

The Format of this Local Plan

- 1.1 The general policies set out in chapters 2-10 are referred to extensively in the area chapters. Therefore, to understand the planning policy framework for a particular area it will be necessary to consult the topic chapters together with the relevant area chapter.
- 1.2 This Local Plan consists of a Written Statement and a Proposals Map.
- (a) The Written Statement sets out the Local Planning Authority's policies and proposals for the plan area together with a reasoned justification for them. The policies and proposals can be easily distinguished from the supporting text. The supporting text is, however, part of the adopted plan and carries full weight, for example in the way it explains how the policies and proposals will be interpreted or implemented. This single document includes all the chapters of the Local Plan. The general topic chapters are followed by the three town chapters (Burgess Hill, East Grinstead and Haywards Heath), then the village chapters (in alphabetical order) and finally a rural area chapter.
 - (b) The Proposals Map defines those sites allocated for development or where particular policies apply. The Proposals Map comprises a single map which covers the whole district together with a number of inset maps showing parts of the district at a larger scale. The policies and proposals shown on the Proposals Map are cross referenced to the Written Statement.

The Importance and Purpose of the Local Plan

- 1.3 As well as requiring the preparation of a single District Wide Local Plan, the Planning and Compensation Act 1991 increased the importance to be attached to development plans such as a Local Plan. Legislation requires that any planning decision should be determined in accordance with the provisions of the development plan "unless material considerations indicate otherwise". The Local Plan should therefore be decisive in determining most planning matters unless it contains no relevant policies in a particular case or there are other material considerations to be taken into account which lead to an alternative decision. The Structure Plan, Minerals Local Plan and Waste Local Plan also form part of the development plan and may be relevant in particular cases.
- 1.4 The purpose of the Local Plan is to set out detailed policies and specific proposals for the development and use of land, in order to guide most day to day planning decisions. The preparation of a Local Plan gives local communities the opportunity to participate in planning choices about where development should be accommodated in their area.
- 1.5 The Local Plan must, in order to comply with the relevant legislation, be in general conformity with the relevant Structure Plan. (See paragraphs 1.11 – 1.12). Within this constraint, the Local Plan has two principle functions:
- (i) To set out the authority's policies for the control of development; and
 - (ii) To make proposals for development and use of land and to allocate land for specific purposes.

The Plan Area

- 1.6 This Local Plan covers the whole of the administrative area of Mid Sussex District Council, some 130 square miles. The boundary of the District, and therefore the plan area, is shown on the Proposals Map.

This Local Plan and its Relationship with Existing Adopted Plans

- 1.7 The Mid Sussex Local Plan is the first district wide Local Plan for Mid Sussex. It replaces five existing Local Plans, which were as follows:
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- 1.8 At the 1993 boundary review the Local Authority gained small areas of land from Tandridge, Wealden and Lewes. These areas are covered by the Mid Sussex Local Plan.
- 1.9 The District Council commenced preparation of a district wide Local Plan with a series of discussion papers between 1989 and 1993. Subsequently, during 1996 and 1997 the general policies and three area parts of the Mid Sussex Local Plan Consultation Draft were published. No further consultation work took place until 2000 due to the delay on the West Sussex Structure Plan (see paragraphs 1.11-1.13) when the Council undertook a district wide housing consultation exercise. The pre-deposit housing consultation document was published in February 2000 and the responses to this were considered by the Council in allocating the additional housing sites which were included in the Deposit Draft Local Plan. Where there were outstanding allocations from the adopted plans, which it was still appropriate and necessary to allocate, these were included in the Deposit Draft Local Plan published in November 2000. Following consideration of objections to the Deposit Draft Local Plan revisions were made and the Revised Deposit Draft Local Plan was published in August 2001.
- 1.10 A Local Plan Inquiry was held from April through to October 2002 when the Local Plan Inspector considered all the unresolved objections into the first and (second) Revised Deposit Drafts of the Mid Sussex Local Plan. The Inspector had 1,149 outstanding objections to consider, 500 of which were dealt with at the Inquiry, the remainder were in the form of written representations. The Inspector's report was published in July 2003; his recommendations have been considered by the Local Planning Authority. Schedules setting out (i) the Inspector's recommendations and the Council's response to each and (ii) proposed modifications in the light of the Inspector's recommendations, updated information and new guidance were published in December 2003. Objections to the proposed modifications were considered by the Council. The Council considered that no further modifications and no further public inquiry were required and at their meeting on 14th April 2004 Members resolved to adopt the Mid Sussex Local Plan.

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Sussex County Council through the Courts. The High Court upheld the Secretary of State's right to intervene and 'leave to appeal' was finally turned down in February 1999.

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- 1.13 In September 1999 having carefully considered the various options the District Council decided to progress the Local Plan to 2006 in conformity with the 1998 West Sussex Structure Plan (not formally adopted) with respect of all policies other than H1 (Housing) and the 1993 Approved Structure Plan regarding housing numbers. Although the Plan has only a short plan period to 2006 this allows the Council to show housing allocations on the proposals map for the period up to 2006. The adopted Local Plan shows housing for the period 2002-2006. An explanatory note appended to the Local Plan sets out the planning applications which have been granted planning permission since the Housing Land Supply table was compiled. These applications and other anticipated housing supply, mainly at the south west sector Haywards Heath, indicate that five years' worth of housing supply, from 2002, can be identified.
- 1.14 Work on a Review of the Local Plan, in the form of a Local Development Framework for Mid Sussex, has already begun and the Council expects to have this in place by April 2007. The new Local Development Framework, as required by the Planning and Compulsory Purchase Bill (once enacted), will meet the housing requirements of the emerging West Sussex Structure Plan for the ten year period 2006-2016.

Technical Reports

- 1.15 A large number of studies have been undertaken in preparing this Local Plan. Whilst not forming part of the Local Plan itself, the results of several of these are summarised in a series of Technical Reports which are available from the District Council's Environment Directorate. The subjects covered to date are as follows:
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Introduction

- 3.1 Mid Sussex is characterised by a number of towns and villages located within an extensive area of very attractive countryside. This high quality rural landscape is not only a distinctive and valuable resource in its own right but also provides a very important setting for the built-up areas. Two areas, the High Weald and the Sussex Downs, are of such quality that they form part of nationally important Areas of Outstanding Natural Beauty (AONBs).
- 3.2 In April 2000, the Countryside Agency began the process of designating the South Downs as a National Park. Widespread consultation has been carried out by the Countryside Agency with the public and local authorities, with over 6,500 written responses received by the Agency. A Designation Order was signed on 18th December 2002 and placed on deposit for inspection until February 2003. A public inquiry into the proposed National Park designation began in November 2003 and will run until Summer/Autumn 2004. Further information on the proposed designation can be obtained from the Countryside Agency.
- 3.3 In the countryside, as elsewhere, there are competing demands for the use of land. There is considerable pressure for the towns and villages to expand particularly as they are attractive locations in which to live and work and benefit from good accessibility. Changes within the rural areas themselves are also placing new demands on the countryside. The reform of the Common Agricultural Policy has led to large amounts of land being taken out of production and has created a general uncertainty about the future of the agricultural industry. This has led to pressure for developments associated with the diversification of the rural economy including the search for alternative uses of buildings and land. There are also pressures for the countryside to accommodate a wide range of activities, in particular those related to informal recreation and tourism.
- 3.4 It is anticipated that these pressures will continue during the period of this Plan and could increase as landowners seek to ensure the most economic use of their land and buildings in order to sustain agriculture and other rural businesses. It is anticipated that the needs of rural communities in respect of housing, services and employment are also likely to increase.
- 3.5 The underlying aim of this Plan's policies for the countryside is to safeguard it for its own sake and secure its protection and enhancement, preventing inappropriate development. Additional policies of protection are included for particularly sensitive areas of countryside where very firm restraint is required.
- 3.6 It is accepted, however, that there are a number of activities that are traditionally located in the countryside and that are essential to maintain or renew the local rural economy or the needs of rural communities. The Plan contains policies which assist the rural economy.
- 3.7 While much management takes place outside the scope of the planning system it is important that such schemes and development are co-ordinated to achieve positive long term results. A detailed action programme for the management of the countryside has been drawn up within the West Sussex Rural Strategy and a number of task groups have been set up to tackle particular issues. This strategy, prepared by the County Council in association with the District Councils and countryside interest groups, aims to provide a framework within which organisations involved in the countryside can work together. Mid Sussex District Council will continue to be closely involved with the development of the Rural Strategy as it evolves in the future. Detailed management plans have also been prepared for the AONBs.

Character of the Countryside in Mid Sussex

- 3.8 The landscape of the District ranges from the ridges and valleys of the High Weald in the north, across the more gentle landscape of the Low Weald in the centre, to the steep scarp slope of the Sussex Downs in the south. The general rise and fall of the landscape throughout the District gives rise to a number of extensive views across the countryside, highlighting its varied character.
- 3.9 The geology of the High Weald, comprising mostly sands and soft sandstones intermingled with clays, gives rise to a distinctive landscape of ridges and valleys. Superimposed on this are the manmade features of small farms and woodlands, historic parks, sunken lanes and ridge top villages. The Low Weald has a more open pattern of fields, hedgerows and areas of woodland, reflecting a gentler landscape. Much of the former Wealden Forest has gone but there are still abundant areas of broadleaved woodland, intermixed with more recent conifer plantations. Remnants of the earlier Wealden iron industry are still apparent in some areas, such as former hammer ponds, which add interest to the landscape.
- 3.10 The north facing scarp slope of the South Downs is a very prominent landscape feature in the District. The coombes or dry valleys give a unique character to the hills, especially when they are accentuated in heavy shadow in the early morning or late evening. Much of the scarp slope retains remnants of downland turf, although in places scrub and woodland may obscure the precise shape of the landform.
- 3.11 The variable topography and geology of the District has also given rise to a variety of wildlife habitats of importance to nature conservation. Rare habitats exist such as unimproved chalk grassland on the South Downs. These have been supplemented by the creation of more recent man-made features important for nature conservation such as Ardingly Reservoir.

Policy Context

- 3.12 Policies for the protection of the rural areas in Mid Sussex are long established. The safeguarding of the countryside has long been a cornerstone of both national and regional policy guidance and has been a central feature of successive Structure and Local Plans. In formulating policies and proposals for the countryside in this Local Plan, the Council has had regard to the most up-to-date national, regional and county planning policies and the current thinking on sustainable development. All policies and proposals in this Chapter must be set against the general strategy for the future of Mid Sussex outlined in Chapter 2. This includes the need to ensure that any development which does take place is carried out in a sustainable manner.

National and Regional Planning Policy

- 3.13 Past trends in the countryside, particularly as a result of economic changes affecting agriculture, are reflected in current government guidance. PPG 7: The Countryside states that the Government believes it is important to sustain the process of diversification, and accommodate change, whilst at the same time protecting the countryside for the sake of its beauty, the diversity of its landscape, the wealth of its natural resources and its ecological, agricultural and recreational value. A healthy rural economy is regarded as being amongst the best ways of protecting and improving the countryside, with diversification providing a range of employment opportunities for its residents. The commitment to the protection of the countryside is maintained, however,

- in that, generally, new development should benefit the rural economy and maintain or enhance the environment. It is acknowledged that new building in the open countryside should be strictly controlled. In areas specifically identified for their landscape, wildlife or historic qualities, planning policies will give greater priority to restraint of development.
- 3.14 PPG 7 regards Development Plans as the means by which development to sustain the rural economy can be accommodated whilst protecting the countryside.
- 3.15 The Government's policies for the countryside are also set out in the 2000 White Paper, 'Our Countryside: The Future - A Fair Deal for Rural England'. This paper re-iterates the guidance contained in PPG 7, stating that the countryside is a national asset which must be managed in a sustainable way.
- 3.16 Regional guidance for the South East Region, as set out in RPG 9 published in March 1994, places a strong emphasis on achieving sustainability and protecting the environment. It advocates the firm protection of sensitive areas of countryside. Although it is accepted in the guidance that some small scale development may be necessary in rural areas to sustain the economy, on the whole emphasis should be on the re-use of urban land rather than on greenfield development.

West Sussex Structure Plan Deposit Draft 2001 - 2016

- 3.17 The Mid Sussex Local Plan Revised Deposit Draft 2001 was prepared alongside the Third Review of the West Sussex Structure Plan 1998 (Not Formally Adopted). The first objective of the Third Review is to ensure that the development or use of land is sustainable, which includes ensuring that it will not cause irretrievable loss of natural resources or environmental assets. This emphasis on sustainability and the protection of the environment is particularly relevant to the countryside. The West Sussex Structure Plan Deposit Draft 2001 – 2016 continues this emphasis and has three principal aims: meeting the diverse needs of communities and businesses, protecting the distinctive character of towns and villages and the countryside, and protecting the environment and using natural resources and assets wisely. It goes on to say that in the countryside protection will be sought against development which does not need to be there with only limited exceptions allowed under other policies (LOC2). The countryside will continue to be protected for its own sake, and development proposals within particularly sensitive areas such as AONBs, strategic gaps, and sites of importance to nature conservation, will be subject to the most rigorous examination. Only in compelling circumstances will development be permitted within areas of Best and Most Versatile Agricultural Land.
- 3.18 The West Sussex Structure Plan Deposit Draft 2001 – 2016 recognises, however, that the countryside is a home and a workplace, and that there is a need to strike a balance between the community's needs and environmental conservation, although within AONBs the balance is firmly in favour of conservation. In line with Government guidance it regards the conservation of the countryside as dependant upon a healthy rural economy. The Structure Plan states that it is desirable to accommodate continuing change in the rural economy, and to enable appropriate forms of diversification where this will not damage the countryside. Small scale development and provision of services may therefore be permitted where these will assist in the evolution of rural communities, providing the environment is not harmed (LOC1, LOC2 and NE10).
- 3.19 Issues relating to mineral working are set out in both the West Sussex Structure Plan Deposit Draft 2001 - 2016 and the West Sussex Minerals Local Plan 2003, the County Council being the Mineral Planning Authority for West Sussex.

Policy Aims

- 3.20 The aims of the Local Plan's strategy towards planning for the future of the countryside in Mid Sussex are:
- (a) to protect the countryside for its own sake from inappropriate development and to conserve its overall appearance and character;
 - (b) to support a countryside of varied and productive economic and social activity where this would not result in unnecessary development which could harm its character and to ensure that any development takes place in a sustainable manner;
 - (c) to define the built-up areas of towns and villages and to define and retain the strategic and local gaps between them in order to prevent their coalescence and to protect their individual identity and amenity;
 - (d) to protect and, where possible, enhance the appearance and special distinctive landscape characteristics of AONBs;
 - (e) to protect the best and most versatile agricultural land; and
 - (f) to protect wildlife, their habitats and the special features of areas designated as being of ecological importance, having regard to the relevant significance of designations, in order to conserve their abundance and diversity.

