mature woodlands, woodland shaws and hedgerows with hedgerow trees defining field boundaries and settlement fringes;
 - Small ponds, streams, meadow and wetland interspersed between mixed agricultural land and woodland;
- 2.1.10. The site contains varying areas of grassland, hedgerows, natural watercourses and veteran/mature trees. A Phase 1 Habitat Survey undertaken by AECOM in August 2018 (Environmental Statement Volume 2, Appendix 6-3) has identified that the wider Northern Arc Application Site includes a network of habitats including ancient woodland, species-rich hedgerows, semi-improved grassland, watercourses, ponds, extensive arable land.
- 2.1.11. Desk study analysis, including a review of ecological survey work previously undertaken within the site, has confirmed that the site supports (or has potential to support) hazel dormouse, great crested newt, foraging, commuting and roosting bats, breeding bird species, invertebrate species and badgers. There are no internationally or nationally designated sites within the boundary of the Phase 2 site.
- 2.1.12. The surveys undertaken at the wider Northern Arc site informed the design of the Ecological Mitigation Strategy which was approved as part of the Outline Planning Application. As referred to in the Further Information Report submitted as part of this reserved matters application, no further mitigation will be required in addition to what has previously been agreed. Updated surveys have been carried out in 2022 to ensure certain protected species were still absent from the site:
- Water vole and otter on the River Adur
 - Bats within the trees along the River Adur with suitability for supporting bats; and
 - Badgers.

3 THE PROPOSED DEVELOPMENT

3.1 OVERVIEW OF THE SCHEME DESIGN

3.1.1. The key features of the scheme include:

- A two-lane single carriageway road, including a bridge spanning the River Adur and associated floodplain;
- New pedestrian and cycle crossing points;
- New on carriageway bus stops;
- Provision of off-carriageway footpath/cycleway;
- Continuous green verges away from the bridge and retaining walls;
- Provide access to future residential area;
- Western Bridge spanning of the River Adur and associated floodplain.
- Localised ground raising at the NW and SE corners of the bridge to facilitate future pedestrian access to the development plots and down to the river via future steps.
- A parklet on the SW corner of the bridge.

3.1.2. The General Arrangement of the Proposed Scheme is set out on drawing reference WBLR-WSP-HPN-04-DR-C-0223 submitted in support of this reserved matters application. A Design and Access Statement has also been submitted as part of the application and provides further details on the design principles which have been applied through the development of the scheme.

4 PLANNING POLICY

4.1 INTRODUCTION

- 4.1.1. This section sets out an overview of the relevant planning policy context for the Proposed Scheme.

4.2 NATIONAL PLANNING POLICY

- 4.2.1. As stated in paragraph 1, the National Planning Policy Framework (NPPF, December 2024) sets out the Government's planning policies for England and how these should be applied. The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). The objective of sustainable development can be summarised as '*meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7). In order to achieve this objective, at the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) which includes approving development proposals that accord with an up-to-date development plan without delay.
- 4.2.2. The NPPF is structured under the following headings, and is considered relevant to how the Proposed Scheme takes account of the principles of sustainable development:
- Section 8: the need to promote healthy and safe communities, for example with connected and legible pedestrian and cycling routes, and an accessible green infrastructure network.
 - Section 9: The obligation to promote sustainable transport, for example by mitigating any adverse impacts of increased traffic.
 - Section 11: The requirement to make effective use of land, for example for flood risk mitigation etc.
 - Section 12: The requirement to achieve well-designed places, for example by considering local character and aesthetics in landscaping.
 - Section 14: The need to meet the challenge of climate change, flooding and coastal change, including by increasing use and supply of low carbon energy and heat as well as planning based on flood risk.
 - Section 15: The need to conserve and enhance the natural environment, for example through recognising the intrinsic character and beauty of the countryside as well as the benefits from natural capital and ecosystem services.
- 4.2.3. Paragraph 152 of the NPPF addresses the challenge of climate change, highlighting that "*the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimize vulnerability and improve resilience; and encourage the reuse of existing resources, including conversion of existing buildings, and support renewable and low carbon energy and associated infrastructure.*"
- 4.2.4. Paragraph 164 sets out that "*new development should be planned for in ways that:*
- a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*

b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards."