Policies and Proposals for the Countryside

The Distinction Between the Countryside and the Built-up Areas

- 3.21 In this Local Plan the countryside is defined as all land which falls outside the built-up area boundaries. It is, therefore, important to establish at the outset the clear distinction between the built-up areas and the countryside since this is fundamental to the effective application of the land use policies in this Plan. The West Sussex Structure Plan Deposit Draft 2001 - 2016 defines the built-up area boundary as the line which separates urban land, identified as being able to accommodate a limited amount of growth, from the countryside, which is subject to development restraint. It is thus a policy boundary rather than an indication of what currently exists. The precise definition of built-up area boundaries is a matter for Local Plans.
- 3.22 Built-up area boundaries have been defined around the towns and larger villages in the District by the application of a number of criteria. A number of technical reports have been produced which explain these criteria more fully. Those settlements with built-up area boundaries are shown on the Proposals Map and its Insets. Villages and smaller settlements which have no built-up area boundary will be treated for policy purposes as being within the countryside. The boundaries defined in this Local Plan are based on those already determined in the District's five predecessor Local Plans. These existing boundaries have been altered where a firmer boundary has been identified as a result of objections to the Local Plan and where new allocations are proposed.

Protection of the Countryside

- 3.23 The primary objective of this Local Plan with regard to the countryside is to secure its

protection by minimising the amount of land taken for development and preventing development which does not need to be there. At the same time it will seek to enhance the countryside, and support the rural economy by accommodating well-designed, appropriate new forms of development and changes in land use where a countryside location is required and where it does not adversely affect the rural environment. Where a countryside location is not essential, development will be directed towards the built-up areas. Development outside the built-up area boundaries will be permitted only in exceptional circumstances and where it does take place, the Council will exercise strict control over its siting and design.

C1 Outside built-up area boundaries, as detailed on the Proposals and Inset Maps, the remainder of the plan area is classified as a Countryside Area of Development Restraint where the countryside will be protected for its own sake. Proposals for development in the countryside, particularly that which would extend the built-up area boundaries beyond those shown will be firmly resisted and restricted to:

- (a) proposals reasonably necessary for the purposes of agriculture or forestry;
- (b) proposals for new uses in rural buildings of a scale consistent with the building's location;
- (c) in appropriate cases, proposals for the extraction of minerals or the disposal of waste;
- (d) in appropriate cases, proposals for quiet informal recreation and/or tourism related developments;
- (e) proposals for facilities which are essential to meet the needs of local communities, and which cannot be accommodated satisfactorily within the built-up areas;
- (f) proposals for which a specific policy reference is made elsewhere in this Plan; and
- (g) proposals which significantly contribute to a sense of local identity and regional diversity.

3.24 One of the key functions of built-up area boundaries around settlements, as defined on the Proposals Map and its Insets, is to protect the adjoining countryside from unnecessary development. All proposals for development in the countryside will therefore be considered against the above policy. In certain locations, however, additional policies of protection are required. These are set out below.

Areas with Special Qualities

3.25 Those areas of countryside which have special qualities are the Strategic and Local Gaps, Areas of Outstanding Natural Beauty, the Best and Most Versatile Agricultural Land and Areas of Importance for Nature Conservation.

Strategic Gaps

- 3.26 The setting of towns and villages are as important as the buildings and spaces within them to their overall character. A clear visual break between settlements gives them a recognisable structure. If development was to occur in such areas it could lead to the coalescence of settlements and the loss of their individual identity and amenity. Retaining these gaps is, therefore, an important objective of both Local and Structure Plan policy.
- 3.27 Policy CH6 of the West Sussex Structure Plan Deposit Draft 2001 - 2016 lists those gaps which are strategically important in the County. In this District seven such gaps have been identified. It is for the Local Plan, however, to define the precise boundaries.
- 3.28 The Secretary of State has previously made it clear that the purpose of strategic gaps is to prevent coalescence of settlements and to retain their separate identity and amenity and that, in order to achieve these objectives, their boundaries need not necessarily coincide with the boundaries of the built-up areas. A thorough review of every gap has been undertaken in preparing this plan. A Technical Report has been prepared which identifies the detailed assessment criteria and boundaries. The areas included within the strategic gaps are those which the Local Planning Authority considers should be generally kept free from development in the long term in order to secure the objectives of strategic gaps. Intervening villages which have built-up area boundaries are excluded from the strategic gaps, but the gaps between these villages themselves are vital components of the overall strategic gap. Hamlets or groups of buildings, where such boundaries have not been defined will be considered as part of the countryside within the gap.
- 3.29 Development proposals within the strategic gaps will be subject to the most rigorous examination because of the possible impact of such development on the objectives of strategic gaps. Strict control will be applied to ensure that the openness of the strategic gaps will not be compromised by the cumulative impact of such developments. Where possible the Local Planning Authority will seek opportunities to conserve and enhance the landscape and amenity of the strategic gaps.

C2 Strategic gaps have been defined and will be safeguarded between:

- ☐ Burgess Hill and Hurstpierpoint/Keymer/Hassocks;
- ☐ Burgess Hill and Haywards Heath;
- ☐ Haywards Heath and Cuckfield;
- ☐ Haywards Heath/Lindfield and Scaynes Hill;
- ☐ Crawley and East Grinstead;
- ☐ Crawley and Pease Pottage; and
- ☐ East Grinstead and Ashurst Wood

as defined on the Proposals Map and its Insets, with the objectives of preventing coalescence and retaining the separate identity and amenity of settlements.

Development will not be permitted within the strategic gap areas unless:

- (a) it is necessary for the purposes of agriculture, or some other use which has to be located in the countryside;
- (b) it makes a valuable contribution to the landscape and amenity of the gap and enhances its value as open countryside; and
- (c) it would not compromise individually or cumulatively the objectives and fundamental integrity of the gap.

Local Gaps

3.30 In addition to the strategic gaps, the District Council has identified other areas of countryside between towns and villages which are particularly vulnerable to development pressure, and the loss or erosion of which would have a harmful effect on the character of the rural areas and the amenity and setting of villages. The Local Plan designates these as local gaps, and, as in the case of strategic gaps, they are given specific policy protection in order to prevent coalescence and retain the separate identities and amenity of the settlements. Four such gaps and an area to the east of Burgess Hill (which warrants the same level of protection as these local gaps) have been identified in this District. The boundaries of the local countryside gaps mainly follow the built-up area boundaries of the adjacent settlements.

C3 Local Gaps have been defined and will be safeguarded between:

- ☐ West Hoathly and Sharpthorne;
- ☐ Hurstpierpoint, Albourne and Sayers Common;
- ☐ Keymer/Hassocks and Ditchling; and
- ☐ Keymer/Hassocks and Hurstpierpoint

as defined on the Proposals Map and its Insets with the objectives of preventing coalescence and retaining the separate identity and amenity of settlements.

In addition, the area which is within Mid Sussex between Burgess Hill and Ditchling Common is afforded the same status as a local gap in order to protect the local amenity and landscape importance of Ditchling Common.

Development will not be permitted within the local gap areas or the area between Burgess Hill and Ditchling Common unless:

- (a) it is necessary for the purposes of agriculture, or some other use which has to be located in the countryside;
- (b) it makes a valuable contribution to the landscape and amenity of the gap (or as in the case of the land between Burgess Hill and Ditchling Common) and enhances its value as open countryside; and
- (c) it would not compromise individually or cumulatively the objectives and fundamental integrity of the local gap.

Best and Most Versatile Agricultural Land

- 3.31 This is a valuable, finite resource where very firm restraint is required and where all development must pass the very strict test of “compelling circumstances”. Due to the inter-relationship with the agricultural economy, this resource is discussed further in the section of this Chapter entitled ‘Agriculture and the Rural Economy’.

Areas of Outstanding Natural Beauty (AONBs)

- 3.32 Over half of the area of the District lies within two AONBs, designated by the Countryside Agency in recognition of their nationally important landscape. Designation of the Sussex Downs AONB was confirmed in 1966 by the Secretary of State followed by the High Weald in 1983.
- 3.33 In the Plan area the character of the High Weald is contained in a pattern of distinctive ridged countryside and hedged fields, together with scattered shaws and larger blocks of woodland. Large areas remain quiet and unspoilt but are threatened by the cumulative impact of small scale development. The distinctiveness of the Sussex Downs AONB is characterised by chalk hills which dip gently to the south with a north facing escarpment which rears above the lowlands to the north comprising a mosaic of fields and woods. They offer both beauty and tranquillity and there are magnificent views both towards and away from them. This openness, however, makes this landscape especially sensitive to development pressures. The extent of both these areas, as defined by the Countryside Agency, is shown on the Proposals Map and its Insets.
- 3.34 The Countryside Commission states that:

“The primary purpose of designation is to conserve and enhance natural beauty. In pursuing the primary purpose of designation, account should be taken of the needs of agriculture, forestry, other rural industries and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment.

Recreation is not an objective of designation, but the demand for recreation should be met so far as this is consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.”

Countryside Commission Policy Statement 1991

- 3.35 Government advice has re-emphasised the need to continue to protect the countryside for its own sake whilst having regard to the rural economy, reinforcing its general policies for conserving and safeguarding specially protected areas, including AONBs. (PPG7 and the Ministerial Statement in January 1991 endorsing the Countryside Commission’s Policy Statement on AONBs).
- 3.36 ‘Statements of Intent’ were published for the Sussex Downs AONB in 1986 and for the High Weald AONB, in revised form, in 1988. These are strategic statements, prepared jointly by the County Councils in consultation with the District Councils and other interested groups. These statements amplify the purpose and implications of the designation. Mid Sussex District Council has endorsed these documents and has thereby expressed a general willingness to accept the planning and land management implications of AONB designation.

- 3.37 A primary purpose of this Local Plan is to state explicitly the Council's policies relating to the control of development and for the exercise of other statutory powers within the AONBs. The special landscape qualities of these areas justifies extra vigilance in considering development proposals and their statutory designation strengthens the ability of the Council to protect them from inappropriate development. Landscape assessments which set out the distinctive character of the landscape of these areas, which is recognised in their designation, have now been prepared. Development will be expected to maintain or enhance the local distinctiveness of an area, as defined by the landscape assessments. A landscape assessment for the Sussex Downs AONB was published by the Sussex Downs Conservation Board in March 1995 and for the High Weald AONB by the Countryside Agency in November 1995. In addition, Landscape Design Guidelines for the Sussex Downs AONB were published by the Sussex Downs Conservation Board in 1997. West Sussex County Council has recently published Landscape Assessments covering not only the AONBs, but all areas of countryside within West Sussex.
- 3.38 Development proposals, in addition to meeting other policies in the Plan, will be subject to additional scrutiny to ensure that harm will not be caused to the visual quality and essential characteristics of the AONBs and that opportunities are taken for enhancement. The Council considers that every effort should be made to protect the AONBs from potentially obtrusive development, particularly on exposed sites which are visible from long distances. Design should, therefore, be of the highest standard to ensure the development contributes to or integrates with the established character in terms of siting, scale, design, choice of external materials and screening/landscaping. To achieve this there is a wide range of local materials/styles to choose from including stock bricks, plain clay tiles, tile hanging, dark stain weather boarding and Sussex hip rooves, but it is important that design reflects an understanding of the style being followed. This will require sufficient information to accompany the application to allow proper consideration of these matters. Even small scale proposals, including those for unsympathetic extensions which would be harmful to the qualities of the AONBs will be firmly resisted and in considering such proposals regard will be had to the potentially damaging cumulative effects.
- 3.39 In general, planning controls are more restrictive within AONBs than outside. For example, within the AONB the size of extensions to dwelling houses which may be made without the need for express planning permission ('Permitted Development') is less than outside the AONB. There are also additional restrictions for the construction of dormer windows and the application of cladding. Full details are set out in the Town and Country Planning (General Permitted Development) Order 1995.
- 3.40 The following general policy will apply within the AONBs but also deals with immediately adjacent areas:

C4 Within the Sussex Downs and High Weald Areas of Outstanding Natural Beauty, as shown on the Proposals Map and its Insets, the aim to conserve and enhance natural beauty is regarded as the overall priority. Proposals for development will be subject to the most rigorous examination and only those which comply with this aim will be permitted.

Development will not be permitted in the Sussex Downs and High Weald Areas of Outstanding Natural Beauty, unless:

- (a) it is reasonably necessary for the purposes of agriculture or some other use which has to be located in the countryside;**

- (b) it is essential for local social and / or economic needs; or
- (c) it can be demonstrated that the development would be in the national interest and that no suitable sites are available elsewhere.

In considering development proposals within or immediately adjacent to the AONB, including those regarded as exceptions, particular attention will be paid to the siting, scale, design, external materials and screening of new buildings that are proposed in order to ensure that they enhance, and do not detract from, the visual quality and essential characteristics of the area.

Management of the AONBs

Sussex Downs

- 3.41 Following its Policy Statement on AONBs in 1991, the Countryside Agency and the 13 local authorities in the Sussex Downs AONB entered into an Agreement to establish the Sussex Downs Conservation Board to give a voice to the AONB and to provide leadership for practical action on the ground. Formed in April 1992 and with an agreement to run initially until 1998 the Board's role has been formally extended and has funding secured until March 2007 or until the date of the establishment of the South Downs National Park. The objectives of the Board are to protect, conserve and enhance the natural beauty and amenity of the Sussex Downs AONB including its physical, ecological and cultural landscape, to promote where appropriate its quiet informal enjoyment by the general public consistent with the first objective and promote sustainable forms of economic and social development which supports the other two objectives. The Board has taken over from the constituent local authorities many countryside and public access responsibilities, and is consulted on certain proposals for development in the AONB.
- 3.42 The key task of the Board has been to prepare a management plan to provide a framework on which to generate an integrated approach to the management of the AONB based on a strategic view of the whole area. A Management Strategy for the Sussex Downs was published in 1995 and revised in 1996. Under the Countryside and Rights of Way (CROW) Act 2000 an Interim South Downs Management Plan was prepared in March 2004 in conjunction with East Hampshire AONB. The interim plan updated previous plans and provides a framework for organizations and individuals to work in partnership to conserve and enhance the area. The management plan will continue to evolve as new information becomes available. As a member of the Sussex Downs Conservation Board the Council has sought to influence the content of the Plan during the course of its preparation and will have regard to its contents when considering the suitability of proposals for development.
- 3.43 Part of the Sussex Downs AONB has also been designated as an Environmentally Sensitive Area by the Department for Environment, Food and Rural Affairs. In recognition of the importance of the landscape, historic and habitat value in such an area, farmers are encouraged, by means of payments, to practice traditional farming methods in order to protect or enhance environmental quality.

High Weald

- 3.44 In the case of the High Weald AONB, an advisory Forum comprising representatives of the constituent local authorities, national and regional bodies and amenity groups has been established to promote and co-ordinate the conservation of this distinctive area. The Council is a member, and is actively committed to its work. The first management plan for the High Weald was published in September 1995, to be reviewed after five years. The Countryside and Rights of Way Act (CROW) 2000 placed a statutory duty on local authorities to produce a new management plan for their areas by March 2004. The District Council adopted the High Weald AONB Management Plan 2004 in January 2004. The Council will have regard to this Plan when considering the suitability of proposals for development in the High Weald AONB.

Areas of Importance for Nature Conservation

- 3.45 Wildlife habitats have come under increased pressure from development, changes in forestry and agricultural practices and increased recreational activity. Nevertheless the landscape of Mid Sussex still provides a rich diversity of natural habitats, which contain a variety of flora and fauna and which contribute to the abundance and diversity of British wildlife and its habitats. The Council is keen to assist in the preservation of wild plants and animals and to maintain and manage the diverse habitats upon which the wildlife depends. It is vital that steps are taken to prevent further destruction and deterioration of such habitats. This view is endorsed by Central Government in PPG9 (October 1994) and by West Sussex County Council in Policies CH1 and ERA2 of the Deposit Draft Structure Plan 2001 – 2016. In October 2001, the Council published a Landscape and Biodiversity Strategy for Mid Sussex entitled 'Our Green Heritage.' A key aspect of the implementation of the strategy is the preparation of planning guidance on landscape and biodiversity. In November 2003 the Council adopted Supplementary Planning Guidance on Landscape and Biodiversity. The guidance is intended to ensure that high quality development occurs in Mid Sussex, which enhances landscape and biodiversity and that the statutory and planning policy issues are being met.
- 3.46 The successful conservation of wildlife depends upon the retention of key sites and a supporting network of varying types and grades of habitats throughout the countryside and many urban areas.
- 3.47 Many important sites for nature conservation have been designated under statutes and international conventions. Within this District statutorily designated sites currently include sites of national and local importance. In considering the weight to be attached to nature conservation interests the District Council will have regard to the relative significance of designations.
- 3.48 **Sites of Special Scientific Interest (SSSIs)**, designated by English Nature, are the best examples of the nation's heritage of wildlife habitats, geological features and land forms. They are afforded special protection by legislation and Local Authorities are required to consult English Nature of any proposals considered likely to affect them. There are twelve SSSIs in this District which are shown on the Proposals and Inset Maps. Some SSSIs within Mid Sussex may in the period of this Plan be identified as being of international importance and designated as Special Areas of Conservation (SACs) under an EC directive. Once designated, regard will also be given to the significance of such areas.
- 3.49 **Local Nature Reserves (LNRs)** have been established by the District Council, in consultation with English Nature, where it is considered that a habitat of local significance makes a useful contribution both to nature conservation, as the principal function of the

site, and to education. Statutory declaration as a LNR places an obligation on the local authority to manage them in the interests of nature conservation. At the same time it increases the area's status and allows bylaws to be introduced. Within the District there are four LNRs as shown on the Proposals Map and its Insets.

- 3.50 **Sites of Nature Conservation Importance (SNCIs).** A joint initiative by the County Council, English Nature and the Sussex Wildlife Trust (with support from District and Borough Councils, the Environment Agency and the World Wildlife Fund for Nature) resulted in the completion in 1992 of a detailed habitat survey identifying SNCIs in the County. SNCIs are non-statutorily designated sites and are identified on account of the special interest in their flora and/or fauna. They may include habitats, features or species of local, national or international importance. The assessment and identification of such sites is a continuing process. There are currently 51 SNCIs in Mid Sussex District which are identified on the Proposals Map and its Insets. Detailed maps of SNCIs have been published as a Technical Report (January 2004).

- 3.51 **Sites and Features important to Nature Conservation.**

Examples within the District include unimproved meadows, wildlife corridors and ancient woodland.

C5 **Proposals for development or changes of use of management within Sites of Special Scientific Interest, Sites of Nature Conservation Importance, Local Nature Reserves, Ancient Woodlands or to other sites or areas identified as being of nature conservation or geological importance, including wildlife corridors will be subject to rigorous examination, and only permitted where the proposal, by virtue of design and layout, minimises the impact on features of nature conservation importance. Proposals should take advantage of opportunities for habitat creation wherever possible.**

The weight to be attached to nature conservation interests will reflect the relative significance of designations. Special scrutiny will be applied to those sites which are statutorily designated.

Species Protection

- 3.52 There are certain species of plants and animals, such as bats, badgers and all wild birds, which are not necessarily confined to designated sites of nature conservation interest. Such species are protected by national and international legislation additional to that offered by the planning system. The possibility of any species being affected by development proposals will need to be borne in mind.
- 3.53 Where it is evident that a proposal could affect a species protected under national and international legislation, relevant conservation bodies will be consulted and a thorough site investigation will be required of the applicant. In addition, measures will be required to mitigate the impact of any proposed development on such protected species.

Biodiversity

- 3.54 The Local Planning Authority recognises the importance of the protection and

conservation of areas of importance for nature conservation and the valuable contribution made by these sites/features in conserving the biodiversity of our natural heritage, together with the opportunities for education and employment. As such it will seek their protection through firm policies of restraint on new development. The Council will also have regard to the contents of the 'UK Biodiversity Action Plan' produced by English Nature and the 'Sussex Biodiversity Action Plan', produced by Sussex Biodiversity Partnership.

- 3.55 The promotion and encouragement of sympathetic management of sites of nature conservation value will complement policies of firm restraint. Wildlife habitats may be damaged by land management practices beyond direct planning control (e.g. the grubbing up of hedgerows). In order to try to minimise the impact of such practices, the District Council, in conjunction with the County Council, will seek to influence land management by providing advice and by seeking agreements with landowners to protect habitats if they are at risk. It will seek to promote conservation measures, including the designation of LNRs and other sympathetic management measures such as woodland coppice which is an important feature in many woodlands. It will support similar measures by other bodies. On all District Council owned sites the Council will seek to ensure that land management practices take nature conservation fully into account. This is most important to enable nature conservation opportunities to be fully realised and to set an example to other landowners.
- 3.56 The District Council will promote nature conservation in the management of its own land by the production of management plans for important areas and by establishing ecological principles in landscape design, and will encourage other landowners to do likewise.

Trees, Hedgerows and Woodlands

- 3.57 There are extensive areas of woodland in the District, which together with numerous shaws, copses, tree belts and hedgerows make an important contribution to improving the landscape, to amenity, and to local climatic modification, as well as providing valuable habitats for wild plants and animals. There are remnants of ancient and semi-natural woodland throughout the area together with later extensive conifer plantations, including those managed by estates. The ancient broadleaved woodland of Sussex represents a substantial proportion of this habitat in Britain as a whole and is, therefore, important in the national context. The more recent tree plantations have included a greater amount of broadleaved species especially on their boundaries, and these are more in keeping with the traditional landscape of the District. This mixture of older woodland, which is mainly broadleaved, particularly oak and ash, but with a wide variety of other specimens together with the more recent conifer plantations gives rise to a range of colour, texture and seasonal interest throughout the District. There are many smaller areas of woodland which provide an attractive setting for the adjoining towns and which have amenity value.
- 3.58 The West Sussex Structure Plan Deposit Draft 2001 – 2016 recognises the importance of conserving and enhancing the quality and distinctive character of the landscape including the protection of woodlands and hedgerows which are important in the landscape and to wildlife conservation (Policies CH1, CH3 and ERA2). The District Council strongly supports this view, and because of the special importance of trees in the landscape, will encourage native broadleaved species to be used in tree planting and replanting schemes. In certain areas native 'Pinus Sylvestris' is an appropriate species for planting. Within AONBs reference should be made to the landscape assessments for these areas.

C6 Development resulting in the loss of woodlands, hedgerows and trees which are important in the landscape, or as natural habitats, or historically, will be resisted.

- 3.59 Encouragement will be given to the proper management of existing woodlands and hedgerows and to tree and hedgerow planting with appropriate species. Natural regeneration will be encouraged wherever appropriate. Tree Preservation Orders will be made where trees are at risk and are of visual importance in the landscape. Further reference to trees and development, particularly within built-up areas, is made in the Built Environment Chapter of this Local Plan.

Grant Schemes and Felling Licences

- 3.60 It is the District Council's desire to minimise the loss of trees and hedgerows through the Plan area and to encourage new tree planting initiatives. Grants for tree planting are available from various sources. The Woodland Grant Scheme was introduced in April 1988. It is intended to encourage the continued expansion of private forestry in a way which achieves a reasonable balance with the needs of the environment. The aims of the Scheme are to increase timber production and to promote the contribution which new woodlands can make to rural employment, to the provision of alternative uses of agricultural land no longer needed for food production and to the enhancement of landscape, recreation and wildlife conservation. It is also designed to encourage restocking and rehabilitation of existing woodlands either by planting or by natural regeneration. This scheme incorporates the Farm Woodland Premium Scheme operated by the Department for Environment, Food and Rural Affairs. This is aimed at encouraging farmers to plant woodland rather than arable crops or maintaining grassland for livestock. The County Council gives advice and discretionary grants for small scale tree, shrub and hedge planting which use native species appropriate to the local area. The District Council will encourage landowners to take advantage of such grants where appropriate.
- 3.61 When consulted on applications for Felling Licences and Woodland Grant Schemes the Council will seek to ensure that when appropriate replanting and/or natural regeneration is a condition of the issue of the licence. Broadleaved woodland should be replanted with suitable broadleaved species unless natural regeneration is appropriate. In the case of conifer plantations, consideration should be given to replanting with broadleaved species, particularly in prominent locations or in those easily accessible to the public. When responding to consultations on applications for Felling Licences and Woodland Grant Schemes, the Council will have regard to the West Sussex County Council Landscape Assessment and Strategy which provides guidelines in respect of forestry plantations in the landscape.

Policies for Development in the Countryside

- 3.62 The following section of this chapter sets out policies for development within the countryside. Proposals for development in the countryside will also be considered against the policies for its protection set out in the first part of this chapter and, where relevant, against specific policies elsewhere in this Local Plan.

Agriculture and the Rural Economy

Background

- 3.63 Approximately two thirds of Mid Sussex District is in agricultural use and this has largely determined the undeveloped character of the landscape and its amenity and wildlife value.
- 3.64 The agricultural industry is, however, undergoing significant financial and structural changes across the whole country. Post-war agricultural policy has until recently sought to maximise farming productivity and to encourage food production. This policy has been successful to the extent that more food is being produced now than the market requires. Increasing surpluses together with technological improvements have reduced the need for land. Previously farmers have been sheltered from the economic consequences of overproduction by the EC Common Agricultural Policy. Fundamental changes to this policy, however, such as the introduction of quotas and the reduction in support prices have led to decreases in farm incomes which for some farmers have been substantial. As well as facing declining incomes the level of farm indebtedness has tended to increase. Reform of the Common Agricultural Policy has increased the pressure on farmers who will have to manage their resources with increasing efficiency.

Government Policy

- 3.65 Government policy towards agriculture has altered radically to reflect the changing situation. Whilst it is still an objective to safeguard the best and most versatile agricultural land, PPG7 states that the priority now is to promote diversification of the rural economy so as to provide wide and varied employment opportunities for rural people, including those previously employed in agriculture and related activities. Farmers are now being actively encouraged by the Department for Environment, Food and Rural Affairs to take agricultural land out of production and to diversify into non-agricultural activities, provided that the new enterprise is not detrimental to the environment.
- 3.66 The Government also recognises that farmers are not only food producers but are custodians of the great majority of the countryside. It is encouraging farmers through a package of financial incentives, protective measures and guidance to manage their land in an environmentally sustainable way and to undertake environmental improvements. These include 'The Farm Woodland Premium Scheme' which provides annual payments to farmers who take land out of agricultural production and convert it to woodland and 'Countryside Stewardship' which is a grant scheme offering payments to farmers and other land managers for conservation of the countryside.

Local Plan Objectives for Agriculture

- 3.67 The Council shares this approach to the changing circumstances in the countryside and recognises the need to maintain a healthy rural economy. Changes to the rural economy should continue to be accommodated where these are consistent with the underlying objective of safeguarding the countryside. The District Council will therefore support the agricultural economy of the District by:
- 1) Protecting the best and most versatile agricultural land.
 - 2) Permitting appropriate rural diversification schemes which provide employment opportunities, strengthen farm incomes and contribute positively to the wider

objectives of conserving and where possible, enhancing the countryside. Development arising from fragmentation, however, will be resisted.

- 3) Permitting the re-use and adaptation of suitable rural buildings for appropriate alternative uses.

The remainder of this section sets out the detailed policies to achieve the above objectives.

Protection of the Best and Most Versatile Agricultural Land

~~3.68 Agricultural land is classified by the Department for Environment, Food and Rural Affairs into grades 1 to 5, grades 1, 2 and 3a land being the best and most versatile, with grades 3b, 4 and 5 of moderate to poor quality. The Government has stated in PPG7 that considerable weight should be given to protecting grade 1, 2 and 3a agricultural land from development because of its special importance in the national agricultural interest. It is a scarce resource for the future which should be safeguarded. Only 1.5% of agricultural land in the District is grade 1 or 2, well below average for West Sussex and England. The majority is grade 3 (60%) some of which will also fall within the best and most versatile category. There is some grade 4 land in the valleys. In view of the limited amount of grade 1 and 2 land in Mid Sussex it is considered to be just as important to protect grade 3a. Once agricultural land is developed, even to 'soft' uses such as golf courses, return to best quality agricultural use is seldom practicable. In assessing proposals for development in the countryside the Council will continue to take account of practical farming needs and will make every effort to avoid the loss of the best and most versatile agricultural land or its fragmentation into unproductive units.~~

~~**C7 Only in compelling circumstances will development be permitted which would result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a of the Department for Environment, Food and Rural Affairs agricultural land classification system).**~~

~~**For the purposes of this policy compelling circumstances will be judged to exist if the development is essential to the needs of agricultural or horticultural activities relying on the intrinsic quality of the soil, or for forestry.**~~

Farm Fragmentation

3.69 The trend towards the fragmentation of farm units in the district has continued in recent years, with farms being split up and sold off in smaller lots without supporting buildings. There are 10% more holdings in the District than 10 years ago and this is attributable to the larger number of part-time holdings. The effect of this process is often to introduce a new range of activities such as horticultural nurseries and other intensive or quasi-agricultural uses. This may lead to pressure for a range of new buildings and structures provided they are necessary for the purposes of agriculture on the unit which could significantly change the open and undeveloped appearance of the landscape of the district, to the detriment of its overall character.