4.2.5. Paragraph 166 requires that *"in determining planning applications, local planning authorities should expect new development to:*

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption."

4.3 HOMES ENGLAND STRATEGIC PLAN 2023-2038

4.3.1. The Homes England Strategic Plan 2023-2038 outlines how it will support communities through delivering good quality, affordable housing. As part of this five strategic objectives are set out which will work together to deliver their mission to *"drive regeneration and housing quality to create high-quality homes and thriving places"*.

4.3.2. This Reserved Matters Application comprising Phase 2 of the WBLR is a smaller part of the wider Northern Arc development, but essential in achieving the strategic objectives set out by Homes England. The road and bridge crossing are key to unlocking the future homes and the community within which people will live their lives.

4.3.3. The five strategic objectives to deliver Homes England's mission are:

- Support the **creation of vibrant and successful places** that people can be proud of, working with local leaders and other partners to deliver housing-led, mixed- use regeneration with a brownfield first approach;
- Facilitate the **creation of the homes people need**, intervening where necessary, to ensure places have enough homes of the right type and tenure;
- Create a housing a **regeneration sector** that works for everyone driving diversification, partnership working, and innovation;
- Promote the creation of **high-quality homes** in well-designed places that reflect community priorities by taking an inclusive and long-term approach;
- Enable **sustainable homes and places**, maximising their positive contribution to the natural environment and minimising their environmental impact.

4.4 LOCAL PLANNING POLICY

MID SUSSEX DISTRICT PLAN

4.4.1. The Mid Sussex District Plan 2014-2031 (the District Plan) is the applicable statutory Development Plan for the OPA and this Reserved Matters application. It was adopted as a Development Plan Document by MSDC on 28th March 2018. 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 particular relevance to this Sustainability Statement.

4.4.2. **Policy DP7 'General Principles for Strategic Development'** at Burgess Hill states that all strategic development at Burgess Hill must support the following general principles:

- 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 and multi-functional paths, and links into the town centre;
- Support 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 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; and
- Wherever possible, incorporate on-site 'community energy systems' to meet energy needs and create a sustainable development, and include appropriate carbon reduction, energy efficiency and water consumption reduction measures to demonstrate high levels of sustainability.

4.4.3. **Policy DP9 'Strategic Allocation to the north and north-west of Burgess Hill'**, summarised below, makes provision for a strategic mixed-use development for:

- 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;
 - 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;

- 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;
- 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.

- 4.4.4. **Policy DP21: Transport** requires development to support the objectives of the West Sussex Transport Plan 2011-2026. These objectives are set out broadly as; a high-quality transport network that promotes a competitive and prosperous economy; a resilient transport network that complements the built and natural environment reducing carbon emissions; access to services, employment and housing; and a safer and healthier to use transport networks.
- 4.4.5. **Policy DP22: Rights of Way & Other Recreational Routes** seeks the protection of rights of way, Sustrans national cycle routes as well as other recreational routes. This policy also seeks to ensure development does not result in the loss and severance of valuable rights of way unless new routes of equivalent value and quality are provided.
- 4.4.6. **Policy DP29: Noise, Air and Light Pollution** 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.
- 4.4.7. **Policy DP37: Trees, Woodland and Hedgerows** sets out that development that involves the protection and enhancement of trees, woodland and hedgerows and encourages new planting will be supported.
- 4.4.8. **Policy DP38: Biodiversity** underlines that biodiversity will be protected and enhanced by ensuring development; contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure so that there is a net gain in biodiversity; protects existing biodiversity; minimises habitat and species fragmentations and maximises opportunities to enhance and restore ecological corridors; and protects locally designated Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodland.
- 4.4.9. **Policy DP39: Sustainable Design and Construction** requires that development proposals maximise efficient use of resources, including minimising waste and maximising recycling / reuse of materials through construction. It also requires that development demonstrates how the risks associated with future climate change have been planned for as part of the layout and design.
- 4.4.10. **DP41: Flood Risk & Drainage** requires proposals for development to follow a sequential risk-based approach, and to ensure development does not increase the risk of flood elsewhere and is safe across its lifetime. Sustainable Drainage Systems (SuDS) should be implemented in all new major development unless demonstrated to be inappropriate.