3.70 The effects on the landscape of farm fragmentation can be controlled further through the

use of Directions under Article 4(1) of the General Permitted Development Order, requiring specific planning approval for the erection of buildings, structures or fencing. These Directions are prepared by the District Council but must be submitted to the Department for Environment, Food and Rural Affairs for confirmation.

C8 The District Council will continue to use whatever means are at its disposal, and will seek the use of Article 4(1) Directions if appropriate, to minimise the potentially harmful effects on the character and appearance of the countryside in the Plan area, arising from changes in agricultural practice.

- 3.71 A further trend apparent over recent years is the increased use of agricultural land for horse and pony breeding. This use is normally associated with recreational activities and consequently does not fall within the definition of agriculture. As such a policy to control proposals for associated development has been included in the Recreation and Tourism Chapter of this Local Plan.
- 3.72 It is also increasingly common practice for peripheral agricultural land or other open land to be incorporated into residential curtilages. This often has the effect of changing the rural character of the locality, including the fringes of the built up areas, and will therefore be discouraged.

C9 Proposals involving the incorporation of agricultural land or other open land into residential curtilages will not be permitted where it is considered that such a change would result in a reduction in the character of the locality.

Agricultural Development

- 3.73 New agricultural buildings are often substantial structures which can have a considerable impact both individually and cumulatively on the appearance of the landscape and on groups of existing farm buildings. Whilst the Council seeks to limit the number of new buildings in the countryside it is recognised that there will be a continuing need for a range of new agricultural buildings, reflecting changing agricultural practices and restructuring in this sector of the economy. Under the Town and Country Planning (General Permitted Development) Order 1995 planning permission is granted for a wide range of developments associated with agricultural uses of land. The right to carry out such developments, however, cannot be exercised in most instances until the Council has been notified, providing it with the opportunity to determine whether prior approval will be required for the details of the proposals. Although this enables the Council to influence the siting, design and external appearance of some agricultural developments it is not open to the Council to consider the principle of whether the development should be permitted provided all the requirements of the Order are met. Not all development proposals notified to the District Council will, however, have such an impact that they will require prior approval. Policy H11 relates specifically to new agricultural workers' dwellings and is included within the Housing Chapter of this Local Plan.
- 3.74 In considering whether a development proposal on an agricultural unit of five hectares or more requires prior approval under the provisions of the Town and Country Planning (General Permitted Development) Order 1995 the Council will have regard to :

- i) the impact of the siting, design and external appearance of the proposal on the landscape and its surroundings, including residential amenity.
- ii) the effects of the proposal on ancient monuments and their setting, known archaeological sites, listed buildings and their settings and areas of nature conservation importance.
- iii) the operational needs of the unit, where appropriate.

Where it is considered that a proposal is likely to have a significant impact in terms of the above criteria the formal submission of details for approval will be required.

- 3.75 Using these controls the Council will (through discussion and voluntary agreement if possible) seek to ensure that the changes that may be necessary to support agricultural businesses in the district are accommodated whilst protecting the character and appearance of the countryside.
- 3.76 In considering all agricultural development proposals particular regard will be paid to the detailed advice in PPG7, Annex E. New agricultural buildings should not be sited in prominent locations and should form part of a group rather than stand in isolation. Design, materials and colour should be compatible with other buildings, the rural setting, and be sympathetic to local traditions. This will be particularly important within the Areas of Outstanding Natural Beauty where the overall priority is to conserve and enhance natural beauty. Whether or not planning permission is required, those intending to undertake developments associated with agricultural uses of land will be encouraged to hold prior discussions with the Council with regard to siting, design and materials.

C10 Where planning permission or prior notification of details is required, proposals related to agricultural, horticultural and forestry development will only be permitted where:

- (a) the proposal is reasonably necessary for the purposes of agriculture within the unit;
- (b) its siting, design and materials are in keeping with the character and appearance of the landscape; and
- (c) it meets the requirements of other policies for the protection of the countryside, particularly those for areas with special qualities.

In addition, new glasshouses and other large scale buildings for agricultural or horticultural purposes will not be permitted where the development would:

- (d) have a detrimental impact on high quality landscape, such as Areas of Outstanding Natural Beauty.
- (e) be unacceptably visually intrusive from roads, public rights of way or viewpoints; and
- (f) reduce the amenity of nearby housing.

The replacement of glasshouses on sites formerly occupied by

them will normally be permitted. Otherwise such sites will be treated no differently from other agricultural land in considering proposals.

- 3.77 The Town and Country Planning (General Permitted Development) Order 1995 gives the District Council control over new livestock units and associated structures such as slurry tanks and lagoons where these are close to certain existing buildings such as dwelling houses. The Council will use this control to protect the amenities of nearby residents and to secure wider countryside objectives.

C11 Livestock units and associated structures will only be permitted provided that:

- (a) the proposal would not have an adverse effect on the amenity of nearby residents;**
- (b) the proposal is not on a prominent or exposed site conspicuous in the landscape from roads, public rights of way or view points;**
- (c) there is adequate road access; and**
- (d) the proposal meets the requirements of other policies including those for the protection of the countryside particularly where relating to areas with special qualities.**

Rural Diversification

- 3.78 In response to the increasing efficiency of agricultural producers and changes in agricultural policy the Government is encouraging diversification of the rural economy into enterprises which can provide wide and varied employment opportunities for rural people including those formerly employed in agriculture. At the same time the Government recognises the need to protect the countryside for its own sake.
- 3.79 The environmental quality of the landscape within the District owes a great deal to the fact that it is farmed. Agricultural business will continue to play an important role in maintaining the quality of much of the countryside. Farm diversification is one means by which the rural economy can be sustained and the needs of the rural communities safeguarded. It can also reduce the tendency to fragment farm holdings.
- 3.80 Diversification schemes which may be appropriate include the development of tourist accommodation, recreation facilities, the processing and sale of local food products and the conversion of buildings for occupation by businesses provided that they are of a scale appropriate to the building's countryside setting. Some diversification projects will not require planning permission. Where a change of use of land or buildings is involved planning permission will be required. All planning proposals for diversification will be considered against the environmental policies of this plan together with the overall policy set out below and other specific policies where appropriate e.g. for recreational facilities, retail and employment uses.

C12 Proposals for the diversification of activities on existing farm units will be permitted if they:

- (a) are of a scale which is consistent to the location of the farm holding;**
- (b) are, in terms of scale, nature and location commensurate with maintaining and where possible enhancing the character and appearance of the countryside;**
- (c) are not contrary to policies for the protection of the countryside, particularly for those areas with special qualities and to those for the conversion of buildings in the countryside;**
- (d) do not unreasonably affect the amenities of adjacent residents;**
- (e) would not prejudice the agricultural use of a unit; and**
- (f) would not generate a level of traffic which would result in substantial additional use of the local road network or which would prejudice highway safety.**

3.81 Criterion (e) of the above policy reflects the fact that the Council wishes to ensure that diversification is regarded as a means of keeping any remaining parts of the holding in agricultural use, and is not treated simply as a way of disposing of all or part of the farm unit for other purposes leading to fragmentation of the holding. Applications should, therefore, be accompanied by sufficient supporting information. This may take the form of an overall 'farm plan' along the lines of the guidance leaflet produced by the Farm Diversification task group of the West Sussex Rural Strategy. This non-statutory document is available from the District Council. The District Council fully supports the use of Whole Farm Plans as a method of evaluating diversification potential and is an active member of the West Sussex Whole Farm Plan Network Group.

3.82 Individuals considering rural diversification schemes are encouraged to liaise with the District Council at the earliest opportunity to discuss the nature and implications of any proposals.

Re-use and Conversion of Rural Buildings

3.83 Government advice contained within PPG 7 is that the re-use of existing buildings, including modern buildings in rural areas, can assist the local economy, provide employment, and can reduce demands for development elsewhere, without necessarily adversely affecting the countryside. Buildings in the countryside which could be favourably considered for re-use or conversion include those which are in good condition, of sound and permanent construction and traditional rural buildings which form attractive features in the countryside. Many such buildings are listed. They should also be in keeping with their surroundings, in terms of form and activity, and unobtrusive in the landscape.

- 3.84 Proposals for the conversion of agricultural buildings, including those erected under permitted development rights, which have not been used or little used for their original purpose will not be permitted. This reflects Central Government advice in PPG 7 that it is important to discourage abuse of permitted development rights.
- 3.85 There is a wide range of potential new uses for rural buildings. Favourable consideration will be given to alternative uses such as commercial and industrial, recreational, tourist related, community and educational uses provided that they are of a scale which is appropriate to a countryside setting, can be accommodated within the existing building without the need for extensions and satisfy access and other environmental considerations.
- 3.86 Where there is evidence to suggest that the conversion of a rural building or buildings may harm roosting species such as bats and owls, the Council will consult appropriate bodies for specialist advice.
- 3.87 The conversion of rural buildings to residential use will, however, be strictly controlled as such conversions can fundamentally alter both the fabric of rural buildings, through the insertion of doors and windows, and their appearance in the landscape, through the creation of domestic gardens with manicured lawns, washing lines, etc. and garages. This is often unacceptable, particularly where it is important to retain the architectural integrity of a rural building or in the case of a group of buildings due to the cumulative impact of alterations or where it is in a location with special qualities particularly in the AONBs. In addition, after initial construction and sale, residential conversions tend to make only a minimal contribution to the local rural economy. Thus the Council will generally prefer a conversion to some other use as outlined above. For example, conversions for tourist accommodation tend to be less damaging to the landscape as garages and other features can be avoided, and they can also produce an ongoing income for a rural business. Such proposals are consequently to be preferred over permanent residential uses. A residential conversion may be considered appropriate in the case of a building which is listed or which makes a valuable contribution to the rural scene and its retention can be assured in no other way. Detailed guidance on converting rural buildings to alternative use is set out in the Council's Planning Information Leaflet PL10 "Rural Diversification"

C13 Permission will only be granted for the re-use or adaptation of rural buildings within Countryside Areas of Development Restraint subject to the following criteria:

- (a) the building is of permanent construction and capable of re-use without substantial reconstruction or extensive alteration;**
- (b) its bulk, form and general design is in keeping with its surroundings;**
- (c) the type and level of activity proposed will not have an adverse effect on the character and appearance of the locality or on the amenities of local residents or other countryside users;**
- (d) works of adaptation to the building will be permitted only if they would not materially alter its appearance and setting. Where the building is listed particular care must be taken to**

preserve its historic integrity and character;

- (e) vehicular access and servicing arrangements are satisfactory;
- (f) business uses will be preferred (see (g) below in respect of residential use);
- (g) re-use for residential purposes will not normally be permitted. An exception may be made in the case of a listed building or one which makes a valuable contribution to the rural scene, where:
 - i) its retention cannot be assured in any other way;
 - ii) a business use is not appropriate on environmental grounds;
 - iii) the residential use is a subordinate part of a scheme for business re-use; or
 - iv) it can be demonstrated that no viable business use can be secured for the building.

If permission is granted subsequent extensions will not normally be permitted and a condition removing permitted development rights may be applied. The District Council will pay particular regard to criterion (d) in its consideration of any such applications; and

- (h) proposals for the re-use of recently constructed agricultural buildings, including those erected under permitted development rights which have not been used or little used for their original purpose, will be refused.

3.88 As well as the smaller rural buildings subject to the above policy there are a number of large buildings including schools or country houses for example which already have or have had an urban type use and are now too large for their original purpose or are redundant. The following policy applies to development proposals for this type of building. Applications for extensions to rural buildings will be assessed against the background of the general policies for the countryside and policy C15 of this plan.

C14 Within Countryside Areas of Development Restraint permission may be granted for the re-use of institutional buildings or country houses no longer suitable for single family occupation only where the Council is satisfied that:

- (a) the retention of the building cannot be assured in its present use (or former use if vacant);
- (b) an institutional use will be preferred, although a business, hotel, leisure or residential use may be permitted subject to other policies in this plan;
- (c) the proposed development, including any alterations,

would not harm the character, appearance or setting of the property. This will be applied rigorously in cases where the buildings are of architectural or historic significance;

- (d) the new use would not lead to an unacceptable increase in traffic or other activity such as to harm the character and amenity of the locality or the amenities of local residents or other countryside users; and
- (e) satisfactory vehicular access and servicing arrangements are provided.

Where buildings are set in large grounds, the undeveloped part of the property should remain as open land. Permission will not be granted for the complete replacement of buildings or groups of buildings. Replacement of individual buildings within a group will be permitted only as part of a scheme for retaining and improving the greater part of the group, and new buildings will be restricted to the height and approximate floor area of those replaced.

- 3.89 The following policy applies to applications to extend a rural building which has been converted in accordance with policies C13 or C14 (or their predecessors) and which is in business use. It also applies to applications to extend institutional type uses in the countryside. As such buildings will, by definition, lie outside the built up area boundary countryside policies of development restraint will apply. The Council recognises, however, that there may be instances where exceptional circumstances justify the granting of a planning permission for the limited extension of such a building, despite the policy of restraint. Examples could include the need for additional accommodation in schools or nursing homes as a result of more stringent regulations or for the essential needs of an established rural business. It would not apply to proposals for additional, non-essential, demand led facilities or floorspace. In order to avoid problems associated with the cumulative impact of successive extensions such as increased built development and urban activity in the countryside, only those extensions which are of modest scale relative to the original building or as at 1948, will be permitted. It is important to note that this policy does not override the additional tests for development within specially designated areas such as AONBs or strategic gaps.

C15 Within Countryside Areas of Development Restraint limited extensions to institutional buildings or converted rural buildings in business use will only be permitted where:

- (a) it can be demonstrated that the extension is essential to the operation of the existing occupier;
- (b) the extension will not have an adverse impact on the character and appearance of the locality, or on the amenities of local residents or other countryside users;
- (c) vehicular access and servicing arrangements are satisfactory and the proposal would not materially increase traffic movements to the site;

- (d) the extension is of modest scale relative to the original building (or as at 1948) and designed to be in keeping with its surroundings;
- (e) the development would comply with other policies in this Local Plan including those for the Areas of Outstanding Natural Beauty and strategic gaps.