- 4.4.11. **DP42: Water Infrastructure & Water Environment** requires new development to be in accordance with the objectives of the Water Framework Directive, and accord with the findings of the Gatwick Sub Region Water Cycle Study with respect to water quality, water supply and wastewater treatment

MID SUSSEX DEVELOPMENT INFRASTRUCTURE AND CONTRIBUTIONS SUPPLEMENTAL PLANNING DOCUMENT (JULY 2018)

- 4.4.12. Mid Sussex Development Infrastructure and Contributions SPD replaces the 2006 SPD to reflect the adoption of the new District Plan in 2018 and to take into account of the revised NPPF. This SPD sets out the overall framework for the management of planning obligations. Relevant guidance includes:

- Sustainable transport (good provision for cyclists, pedestrian and public transport access);
- Open space, leisure / formal sports provision (access to sufficient local open space and facilities ideally as an integral part of the scheme);
 - Flood mitigation and water infrastructure (provision of sustainable drainage systems, water infrastructure to provide adequate capacity, water efficiency standards under Part G of Building Regulations);
 - Green infrastructure and biodiversity (minimising habitat fragmentation, enhancing green infrastructure and its connectivity);
 - Waste management (provision of on-site site-specific waste and recycling provision).

BURGESS HILL TOWN COUNCIL – BURGESS HILL TOWN WIDE STRATEGY

- 4.4.13. The Burgess Hill Town Wide Strategy, published in 2011, outlines a 20-year plan based on previous consultation and further technical work undertaken, including potential projects, services and infrastructure in order to achieve these plans. This includes:

- Green Circle Network;
- Other cycle enhancements’;
- Centre for Community Sport.

4.5 MID SUSSEX DISTRICT COUNCIL SUSTAINABLE ECONOMY STRATEGY

- 4.5.1. Understanding the wider objectives and mission of Homes England provides an understanding for the driver behind the wider Northern Arc Scheme, as well as the part which the WBLR Phase 2 plays in this. MSDC’s Sustainable Economy Strategy is based on the Council’s priorities for the future, which included protecting and enhancing environment, supporting the strength of local economy and focussing on infrastructure investment.
- 4.5.2. Objective 7 of the Strategy sets out the recognition to “*position and promote our town and village centres as healthier, greener and more sustainable places generating footfall, social interaction and economic activity.*”
- 4.5.3. The WBLR provides access and healthy routes not only for vehicles, but also for pedestrians and cyclists, connecting into the wider active travel network.
- 4.5.4. The scheme has been developed through consideration of the existing natural environment. Notably, the scheme avoids impact on the Ancient Woodland, recognising the role that the habitat has in enhancing the community.

5 COMPLIANCE AGAINST THE NPPF AND LOCAL POLICY OBJECTIVES

5.1 INTRODUCTION

- 5.1.1. This Sustainability Statement sets out the commitment to achieving sustainable development for this reserved matters application in relation to the Phase 2 WBLR Scheme. There has been consideration of sustainability topics through the preparation and determination of the outline planning application for the Northern Arc development as a whole.
- 5.1.2. The focus of this Sustainability Statement is on those matters which can be specifically influenced by the Phase 2 WBLR scheme, as listed below:
- Water cycle management
 - More sustainable transport
 - Resource efficiency
 - Green infrastructure and biodiversity

5.2 WATER

- 5.2.1. The proposed Western Bridge which forms part of WBLR Phase 2 and the subject of this reserved matters application, crosses an area of Flood Zone 3 associated with the River Adur. The remaining eastern section of proposed highway falls within Flood Zone 1 and is therefore the land is at the lowest risk of flooding.
- 5.2.2. A Drainage Strategy and Maintenance Statement (WBLR-WSP-HDG-04-RP-C-0138), as well as a Drainage Layout (WBLR-WSP-HPN-04-DR-C-0225), have been prepared in respect of the Proposed Scheme. The Strategy details the proposed surface water and drainage strategy and has been design in accordance with the NPPF and accompanying Guidance and Technical Standards for sustainable drainage systems (SuDS).
- 5.2.3. No foul water will be generated by the Proposed Development but foul sewers sleeves are being constructed within the Proposed Development to enable future connection for adjacent areas of the OPA Development. There are also two sleeves within the new bridge to enable the future installation of the foul water rising mains from the central section to the existing waste water treatment works. This will reduce the potential for future disruption to road users and seeks to optimise the use of resources (i.e. not having to dig up a recently constructed road).
- 5.2.4. The proposed surface and foul water drainage strategy has considered the cumulative impacts resulting from the wider Northern Arc development and takes into account the current and future impacts of climate change, a requirement of Principle 14 in the NPPF, in order to mitigate flood risk to people and property. The strategy has taken into consideration the guidance and advice from the EA and West Sussex County Council who are the Lead Local Flood Authority (LLFA) for Mid Sussex and the wider area. As a statutory consultee, the council requires a site-specific drainage strategy that demonstrates that the drainage scheme proposed is in compliance with West Sussex County Council's sustainable drainage policies.

5.3 SUSTAINABLE TRANSPORT

- 5.3.1. The wider Northern Arc Development (approved through the Outline Planning Consent) has been designed to facilitate a main public transport corridor along the Northern Arc Avenue and has integrated a number of proposals to encourage more sustainable travel options which are detailed within the Outline Planning Application Transport Assessment, the Traffic and Transportation ES chapter (ES chapter 11 – volume 1). Of relevance to the Phase 2 site, this includes the provision of strategic green connections, pedestrian and cycle links, and provision for public transport.
- 5.3.2. The Proposed Development should not be considered in isolation as it provides the necessary infrastructure and connections for a number of these options to be facilitated once the further phases of the Northern Arc Development are completed.
- 5.3.3. Sustainable travel options which have been integrated within the design for the Proposed Development include the provision of shared and segregated surfaces on the new link road. Shared and segregated surfaces and signalised crossings within the Proposed Development will provide the opportunities to facilitate 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 from one end of the new link road to the other and will facilitate more sustainable travel patterns and more active lifestyles by improving opportunities for good connectivity. It is considered that this approach is in accordance with Sections 8 and 9 of the NPPF.
- 5.3.4. The provision of shared surfaces also accords with the District Plan Policies DP7 and DP21 as it will provide “appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of and access to, safe and convenient routes for walking and cycling”. Two additional uncontrolled crossing points are also being provided to increase the permeability of the scheme and encourage non-motorised users.
- 5.3.5. The opportunities for improved north-south connection via the shared surfaces within the Proposed Development and intersection with existing rights of way (and the future Northern Arc Development Green Super Highway) are consistent with the objectives of Policy DP22 to provide links to rights of way / other recreational routes and contribute towards a joined-up network of routes.
- 5.3.6. This section of the new link road will also be designated bus route, further improving the north – south connectivity from Burgess Hill to the wider Northern Arc Development.

5.4 RESOURCE EFFICIENCY

- 5.4.1. The Proposed Development will seek to be resource efficient and will include the efficient use of land and building materials in addition to making good use of waste materials through the implementation of the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal as set out in the Waste (England and Wales) Regulations 2011 (as amended).
- 5.4.2. A Construction Environmental Management Plan (CEMP) is to be submitted with prior to the commencement of construction which will outline the control measures and mitigation arrangements with regards to construction waste during all phases of construction; this accords with Policy DP39 of the District Plan which encourages the efficient use of resources, including minimising waste and maximising recycling and the re-use of materials. The CEMP will include details for the storage and collection of waste and recyclable materials which complies with paragraphs 3.108 under Water Management of the Development Infrastructure and Contributions SPD.