The Rural Economy

- 3.90 A number of companies of various sizes and types are located in the countryside and together make a significant contribution to the District's economy. Policies regarding business development in the countryside are considered in the Economy Chapter of this Local Plan.

Countryside Recreation and Tourism

- 3.91 The countryside is a valuable recreational and tourist resource and in appropriate circumstances can accommodate some new development related to these uses. Policies for recreation and tourism in the countryside, including horse related development and golf courses, are set out in the Recreation and Tourism Chapter of this Local Plan.

Shopping

- 3.92 Policies relating to proposals for retail developments in the countryside, including those for farm shops and garden centres, are contained in the Shopping Chapter of this Local Plan.

Advertisements

- 3.93 Most of the rural area of Mid Sussex was designated as an Area of Special Control of Advertisements in 1983. The boundaries were reviewed in 1992 when it was resolved that all land falling outside the built-up areas of the three main towns and the larger villages should be included. Designation as an Area of Special Control places additional restrictions on the amount of advertising which can be undertaken without the need for express consent. Large parts of the rural area are in any case subject to certain limitations on advertising by virtue of their designation as Areas of Outstanding Natural Beauty. Advertisements in the rural area are considered further in the Built Environment Chapter of this Local Plan.

Introduction

- 4.1 Whilst Mid Sussex includes extensive areas of countryside, the majority of the population lives in the towns and villages. As a result, it is the built-up areas which figure most prominently in many people's lives and the appearance and quality of their urban surroundings is an important factor in the quality of life.
- 4.2 The towns and villages of Mid Sussex are generally attractive, with many containing areas of special townscape quality; the larger centres have expanded considerably in recent years with the addition of new housing estates and in some cases large commercial developments. Some growth has also occurred in the villages and in a few cases new residential developments have significantly increased their size.
- 4.3 In addition to the towns and villages, there are many buildings and small settlements within the countryside which also form part of the built environment. It is just as important for developments within the countryside, existing and proposed, to be treated sensitively in order that they blend in with and complement their setting.
- 4.4 This Local Plan recognises the importance to local residents and the local workforce of their immediate surroundings. It aims to contribute towards improving the quality of life by enhancing the built environment in the towns, villages and countryside. Such enhancement can take a variety of forms, including the conservation of buildings and areas of particular character or townscape importance; insistence on good design in new development; the encouragement of the provision of a greater range of facilities with improved access where appropriate; the encouragement of tree planting and landscaping; and the conservation of wildlife and its habitats.

Policy Background

National and Regional Planning Policy

- 4.5 The majority of Planning Policy Guidance notes (PPGs) contain guidance relevant to the built environment. In particular PPG1: General Policy and Principles and PPG3: Housing set out specific advice relating to design. Regional Planning Guidance note RPG9 (2001) which relates to the South East contains policies and proposals which relate to the built environment. Attention has therefore been paid to these documents to ensure that the policies in the Built Environment Chapter comply with Government policy and advice.

West Sussex Structure Plan Deposit Draft 2001 - 2016

- 4.6 The West Sussex Structure Plan 2001 - 2016 Deposit Draft gives emphasis to global environmental issues especially in respect of sustainability and transport. It seeks to conserve and improve the existing built environment. Policies within this Chapter reflect the content of the Structure Plan.

Policy Aims

- 4.7 The aims of this Local Plan with regard to the Built Environment are:
- (a) to preserve buildings of architectural or historic interest and their settings;
 - (b) to preserve archaeological sites and their settings;
 - (c) to preserve and enhance the special character and appearance of Conservation

Areas and Areas of Townscape Character;

- (d) to ensure that the design, layout and use of materials in any new development is of a high quality, pays due regard to its setting, and makes a positive contribution to the environment;
- (e) to enhance the character and appearance of specific areas within the towns and villages by means of the introduction of environmental improvement measures;
- (f) to safeguard important areas of open space;
- (g) to safeguard the varied, individual character and local distinctiveness of the towns, villages and settlements within the District and to protect their relationship with the surrounding rural environment;
- (h) to ensure the sensitive location and design of advertisements;
- (i) to encourage all new development to be designed in ways that help to reduce crime;
- (j) to encourage appropriate access and other facilities for disabled people within new and existing development;
- (k) to conserve and enhance features of importance to wildlife and their habitats within built-up areas; and
- (l) to ensure development accords with the principles of sustainability taking account of the need to minimise energy consumption, pollution and the use of resources, particularly non renewable resources.

Policies and Proposals

Design

- 4.8 The Council attaches great importance to the quality of design in new development. This is vital if new buildings are to blend successfully with their surroundings and if they are to be attractive in their own right. It is also an objective shared by the West Sussex Structure Plan 2001- 2016 Deposit Draft. Government guidance in PPG1 'General Policy and Principles' (1997) states that new developments should respect the character of their surroundings with the appearance and treatment of spaces between and around buildings being of particular importance.
- 4.9 Whilst the Council does not wish to inhibit innovative design or prescribe too closely the form of new development, clearly a balance must be struck between originality and initiative in design on the one hand and the suitability of new development in relation to its surroundings on the other. For example, many shopfronts by their very nature need to be distinctive in order to attract customers, but they should not be allowed to detract unnecessarily from the appearance of the building or the character of the area as a whole.
- 4.10 New development can make a positive contribution to the townscape through careful design, layout and siting. This will be important in areas such as town centres where good design will make such areas attractive places to work or shop. It will also apply in residential areas, where even standard house types can create an attractive environment

if careful thought is given to the layout and grouping of buildings, and the landscaping in which they are set. The attractiveness of any new development can also have commercial advantages both in terms of the value of the building itself and the prestige of the area generally.

- 4.11 The Council feels it is important to perpetuate regional and local building styles which in turn contribute to a sense of place and identity. Mid Sussex has several traditional local design features which can often be satisfactorily incorporated within new developments, for example, Sussex Hips and contrasting brickwork at quoins, sills and window heads. The Council considers there is plenty of scope for variety without departing from traditional local building styles and does not feel architectural expression and flair will be unduly restricted.
- 4.12 In considering new development proposals the Council will have regard to a number of factors as detailed below. Proposals which fail to meet these criteria of good design will not normally be permitted.

□ **Design of Residential Development**

PPG 3 Housing (2000) emphasises the role that design has in providing high quality living environments. A key theme is that Local Authorities must maximise the use of previously developed land. The requirement of good design in residential development is essential to ensure that the quality of the built environment is not compromised, whilst at the same time making maximum use of the land available. The Council welcomes innovative design as long as it meets the requirements of the design policies in this Chapter and other relevant policies in the Local Plan.

A number of design guides relating particularly to layout, roads and parking within residential development have been produced by Central Government. These include 'Residential Roads and footpaths: Layout Considerations - Design Bulletin 32 (DB32)' and 'Companion Guide to DB32' (1999) which provide design and layout guidance. Two recent publications relating more generally to design are 'Planning and Design - a Best Practice Note' by the Planning Officers Society (1999) and 'By Design' published by the commission for Architecture and the Built Environment for the DETR (2000).

The design and layout of infilling and other residential development in built-up areas is also considered in the Housing Chapter of this Local Plan. Good design is, of course, important for all new development not just residential development.

New residential development during the Plan Period is likely to have a significant influence on the appearance of the District, and development briefs will be provided for sites which are allocated for residential purposes. Development proposals must be designed in accordance with a concept which takes full account of physical features within, and in the vicinity of, the site. This will enable, for example, important landscape and building features to be retained, vistas to be formed onto prominent buildings in the locality, and a network of footpaths and cycleways to be provided to link areas of open space, including play areas, with shops, schools, bus stops and other community features within and beyond the site.

A variety of building types should be introduced, particularly on all but the smallest of sites, and cohesion should be provided by any materials and design styles which reflect the local distinctiveness of traditional building in the area. Roads and car parking areas should not dominate the area and further cohesion is to be provided by constructing walls to match the adjoining building where they are required to screen private areas from public view. Wooden fences deteriorate more quickly

and are not appropriate in these locations. Policy B2 sets out criteria which apply to new residential 'estate' development; this is a development which includes an access road.

❑ **Scale and density of development**

New buildings will be expected to respect and enhance their surroundings in terms of their height, mass, scale and density of development. New development should seek to ensure that efficient use is made of land and there may be scope for well designed higher density development in town centres and areas well served by public transport. Policy H2 of the Local Plan refers specifically to density and mix of new residential development. Development should not overlook, overshadow or overpower the surrounding properties to an extent that harms their amenities. Buildings which are uncharacteristically high or bulky in relation to existing development are likely to be intrusive and to adversely affect the townscape in general and the amenities of the occupants of neighbouring properties in particular.

❑ **Spaces between buildings**

These are equally important in creating or maintaining an attractive environment. It is often these spaces which are accessible, or at least visible, to the public at large, and are important to the setting of new buildings. The Council will expect such spaces to reflect the form of existing development. Their surface treatment, whether landscaped or hard surfaced, should also be of good quality. Designing both the buildings and the spaces should take into account sunlight, orientation, overshadowing, planting layout, means of enclosure and circulation routes.

❑ **Materials and Design Styles**

The choice of materials will be a primary factor in the impact of new development on its surroundings. The use of inappropriate or incongruous materials can ruin an otherwise acceptable building. Materials should be carefully selected and of good quality, and should relate sympathetically to existing development in colour, texture and design. Traditional materials such as stock bricks and plain clay tile roofs and tile hanging are common features in Mid Sussex. The Council wish to see the perpetuation of its distinctive traditional building styles and materials, and while the Council will not wish to limit unduly the choice of materials and design, local distinctiveness will be achieved by using local materials and styles which are in keeping with these traditions. There is a wide range of suitable materials available at a reasonable price so the use of such materials should not be unduly restrictive. The Council will wish to prevent the use of brightly coloured materials, such as some roof tiles, where this would be intrusive or out of character with the traditional development of the area. Such considerations would apply throughout the District but particularly, for example, in town centres or a new residential development on the edge of the built-up area which would be visible from the countryside.

❑ **Landscaping**

The Council will expect detailed attention to be paid to both hard and soft landscaping. The 'greening' of residential environments by planting can soften the impact of new development as well as providing an attractive setting for the buildings and their surroundings. It can also contribute to maintaining or creating wildlife habitats. Landscaping proposals should form an integral part of a planning application and be in scale with the proposed development. When formulating a landscaping scheme, consideration should be given to the requirements of the Building Regulations to provide adequate means of access for emergency vehicles. Existing trees and hedgerows should be retained as far as practicable as these help to add maturity to a scheme, maintain the existing wildlife and integrate

the development into the existing environment.

- 4.13 Developers are encouraged to liaise with the Council at the earliest possible stage in the design process in order to determine the acceptable parameters of design for their particular form of development. Where the scheme is for major new development the Council, usually in co-operation with the developers and landowners, will prepare a development brief setting out specific design principles for the particular site and proposal. The brief will seek to secure a higher standard of developments than might otherwise have been forthcoming.
- 4.14 Where a brief has not been prepared, applicants for planning permission should submit a design statement with their application (in accordance with advice in PPG1). This may most usefully be provided at pre-application stage. Design statements are appropriate for even the smallest of proposals, as cumulatively these have a significant impact on the environment. The written design statement should be illustrated as appropriate, by:
- plans and elevations
 - photographs of the site and its surroundings
 - other illustrations, such as perspectives.
- 4.15 An Architects' Panel has been set up to assess the quality of design of development proposals which would have a significant impact on the appearance of the site and its surroundings. Where it is considered to be appropriate planning applications will be put to the Panel, which meets four times a year, for their design advice.

B1 A high standard of design, construction and layout will be expected in new buildings, including alterations and extensions.

All proposals for development will be required to:

- (a) demonstrate a sensitive approach to urban design by respecting the character of the locality in which they take place, especially to neighbouring buildings, their landscape or townscape setting and the regional and/or local building style. Regard should be given to the proposal's contribution to a sense of place. In the case of alterations and extensions, including new shopfronts, the proposals must be sympathetic to the building to which they relate. Factors to be taken into consideration include the scale, massing, siting, density, views, height and orientation of the new buildings in relation to those already existing;**
- (b) use materials of a quality, type and colour appropriate to the site and its surroundings, which conform to the general range in the vicinity, and which enhance the distinctiveness of traditional building materials and styles;**
- (c) show that adequate consideration has been given to the spaces between and around buildings, and that effective use has been made of any existing landscape features; and**
- (d) provide suitable new planting of trees and shrubs appropriate to the site and its location. Where appropriate,**

existing wildlife habitats including green corridors and river courses should be protected and enhanced.

All planning applications should include a design statement, unless otherwise agreed with the Council.

B2 Where new residential estate development is proposed, there will be an additional requirement to:

- (a) establish a design concept for the layout of the estate;
- (b) introduce a variety of design types;
- (c) provide cohesion by using materials and design styles which reflect the local distinctiveness of building in the area;
- (d) link areas of open space and play areas within the site by footways and cycleways;
- (e) establish a co-ordinated network of footpaths and cycleways within and up to the fringes of the site to reduce distances to walk and cycle to shops, schools, bus stops and other community facilities;
- (f) ensure the estate layout is not visually dominated by roads and car parking areas; and
- (g) build walls to match the materials used for dwellings where it is necessary to screen private areas from public view.

Demolition and Redevelopment

- 4.16 Demolition of individual buildings may be undesirable in terms of resources and refurbishment will be preferred. However, demolition may also present opportunities for urban renaissance and effective use of previously developed sites. Within urban areas redevelopment of such sites should be at an appropriate density for the area which will maximise the potential of the site. All proposals for demolition and redevelopment will be considered in the light of Policy B1 and other appropriate policies in this Local Plan. Proposals for demolition of Listed Buildings or buildings in Conservation Areas will be very strongly resisted (Policies B10, B11, B12 and B13 should be referred to).

Residential Amenities

- 4.17 When determining an application the Council, in accordance with PPG1 (1997), carefully considers whether the proposal would unacceptably affect amenities and the existing use of land and buildings which ought to be protected in the public interest. (This does not include whether owners or occupiers of adjacent properties experience financial loss or loss of a view).
- 4.18 One of the land uses most sensitive to new development is that of residential. Owners and occupiers of residential properties can be seriously affected by changes in

overlooking, privacy, daylight, sunlight, disturbance and outlook (disturbance includes factors such as speed, volume and type of traffic, noise, artificial lighting, smell and other pollution, erosion, and flooding). The policies in the Local Plan dealing with these criteria will be applied rigorously where new development, including alterations and extensions, unduly affects residential premises.

B3 Proposals for new development, including extensions to existing buildings and changes of use, will not be permitted if significant harm to the amenities of nearby residents is likely to be created due to noise and disturbance; loss of privacy; overlooking; reduction in sunlight and daylight; and reduction in outlook.

Energy & Water Conservation

- 4.19 PPG1 (1997) requires Local Authorities to have regard to sustainable development requirements including energy conservation within development plans. All new development has implications for the consumption of energy which results in the continued use of finite resources, including fossil fuels, and the emission of carbon dioxide and other greenhouse gases. Energy conservation can be assisted by locating development so that the consumption of energy resources, particularly those which are non-renewable, is minimised. The strategy of this Local Plan is therefore for new development to be located where it will keep to a minimum the need for travel, especially by the private car.
- 4.20 Building Regulations lay down minimum standards of heat insulation for new buildings. Developers will be encouraged to take account of the various design factors which can increase the thermal and energy efficiency of a building, and should investigate whether any contribution can be made from alternative means of energy provision, for example renewable sources. The overall layout and grouping of buildings, their orientation and detailed design should take these matters into account.
- 4.21 Developers should also have regard to how much daylight and sunlight is received within and between existing and proposed buildings. This will help increase a building's energy efficiency, as effective daylighting reduces the need for electric light, while sunlight can be used as a source of energy to meet some of a building's heating requirements. People expect good natural lighting in their homes and other non-domestic buildings. Whilst these factors will need to be assessed on site, useful guidance is set out in 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (Building Research Establishment Report BR209 1991). Adequate daylight and sunlight should be achieved without the need to remove existing trees on the site.
- 4.22 Water is a vital resource used for many purposes. PPG1 requires Local Planning Authorities to have regard to sustainable development requirements including conserving natural resources such as water. The Environment Agency has published a document 'Water Resources for the Future - Strategy for Southern Region' March 2001. One of the main conclusions of the strategy is that 'opportunities for sustainable resource development are very scarce in our region. Efficient use of water is crucial to successful water resource management over the next 25 years.' The Strategy considers that Local Authorities should play a prime role by guiding all new developments to be implemented to the highest specification of water conservation and efficient use.

B4 All new development proposals should have regard to maximising opportunities for:

- (a) energy efficiency relating to location, design and layout;
- (b) efficient use of water; and
- (c) natural drainage, where appropriate, through the use of landscape and topographical features such as swales, strips and retention and balancing ponds.

All new development should ensure adequate levels of daylight and sunlight, particularly to habitable rooms, are achieved.

Designing for the Disabled

- 4.23 Many people within the community suffer from some form of disability at some time in their life. This can take a variety of forms and includes those who are confined to wheelchairs or who find it difficult to move around easily, the blind, partially sighted and the deaf. In the past the design of buildings has frequently not been well adapted to the needs of such groups who may have been inhibited from using them or even denied access altogether due to obstacles such as steps, staircases, narrow doorways or corridors and the absence of lifts.
- 4.24 In recent years far more attention has been paid to the needs of the disabled. Legislation including the Chronically Sick and Disabled Persons Act 1970 and 1976, the Disabled Persons Act 1981 and the Disability Discrimination Act 1995 requires anyone erecting a building to which the general public will have access to make appropriate provision for disabled people. This provision therefore relates to civic and community buildings, shops, offices, factories, schools and entertainment and leisure facilities. The 1995 Act also requires service providers to make reasonable adjustments so that existing buildings meet the requirements of disabled users. Under the Town and Country Planning Act 1990 Local Authorities are under a statutory duty to draw those provisions to the notice of developers when granting planning permission for such development. PPG1 (1997) states that the development of land and buildings provides the opportunity to secure a more accessible environment for everyone, including wheelchair users, other people with disabilities, the elderly and people with infants in pushchairs. The needs of disabled people should also be considered when an existing building is being extended or altered. The provision of facilities such as ramps, wider doorways and corridors will also assist others who are not disabled but who may find it difficult to move around easily.
- 4.25 The Council considers it vital that no members of the community should be denied access to any buildings or facilities as a result of their disability. It will therefore require designers of all development to which the public will have access to make specific provision for the needs of disabled people wherever it is practicable and reasonable to do so. This provision will relate to extensions and changes of use of existing buildings as well as new buildings and facilities. The Council will expect designers to consider a range of features, including suitable means of access both to and within buildings, specially adapted facilities within the buildings such as toilets and purpose-designed car parking spaces located close to the entrance to the development. Where appropriate conditions will be attached to planning permission for development falling within the relevant categories to ensure that suitable provision is made. Guidance on the design of facilities for the disabled has been published by Central Government and other agencies such as the Royal Association for Disability and Rehabilitation (RADAR) and the

Disability Access Rights Advice Service (DARAS). There is also a British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810) and a publication from the English Tourist Board titled 'Tourism For All - Providing Accessible Visitor Attractions'. Developers will be expected to have had regard to such guidance when designing new buildings and layouts.

B5 All new development to which the public will have access, including extensions, changes of use and shopfront alterations, should include a suitable means of access into and between buildings for disabled people.

Open Space in Built-up Areas

- 4.26 Areas of open space are particularly important features within the towns and villages of Mid Sussex. They can take a variety of forms, including village greens, parks and commons, outdoor playing space, small incidental areas of amenity land, woodlands and roadside verges. Some may be accessible to the public while others may be restricted to private use. Some areas provide opportunities for sport and recreation. Others are more important for amenity purposes, providing visual relief to the built environment. Whatever their size, location and function, they are highly valued and make a significant contribution to the quality of life of those who live or work in the urban areas. They can also provide valuable wildlife habitats.
- 4.27 The Council attaches great importance to the retention of such areas of open space in the towns and villages of Mid Sussex. It is felt that the use of land as open space is no less important than other uses. Once built on they are normally lost forever. This loss can result in over intensive development within the built-up area which will adversely affect its character and appearance and make it a less pleasant place in which to be. The Council will therefore try to balance the competing claims of different land uses which would result in the loss of public or private open space within built-up areas and the community's long term requirements for open space. This accords with the objectives of the West Sussex Structure Plan 2001- 2016 Deposit Draft Policies DEV1 and NE10 and Government Guidance in PPG17 entitled 'Planning for Open Space, Sport and Recreation' (2002) which attaches great importance to the retention of recreational and amenity open space in urban areas, whether or not there is public access to it.
- 4.28 The retention of open space is also dealt with in the Housing Chapter, Policy H3 in relation to infill development, and in the Recreation and Tourism Chapter Policy R2 with regard to sport and recreation.

B6 Proposals for development which would result in the loss of areas of public or private open space of particular importance to the locality by virtue of their recreational, historical, conservation, wildlife or amenity value will not be permitted. Where such open space is to be lost to development, for whatever reason, appropriate alternative provision may be sought elsewhere.

Trees and Development

- 4.29 Trees, together with other vegetation, make an important contribution to the character of the built environment and to the potential for wildlife in an area. They help to soften the hard lines of buildings, introduce variety and a feeling of maturity into the townscape, act as shelter belts and help improve air quality.
- 4.30 The Council recognises the contribution that trees make to the quality of the environment and many groups and individual specimens are protected by Tree Preservation Orders. These will normally be made where trees are at risk and are of special importance to the visual amenities of the area. Where a tree is felled under the terms of a TPO because it has died, it must be replaced by a new tree unless this requirement is waived by the Local Planning Authority. The Council wishes to minimise the loss of trees and hedgerows throughout the District, and to encourage new tree planting initiatives wherever possible. Continual tree planting is important to replace those which are lost through natural causes or are removed to make way for new development. Where appropriate, new tree planting should be included in development proposals (see Policy B1).
- 4.31 Where development is permitted in the vicinity of trees, the minimum distances between excavations and tree boles will follow the advice of the current British Standard (Trees in Relation to Construction).

B7 Development resulting in the loss of trees which are of significant public amenity value will be resisted.

Surgery on protected trees will only be permitted where their overall appearance and visual amenity value would not be adversely affected. Similarly the felling of protected trees will only be permitted if there is no appropriate alternative. Where a protected tree or group of trees is felled a replacement tree or group of trees will normally be required.

Pavements, Roads and Street Furniture

- 4.32 The design, materials and layout of pavements, roads and street furniture can have a significant effect on the character and appearance of an area. They can also have a large impact on an area's sense of place, crime prevention, the mobility of disabled people, traffic calming and safety, including access for emergency vehicles. The Council, in association with the Highway Authority, will seek to ensure that pavements, roads and street furniture are suitably designed to reflect the needs of the proposed development and the community as a whole. Further design guidance on pavements and roads is contained within the Transport Chapter of this Local Plan.

Public Art

- 4.33 The Council will encourage developers to make provision for works of art in public spaces within development schemes. Opportunities for artists could include clocks, stained glass windows, landscaping, lighting, street furniture and sculptures. Alternatively decorative features could be integrated into the detailing of buildings, for example, doors, floors, roofs and walls. The Arts Strategy for Mid Sussex Consultation Document (2003), refers to the Council's intention to produce a Public Art Strategy. Further information can be

obtained from the Councils Arts Development Officer.

- B8 The Council will encourage the retention and/or provision of works of art in development schemes. Careful consideration will be given to the contribution made by any such works to the appearance of the open space or building involved and the surrounding area. The works of art should relate to the local environment and enhance local identity and a sense of place.**

Crime Prevention and Design

- 4.34 The Crime and Disorder Act 1998 seeks to prevent or reduce crime and disorder. This requires Local Authorities and the police to work together to reduce crime and disorder. The design of new development has an important role to play in this. Good design and layout, incorporating such features as safe and open walkways, well lit and unobstructed car parking areas, open space and play areas visible from neighbouring houses, good street lighting, access controls and security hardware can all make crime more difficult to commit and increases the risk of detection for potential offenders. New housing, shopping and commercial developments which have been designed with a view to minimising the potential for crime also provide a higher quality of life and a sense of well-being for those who live, shop and work in them.
- 4.35 Crime prevention measures are more cost effective if implemented at the time of the development and it is important that such measures are considered as Circular 5/94 makes it clear that crime prevention can be a material consideration in the determination of planning applications. Specific attention is also paid to crime prevention in PPG1 (1997). Developers and architects for all schemes, especially those involved with large scale proposals, should therefore address this issue early on in the design process.
- 4.36 Planning applications for residential developments comprising of 10 or more units, commercial developments of 1,000 square metres or more and development proposals for pubs, nightclubs and restaurants will also be referred to the Crime Prevention Design Officer. These schemes will be looked at and design advice given with a view to reducing or preventing crime and the fear of crime. It is thus advisable for developers, architects, applicants or agents of such schemes to consult with the Local Crime Prevention Design Officer based at Uckfield Police Station, prior to the submission of a planning application. Any other planning application which the Council feels should receive crime prevention design advice will also be referred to the Crime Prevention Officer. Such advice is always subject to the requirements of Planning and Fire Regulations. The recommendations in BS 8220 (parts 1 to 3) should also be incorporated in development proposals in order to reduce the potential for crime. However, a balance must be struck between the need for a secure environment and the need for an attractive area with character and visual quality.

- B9 The design and layout of new development proposals should minimise the potential for crime without harming visual quality.**

- 4.37 The Crime Prevention Design Officer can also provide information on the Police initiative 'Secured by Design' which is supported by the Council. The objective of this scheme is to encourage developers of housing estates to adopt recommended crime prevention guidelines and obtain consent for the use of an approved official Police logo in the marketing of new houses. Developers of commercial properties can benefit from a similar scheme 'Secured by Design Commercial'. Guidance is also available for residential refurbishment schemes and car park layouts.

Listed Buildings

- 4.38 The District is rich in buildings of architectural and historic significance which contribute to the unique character and identity of Mid Sussex. Buildings of particular merit are included in the Statutory List of Buildings of Special Architectural or Historic Interest, compiled by the Secretary of State for National Heritage, with advice from English Heritage and other specialist organisations, using agreed national criteria. Listed Buildings are a national asset and their preservation is of the utmost importance. When it is felt a building is of architectural or historic interest but has been missed off the list, the Council will formally request the Department of Culture, Media and Sport (dcms) to give due consideration to the listing of the building. There are over 1000 Listed Buildings within the District. The majority are Grade II with approximately 50 Grade II* and 20 Grade I.
- 4.39 The Council considers it vital that buildings which contribute most to the character of the area should be given maximum protection. This accords with the objective of the West Sussex Structure Plan 2001 – 2016 Deposit Draft Policy CH9. It is also in compliance with the legislation which requires Authorities to "have special regard to the desirability of preserving the building, or its setting or any features of special architectural or historic interest which it possesses", when considering a planning application which affects a Listed Building or its setting. Government Guidance is provided in PPG15 entitled 'Planning and the Historic Environment' (1994).
- 4.40 Government Guidance set out in PPG15 states that there should be a general presumption in favour of preserving Listed Buildings. The Council will control alterations and extensions to Listed Buildings to ensure the preservation of these irreplaceable assets within the District. The Council will also ensure that their integrity is maintained, and demolition will only be permitted in exceptional circumstances. Owners of Listed Buildings will be encouraged to keep them in good repair, backed up by the use of statutory powers if necessary.
- 4.41 The extent to which a Listed Building can accommodate change without loss of special interest varies enormously depending on the individual circumstances. In a limited number of cases, in order to secure the retention of a Listed Building, the Council may consider relaxing normal planning and building control standards and policies contained elsewhere in this Plan to allow the design of sympathetic additions, alterations, or changes of use. The District Council, together with West Sussex County Council, provides advice to owners on building conservation. In certain instances financial assistance may be available towards structural repairs under the District Council's Historic Buildings Loans Scheme.
- 4.42 Maintaining the fabric of an historic building depends largely upon the activity carried on within it. The Council is keen to ensure Listed Buildings are kept in active use so that they do not decay. The best and most sympathetic use of a Listed Building is usually that for which it was originally designed and owners are encouraged to make every effort to retain or secure this use before proposals for different uses are put forward. It is recognised, however, that sometimes the original use is no longer economically viable or

necessarily appropriate and that if a change of use is not granted the building may become vacant. It will, however, be important to ensure that any new uses that are to be introduced are compatible with the character and form of the building and its surroundings.