- 5.4.3. Waste will be generated during the construction phase only. Potential waste arising from site clearance, primary infrastructure and earthworks is expected to comprise vegetation, topsoil, gravel and clay material. Material excavated during ground works will be graded and re-used within construction, where appropriate and where required. All clean excavated material will be reused however any contaminated material that would require removal from the Application Site would be collected by suitable waste carriers and sent for disposal at appropriately licensed waste facilities.
- 5.4.4. As per Condition 17 of the Outline Planning Application, a Waste and Recycling Management Strategy will be developed, submitted and approved prior to commencement of the Phase 2 works. This will accord with Policy DP39 of the Mid Sussex District Plan.
- 5.4.5. In addition to construction waste, other resources which will be consumed during the construction phase extend to the fuel consumption of construction vehicles and the use of electricity. The Application Site is greenfield and therefore there is no current electricity supply. During the construction phase electricity will be supplied temporarily by generators or a temporary connection from the grid, however UKPN will provide a connection from the network to the Application Site which will enable the street lighting to be powered.

5.5 GREEN INFRASTRUCTURE AND BIODIVERSITY

- 5.5.1. The Proposed Development has been informed by a series of ecological baseline assessments, predominately undertaken during 2019. These surveys confirmed that the predominant habitats within the Application Site include sections of hedgerows, Semi-Natural Broadleaved woodland, improved grassland and running water. With respect to protected species, the Application Site has confirmed bat foraging habitat within woodland and hedgerows, the presence of trees with 'moderate' and 'low' bat roost potential, sections of hedgerow that have connectivity for Hazel Dormouse and suitable terrestrial habitat for great crested newts.
- 5.5.2. Policy DP37 seeks to ensure that development does not damage or lead to loss of trees and where possible incorporating existing important trees, woodland and hedgerows into the design of the development. The linear nature of the Proposed Development and its functional requirement as distributor road through the new development (as established within the approved Northern Arc Masterplan and outline planning application) is such that loss of a single hedgerow crossing is required. In determining the alignment of the proposed scheme, there is an exclusion buffer applied for the Six Acre Shaw Ancient Woodland to the north to ensure that there is no impact or loss of the ancient woodland. The Arboricultural Impact Assessment submitted as part of the outline planning application confirmed that mitigation will be provided for loss of trees through a high-quality scheme of new tree planting and associated landscaping. Tree planting has been incorporated within the Proposed Development along the route of the new link road.
- 5.5.3. With respect to District Plan Policy 38, no international, national or locally designated sites will be affected by the Proposed Development. The closest Site of Special Scientific Interest (SSSI) is Ditchling Common, located approximately 3.7 kilometres to the southwest and there are no Special Areas of Conservation (SACs) or Special Protection Areas (SPAs) within 10 kilometres of the Application Site.
- 5.5.4. There is potential for the biodiversity of the Application Site to be enhanced through the proposed landscape planting which will be supplemented by the mitigation and enhance measures outlined with the Northern Arc Allocation Planning Application Environmental Statement 2018 and 2019 Addendum, for the wider Northern Arc Development.

6 CONCLUSION

- 6.1.1. The Proposed Development will make a contribution towards sustainable development in accordance with principles detailed within the National Planning Policy Framework and the policies outlined with the MSDC District Plan.
- 6.1.2. Policy requirements include:
- Implementation of SuDS and the consideration of the current and future impacts of climate change;
 - The provision and opportunities to facilitate the increased use of alternative means of transport (non-car modes) through shared pedestrian and cycle routes and other sustainable modes of transportation;
 - Provision of links to existing and future green infrastructure such as the Green Super Highway;
 - The efficient use of resources including the minimising waste, maximising recycling and the re-use of materials;
 - Provision of ecological mitigation and enhancement measures.
- 6.1.3. The Proposed Development will meet these policy requirements by:
- Providing an integrated drainage network taking into account the surface water and foul water drainage of the Proposed Development and wider OPA Development;
 - Providing shared and segregated surfaces and signalised crossings which will provide pedestrians and cyclists with north – south connectivity and will promote the use of alternative means of transport;
 - The link road will be a designated bus route which will further improve connectivity and reduce the need of the private car;
 - Providing strategic green connections which include pedestrian and cycle links, such as the Green Super Highway;
 - Ensuring that there is space for waste separation and storage, earthworks are reduced by working with the Application Site's topography and to ensure that the environmental control and mitigation measures detailed within the CEMP with regards to construction waste are followed.
 - Enhancing green infrastructure through the provision of landscaping which will include tree planting.



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