B10 Listed Buildings and their settings will be protected. Other than in exceptional circumstances, the following will apply:

- (a) Alterations and extensions to Listed Buildings which would adversely affect their historic or architectural character will not be permitted. Alterations and extensions should normally be subservient to the original building so as not to dominate the building's character and appearance.
- (b) Where permission is to be granted to carry out alterations and/or extensions, the use of identical building materials and replica designs and features to that of the Listed Building so as to preserve the character and appearance of the interior and exterior of the building will be sought as far as practicable. The replacement/installation of UPVC windows will be strongly resisted.
- (c) Proposals for the conversion and change of use of a Listed Building may be considered provided such proposals would not detract from the architectural or historic character of the building and its setting.
- (d) In considering new proposals, special regard will be given to protecting the setting of a listed building and the use of appropriate designs and materials.
- (e) The reinstatement of any special features of architectural or historic interest such as original windows, doors and guttering may be required when considering an application that affects a Listed Building.
- (f) The installation of satellite antennae on a Listed Building will be resisted. When an antennae is essential, installation in an unobtrusive location and, where possible, within the curtilage rather than on the building itself will be required.
- (g) Where the historic fabric of a building may be affected by alterations or other proposals, the provision may be sought for the applicant to fund the recording or exploratory opening up of the historic fabric.

This policy applies to all Listed Buildings within the District including those within the countryside.

- 4.43 Under the Planning (Listed Building and Conservation Areas) Act 1990 anyone who wishes to demolish a Listed Building or alter it in such a way that affects its character, must first obtain Listed Building Consent from the Council in addition to any other consents. Owners of Listed Buildings are strongly advised to consult the Planning

Department before commencing any alteration or extension of the building. It is an offence to carry out any work that affects the character of the building without obtaining written consent from the Council.

Other Buildings of Merit

- 4.44 As well as statutorily Listed Buildings there are also many other buildings of intrinsic architectural merit which make a valuable contribution to the character of an area. They are an important physical resource and help give a place its identity. Subject to the other policies in the Plan and normal development control criteria it may be possible to refurbish and adapt buildings to new uses, rather than to demolish them and redevelop the site. This is supported as a principle by West Sussex Structure Plan 2001- 2016 Deposit Draft Policy CH9. The Council also has the powers to designate Article 4 Directions which remove certain 'permitted development' rights in order to protect buildings merit. (For further information see Planning Information Leaflet PL6).

B11 Proposals which make effective use of older buildings of intrinsic architectural or historic merit, or which make a significant and positive contribution to the street scene, will be permitted in preference to their demolition and redevelopment.

Conservation Areas

- 4.45 In addition to the protection of individual buildings of merit, planning legislation provides for the designation and protection of areas of the built environment which are particularly important. The District Council has the power to designate Conservation Areas which are defined as "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". The West Sussex Structure Plan 2001- 2016 Deposit Draft Policy CH8 supports and highlights the need for the preservation and enhancement of such areas. Government policies for the identification and protection of Conservation Areas and other elements of the historic environment are contained within PPG15 (1994).
- 4.46 There are currently 36 Conservation Areas in the District. These were designated between 1969 and 2003 and include areas ranging from the historic town centre of East Grinstead through to parts of the smaller villages and settlements. The boundaries of these Conservation Areas are shown on the Proposals Map. The Council will be undertaking an assessment of all Conservation Areas within the District, this will include the formulation and publication of proposals for the preservation and enhancement of the Conservation Areas within the District. The Council will also give consideration to the designation of new conservation areas where appropriate.

General Design Policy in Conservation Areas

- 4.47 In the exercise of its powers the Council will pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas. In a limited number of cases the Council will consider the relaxation of normal development control or building control standards and policies contained elsewhere in this document where they conflict with the key aim of conservation. In order to assess development proposals in Conservation Areas the Council will require as much detailed information as possible. Consequently, applications for planning permission in Conservation Areas should

normally be for full permission with full supporting details. Where outline proposals are submitted they must be supported by sufficient information, including a layout plan and elevations, to enable the Council to assess their impact on the Conservation Area.

- 4.48 The Planning Department has produced a leaflet, CD1 'A Guide to Preserving or Enhancing Conservation Areas' which provides further details of planning controls in Conservation Areas. The design of new development is particularly important in Conservation Areas because of the need to respect the style of existing buildings and the character of the area as a whole. The use of appropriate traditional materials will help new buildings to blend in with the environment of Conservation Areas. These include local stock bricks, flint, sandstone, plain clay roof tiles, slate, stone roofing slabs and tile hanging. Care is needed to select materials appropriate to the particular location where the development is proposed, for example, flint is generally only found within buildings on, or adjacent to, the foothills of the Downs. Design details are also particularly important. For example, inappropriate replacement doors and windows, by virtue of their style in relation to the age of the building and area, should be avoided wherever possible.
- 4.49 The Council will encourage a high standard of design and the use of appropriate materials when considering alterations to shopfronts in Conservation Areas. The design and materials used should enhance the street scene and should respect the character of the particular building. Detailed guidance is set out in the Council's Planning Information Leaflet CD2 'Shopfront Design'.

B12 The protection of the special character and appearance of each Conservation Area will receive high priority. When determining planning applications for development within or abutting the designated Conservation Areas, special attention will be given to the desirability of preserving or enhancing the character or appearance of the area and to safeguard the setting of any Listed Building.

Circumstances may arise where the importance of an open space, including private gardens, is such that development upon it will be resisted in the overall interest of the Conservation Area.

New buildings and extensions, both in broad form and detailing and in the relationships with other buildings and spaces between the buildings, should be sensitively designed to reflect the characteristics of the area in terms of scale, density, colour and materials.

Where permission is to be granted to carry out alterations and/or extensions, appropriate traditional materials should be used. The replacement/installation of UPVC windows will be strongly resisted.

Existing trees and hedgerows should be retained. If felling or removal is unavoidable, replanting with approved species will be required.

In Conservation Areas consent for a new shopfront or an alteration to an existing shopfront will only be granted where the design is sympathetic to the character of the building and the street scene

in which it is located. Particular attention will be paid to the use of appropriate materials, the size of the windows and fascias in relation to the scale of the building. The retention of stallrisers, transoms, mullions and pilasters will be encouraged. Dutch blinds will not normally be permitted. The impact on the street scene of any shopfront security measures, particularly when a proposal affects a Conservation Area and/or listed building should be minimised.

When development in a Conservation Area is permitted, the retention or reinstatement of original features including walls and banks, and the removal of any unsympathetic features may be required.

Demolition in Conservation Areas

- 4.50 Consent is normally required for the demolition of any building within a Conservation Area. Proposals will normally be resisted by the Council unless there is special justification for demolition, and in this case appropriate conditions will be applied. In particular, the Council must be satisfied that any proposed replacement building will be a worthy addition to the street scene.

B13 The demolition of existing buildings in Conservation Areas will be firmly resisted. Where in exceptional circumstances demolition is permitted the replacement building/s should preserve or enhance the character or appearance of the area. It will also be conditional upon detailed planning permission being granted for the redevelopment and where appropriate a contract for the redevelopment being let.

Pavements and Roads in Conservation Areas

- 4.51 The treatment of pavements, roads and other surfaces has an important influence on the character of a Conservation Area. Traditional materials such as brick paviours and setts should be used/reintroduced where there is historical evidence for them. Good quality substitutes may also be appropriate. Further advice is contained in paragraph 4.32 and in the Transport Chapter of the Local Plan.

B14 New pavements, roads and other surfaces in Conservation Areas will normally be permitted where the development reflects the traditional scale and configuration of streets and public spaces; and only where hard surfaces are treated using traditional surface materials or good quality substitutes.

- 4.52 The environment of a Conservation Area can be significantly undermined by the reinstatement of surfaces in inappropriate materials following minor works by statutory undertakers. It is stressed in PPG15 (1994) (paragraph 5.14) that the Council has an important role in ensuring that statutory undertakers and others carrying out essential works undertake the reinstatement of pavements and roads in a way which does not

damage the character or appearance of the Conservation Area. As soon as practicable after works are completed the previously existing materials should be reinstated or the closest possible matching materials used if reinstatement is not possible.

- 4.53 Road signs and street furniture can also have a significant impact on the appearance of a Conservation Area. The Council will seek to ensure, by liaison with the County Council as Highway Authority, that road improvements and the introduction of signs and other street furniture in Conservation Areas are designed and located so as not to undermine, and where possible to enhance, the character of the area.

The Setting of Conservation Areas

- 4.54 Particular attention will also be given to the impact of development located outside but adjacent to a Conservation Area. Such development, if constructed unsympathetically, could have a seriously detrimental impact on the character and appearance of a Conservation Area by affecting its setting and thus views into and out of the area.

B15 Development affecting the setting of a Conservation Area should be sympathetic to, and should not adversely affect its character and appearance. In particular, attention will be paid to the protection or enhancement of views into and out of a Conservation Area, including, where appropriate, the retention of open spaces and trees.

Article 4 Directions

- 4.55 The Council has made Article 4 (2) Directions covering Cuckfield and Lindfield Conservation Areas. This gives the Council greater control over alterations to dwelling houses. For works covered by the Direction, normal 'permitted development' rights do not apply and planning permission will be required. Article 4 (2) may be designated in other parts of the District if they are required to protect the character of an area. Further information is contained within Planning Information Leaflet PL6 'Article 4 Directions'.

Areas of Townscape Character

- 4.56 The character of the District's towns and villages is derived from a mix of building layouts, styles and periods, which together combine to form a particular townscape. This varies from area to area. Local residents value this character, which gives their area an individual identity with which they can associate.
- 4.57 The most important buildings are, for the most part, already protected by Listed Building legislation. In addition, the best areas are given a substantial degree of statutory protection by reason of their status as Conservation Areas. Policies relating to these are dealt with above. There are, however, parts of the built-up areas which have a particular townscape form which contribute to the character and identity of the particular settlement. With the pressures for new residential development and the increasing emphasis on maximising the potential of urban areas it is important to ensure that the character and identity of built-up areas is preserved.
- 4.58 The District Council has therefore designated certain areas as Areas of Townscape Character. Although not the same status as Conservation Areas, and accordingly not

protected to the same extent by current legislation, the Council will pay particular attention to any proposals for development or redevelopment, having regard to the special character of the townscape in such areas. It will seek to ensure that those features of particular importance to the character of the area are protected where possible in any new development proposals. This policy will operate in close conjunction with Policy B1 relating to design and Policy H3 relating to infill housing development in built-up areas. Prospective developers will need to show that their proposals for development in the Areas of Townscape Character have paid particularly close attention to the requirements of these associated policies.

B16 When determining applications for development in an Area of Townscape Character, particular regard will be had to the impact on the character and appearance of the area. Development in an Area of Townscape Character should retain features important to the character of the area. In particular, proposals should:

- (a) retain trees, frontage hedgerows and walls which contribute to the character and appearance of the area;**
- (b) retain areas of open space, (including private gardens) which are open to public view and contribute to the character and appearance of the area; and**
- (c) avoid the demolition of existing buildings which contribute to the character and appearance of the area.**

4.59 A number of Areas of Townscape Character have been designated in the District and further reference to them is made in the Settlement Chapters of the Local Plan. The individual areas will be the subject of Supplementary Planning Guidance which will include identification of specific features and characteristics to which particular regard should be paid when determining proposals with applications for planning permission.

Historic Parks and Gardens

4.60 The effect of a proposed development on a registered park or garden or its setting is a material consideration in the determination of a planning application. Whilst no statutory controls follow from the inclusion of a site in the English Heritage Register of Parks and Gardens of Special Historic Interest, the Council will seek to protect such sites from the effects of development proposals in order to safeguard their historic interest. Registered Parks and Gardens are identified on the Proposals Map. The following lists the Parks and Gardens of Special Historic Interests in Mid Sussex:

Borde Hill, Brockhurst, Gravelly Manor, Heaselands, The High Beeches, Nymans, Slaugham Place, Stonehurst and Wakehurst Place.

4.61 In addition to the nine registered parks and gardens, there are a large number of historic parkscapes which are unregistered. These have been identified from the first and second edition ordnance survey maps and are recorded on the West Sussex County Council's Sites and Monuments records. Others have been identified from historical research by the Sussex Gardens Trust and compiled into a list of local important parks and gardens. The need to protect such landscapes is also recognised.

B17 The important features, including trees, of a registered park, or park or garden of special local historic interest will be protected. Development that would adversely affect the character, appearance or setting of a registered park, or park or garden of special local historic interest will not be permitted. Particular attention will also be paid to the protection or enhancement of views into and out of a registered park, or park or garden of special local historic interest.

Archaeological Sites

- 4.62 PPG16 'Archaeology and Planning' (1990) emphasises the importance of archaeological remains and notes that they are a finite and irreplaceable resource which are particularly vulnerable to the effects of new development. It advocates that the need for development should be reconciled with archaeological interests. Policies should provide for the protection, enhancement and preservation of sites of archaeological interest and of their settings.
- 4.63 The West Sussex Structure Plan 2001- 2016 Deposit Draft Policy CH11 indicates that development which will adversely affect sites of known or potential archaeological interest will only be permitted in compelling circumstances, for example where there is no practicable alternative. The Council supports this view and seeks to safeguard sites of archaeological importance. There are over 500 sites of archaeological interest within the District of which 25 are Scheduled Ancient Monuments. The latter are identified on the Proposals Map. Any proposals which may affect these sites or their settings will be subject to particularly close scrutiny. There will be a preference for preservation in situ over preservation by record. It is only in cases where preservation in situ is not achievable, that archaeological excavation, recording and publication should be required and funded by the developer prior to the commencement of work. Permission will not normally be granted unless reasonable opportunities for recording are provided. The following policy will apply throughout the District:

B18 Sites of archaeological interest and their settings will be protected and enhanced where possible. In particular, the fabric and setting of Scheduled Ancient Monuments and other nationally important archaeological sites should be preserved intact.

Development proposals or changes of use or management which would have a detrimental impact on sites of archaeological importance and their settings will not normally be permitted. An exception may be made only where the benefits of the proposal (which cannot reasonably be located elsewhere) are so great as to outweigh the possible effects on the archaeological importance of the site.

Where it appears that a proposed development may affect the archaeological or historic interest of a known or potential site of archaeological importance, the applicant will be required to carry out an archaeological assessment and field evaluation. A statement of the findings will be required to accompany the planning application.

There will be preference for preservation in-situ in preference to excavation recording and publication of findings.

Where approved development will affect a site of archaeological interest, the developer will be required either by agreement or by conditions of planning permission to have undertaken a full investigation and recording by excavation and the publication of findings.

Advertisements and Signs

- 4.64 Growing commercial pressures have led to both an increase in the number and size of signs and advertisements in urban and rural areas. A proliferation of signs and advertisements, particularly if unsympathetic in size, colour, design and location can be very injurious to the appearance of an area. Control over their display is exercised under the Town and Country Planning (Control of Advertisements) Regulations 1992. An explanatory guide to these regulations has been produced by the DETR titled 'Outdoor Advertisements and Signs - A Guide for Advertisers', copies of which are available from the Council's Planning Department.
- 4.65 Whilst many signs need the 'express consent' of the Council others are either exempt or benefit from 'deemed consent' provided that certain conditions are met. The Council can seek to remove an existing advertisement, displayed with 'deemed consent', if the sign is felt to cause a substantial injury to the amenity of the locality or a danger to members of the public. In such instances a 'Discontinuance Notice' will be served which requires the advertisement's removal.
- 4.66 PPG19 'Outdoor Advertisement Control' (1992) advises that a building's appearance can be spoilt by a poorly designed or insensitively placed sign or advertisement. A choice of advertisement materials, colour, proportion or illumination which is alien to the building's design or fabric can also spoil the appearance of a good building.
- 4.67 The Council will seek to ensure that advertisements and signs within its control are kept to a minimum, carefully designed and sympathetic in terms of size, colour, materials, lettering, illumination and location so that the appearance and character of an area is not harmed. For example, individual lettering will be preferred over large expanses of plastic. The appropriateness of each sign will therefore depend on the characteristics of the locality within which the sign is to be displayed.

B19 Advertisements which are detrimental to the visual amenity of an area, or would adversely affect public safety, will not be permitted. Where such signs are erected under deemed consent, discontinuance action will be considered. A sign or advertisement will only be permitted that is sympathetic to the building or land on which it is to be displayed. The criteria which will be considered, when determining a sign's suitability, will include size, design, colour, materials, lettering, illumination, means of fixture and location. Particularly careful consideration will be given to any sign or advertisement proposed above first floor window level. Advertisement consent will not be given for signs that duplicate

information unnecessarily to the detriment of visual amenity.

- 4.68 Special attention will be given to signs and advertisements in Conservation Areas and on Listed Buildings. Often, a non-standard design may be required to prevent the sensitive environment of such areas and individual buildings being harmed. Detailed guidance on shopfronts in Conservation Areas is available in Planning Information Leaflet CD2 'Shopfront Design'. This guidance is also relevant to proposals outside a Conservation Area. Internally illuminated box fascias and pencil line neon tube signs are felt to be particularly out of keeping with the character and harmful to the appearance of the Conservation Areas and Listed Buildings within Mid Sussex.

B20 Within Conservation Areas and on Listed Buildings consent for any illuminated sign will be granted only where it is of a discreet nature and does not cause detriment to the character and appearance of the Conservation Area and/or Listed Building. Traditional hand painted signs will be encouraged where the style, colour of lettering and colour of the background conforms with the character of the locality and building involved.

Area of Special Control of Advertisements

- 4.69 Most of the rural area of Mid Sussex, together with Muster Green, Haywards Heath, was designated as an Area of Special Control of Advertisements in 1983. The boundaries were reviewed in 1992 when it was resolved that all land falling outside the built-up areas of the towns and villages should be included. The Modification Order to the Area of Special Control of Advertisements was made in 1993. Designation as an Area of Special Control places additional restrictions on the amount of advertising which can be undertaken without the need for express consent. These are in addition to certain limits on advertising which apply within Areas of Outstanding Natural Beauty.
- 4.70 The Council has designated the countryside as an Area of Special Control in order to help safeguard the appearance and amenity of the high quality rural landscape in the District. Through the additional controls afforded by such designation it will seek to minimise the impact of advertisements in the countryside and Muster Green and will aim to ensure a high standard of siting and design where they are considered appropriate or necessary. All proposals to display advertisements will be closely examined to ensure that they harmonise with their surroundings. In particular the Council will seek to prevent the proliferation of signs in the countryside and will, where practicable, encourage the display of joint advertisements, for example where a number of businesses are located together on one site. Large poster hoardings and petrol boards are not acceptable in the countryside and are prohibited in the Area of Special Control. Proposals to display illuminated signs will be examined particularly closely and will only be permitted where their siting and design is appropriate to the rural area.

B21 Advertisements in the countryside and in particular in AONBs will need to be very sensitively designed and sited so that they harmonise with the landscape and avoid proliferation. Illuminated signs outside built-up areas will not be permitted except in special

circumstances where a business is open to the public outside daylight hours.

Shopfront Security

- 4.71 The Council appreciates there is an increasing need for shopfront security measures and that a balance must be struck between making shops secure and ensuring that the attractiveness of the shopping area is not harmed. Further design guidance and information is contained within Planning Information Leaflet CD2 'Shopfront Design'.

B22 The impact on the street scene of any shopfront security measures should be minimised, particularly when a proposal affects a Conservation Area and/or Listed Building.

Solid external shutters will not be permitted due to their deadening effect on the street scene.

Where an external shutter is required, those that only cover the glazed area should be used. In exceptional circumstances, where recessed entrances are agreed to be a security risk, permission may be given for a shutter which extends across the entire shopfront and lobby.

Pollution

- 4.72 Pollution as a general topic is considered in the Community Services Chapter.

Noise Pollution

- 4.73 Noise is one of the most important factors influencing the quality of people's lives and the nature of the environment. The overall level of noise, or the lack of it, will have a major impact on the character and atmosphere of a particular area. For example, one of the major attractions of the countryside is the peace and quiet it offers in relation to the towns and villages where most people live and work. The higher noise levels normally found in urban areas can, if they become too great, detract from the quality of life and individual developments which generate high noise levels can be a serious source of annoyance and disruption to local residents. High ambient noise levels can arise from a number of sources including road traffic, railways and aircraft; industrial and commercial premises; disturbance associated with some outdoor sports, and the late night opening of facilities such as entertainment centres, public houses and restaurants. Aircraft noise is a particular issue in the north western corner of the District due to the close proximity to Gatwick Airport. This issue is the subject of policy NE17 of the West Sussex Structure Plan Deposit Draft 2001 – 2016.
- 4.74 PPG24 'Planning and Noise' (1994) advocates the inclusion of policies in Local Plans that seek to ensure that noise sensitive developments are located away from existing sources of significant noise. In addition, potentially noisy developments should be located in areas where noise will not disturb surrounding uses or where its impact can be minimised.
- 4.75 Some forms of land use are particularly sensitive to the effects of noise pollution. These

include housing, schools and hospitals. Places of work such as offices may also be sensitive to noise particularly during normal office hours. It is therefore essential that new development takes place in such a way that these noise sensitive uses are protected from the worst effects of noise.

- 4.76 The Council will seek to minimise the effects of noise wherever possible. It will aim to ensure that any new development which may give rise to noise is suitably located, designed and controlled so that such effects are eliminated or at least reduced to acceptable levels. The Council will, where appropriate, impose conditions or seek to reach agreement with developers to control matters such as maximum noise levels emanating from the development, the nature and location of activities on site, hours of working, opening hours, and adequate sound insulation. In appropriate cases it will also seek the provision of sound attenuation measures such as earth embankments, landscaping or screen walling and fencing. In the event that such measures cannot reduce the effects of noise and disturbance on neighbouring properties to an acceptable level, the Council will resist the development.

B23 Proposals for new developments, including roads, should be designed, located and controlled to minimise the impact of noise on neighbouring properties and the surrounding environment in order to protect the environment and residential amenity.

Applicants may be required to submit a noise impact study or to assess the effect of an existing noise source upon the development proposed.

Developments likely to generate significant levels of noise will only be permitted where it is satisfied that appropriate noise attenuation measures will be incorporated which would reduce the impact on adjoining land-uses, existing or proposed to acceptable levels. Particular attention will be given to the impact of noise generating developments within a Conservation Area, on a Listed Building and outside the built-up area.

Noise-sensitive development will not be permitted in close proximity to existing land uses (or programmed development) generating high levels of noise unless adequate sound insulation measures are incorporated within the development.

Light Pollution

- 4.77 Lighting within and around buildings and roads is important for crime prevention and for general safety. Street lighting is needed and usually expected by residents and other road users. The number of outdoor lights and their power has however increased considerably over recent years. This has increased the artificial lighting of the night sky ("skyglow") and can be regarded as a form of visual pollution. Any light that fails to illuminate the intended target serves little or no purpose, is a waste of resources and often has a detrimental impact on the amenities of neighbouring premises.
- 4.78 Whilst the lighting of roads is the responsibility of the Highway Authority, West Sussex County Council (or the DfT in respect of trunk roads), the District Council as Planning Authority has control over other lighting matters, for example, floodlighting of buildings and land. The Council will therefore seek to minimise the impact on neighbouring

properties and any unnecessary light spillage, especially where it is felt to create a hazard for highway users, when considering planning applications for new lighting proposals. Light fittings that have been designed to minimise the amount of light spilling onto neighbouring premises or shining up into the sky will be sought wherever possible. When appropriate, planning conditions will be imposed restricting the intensity and hours of illumination.

B24 All new lighting proposals that require planning permission should be kept to the minimum necessary both in terms of intensity and in terms of the number of fittings proposed. Fittings should be attached to floodlights so as to restrict the emission of light to the areas for which floodlighting is required. Floodlighting which creates significant illumination beyond these areas, will not be allowed, particularly where it is likely to be detrimental to residential amenity or highway safety. There should not normally be any emission of light above the horizontal.

Particular attention will be given to the impact of lighting proposals within a Conservation Area, on a Listed Building or outside the built-up area, especially within an Area of Outstanding Natural Beauty.

Satellite Television Dishes and Antennae

- 4.79 Telecommunications technology is continuing to evolve in order to meet a growing demand for improved communications systems at home, in the workplace and in public services. These facilities include satellite broadcasting. PPG8 'Telecommunications' (1992) and Circular 4/99 provides Government Guidance in relation to telecommunications. The growth of new and existing telecommunication systems should not be unnecessarily controlled but care needs to be taken over the installation of telecommunications facilities in order to protect the environment of urban and rural areas. A general permission exists under planning legislation for satellite dishes in certain circumstances. These regulations are explained in the leaflet 'A householders planning guide for the installations of satellite television dishes' (DETR 1998).
- 4.80 Whilst the Council recognises that satellite television dishes are part of the changing demands for telecommunication apparatus, this demand must be considered against the need to preserve the appearance of buildings and their surrounding environment. Small domestic satellite antenna should be sited, so far as practicable, in such a way that minimises the impact of the dish on the external appearance of the building to which it is to be attached. When no longer needed it should be removed. Where the Council considers that a satellite antenna is poorly sited it may require the dish to be re-sited to minimise its visual impact. It is therefore prudent for anyone wishing to install a dish to discuss the siting of such apparatus with the Council prior to its installation.
- 4.81 Where the Council has control over the siting of satellite dishes it will thus seek to minimise the intrusive effects of satellite dishes and will encourage the sharing of facilities where practicable, for example, the use of shared dishes in blocks of flats or other multi-occupation buildings. In addition it will seek the use of appropriate materials, design and colours, in order to minimise visual impact particularly within a Conservation Area, on a Listed Building or within an Area of Outstanding Natural Beauty.
- 4.82 Whilst there are less controls over cable, electrical and optical wire telecommunication

equipment, the Council will encourage operators and their contractors to locate equipment in such a way as to reduce their impact on the street scene as far as possible including the impact on the locality of maintenance. Non-domestic installations are discussed in the Community Services and Resources Chapter.

B25 Satellite television dishes proposals that require planning permission for their installation and siting must be located to ensure their impact is minimised.

Proposals will only be permitted where they have an acceptable visual impact on the building to which they will be attached and the surrounding environment. The cumulative impact of a series of proposals and the potential for setting a precedent will also be taken into account. In determining applications careful control will be exercised over the siting, design, materials and colour of the antennae proposed.

Introduction

- 5.1 The provision of adequate housing, in terms of an appropriate amount and range of accommodation, well located in relation to jobs and services and affordable, is a fundamental objective of the planning system and of this Local Plan. The position of the District in relation to Greater London, Crawley/Gatwick and Brighton, together with its attractive environment, has made Mid Sussex an attractive place to live and has historically resulted in considerable pressure for additional housing development. As explained in Chapter 6 on the economy, the District enjoys a prosperous local economy, and this is reflected in the housing characteristics of the area. The 2001 Census showed a total housing stock of 52,000 households of which 80% were owner-occupied, 10% were privately rented and 10% were rented from a housing association. The majority of the housing in the District is in sound condition with less than 3% of properties in a recent house condition survey being classed as 'unfit'.
- 5.2 This overall picture however hides the fact that a significant minority of households continue to suffer housing difficulties. A significant number are unable financially to consider outright home ownership as the price of housing in the District is well above the national average. There has been a continuing upward trend in the number of people accepted as homeless over recent years, mainly as a result of the recession in the early 1990s together with the impact of modern social trends. The waiting list for social rented accommodation in the District has remained relatively constant over recent years at around 1400 applicants.
- 5.3 In order to supplement the above indicators of housing need the District Council carried out a housing needs survey of the whole District. This survey, carried out in 1999, revealed some 1100 households expressing a need for separate accommodation in the local area within the following 5 years. Of these over 80% were single people or couples without children. The survey revealed a significant amount of unmet housing need for which owner-occupation was not a realistic option due to financial constraints. Based on the ONS New Earnings Survey and house prices held by the Land Registry, in 2000 Mid Sussex ranked sixth highest out of 325 local authorities in terms of the ratio of average house prices to annual earnings. Mid Sussex also ranked ninth highest in terms of average house prices relative to the average price for England. The need for additional housing association and privately rented accommodation therefore remains and one of the objectives of this Local Plan is to assist in the provision of such accommodation subject to other constraints.
- 5.4 As well as allocating land for housing development through its planning powers, the District Council has an important housing role as the statutory housing authority for the area. Following the transfer of its rented properties to the Mid Sussex Housing Association in 1990, the District Council no longer owns or manages any housing properties. Nonetheless, the Council has an important role as 'enabler', seeking to guide, help and encourage other organisations, whether public or private, statutory, voluntary or commercial, to meet the housing needs of residents of the District. Whilst the New Downland Housing Association is the largest single provider of rented housing in the District, there are some 30 other registered housing associations which operate in the area. The District Council maintains an active role in supporting and funding additional housing association schemes on a range of sites, including allocated land or opportunity sites, 'exception' sites and also by purchase of existing housing when appropriate.

Policy Background

- 5.5 Government policy towards housing provision is set out in PPG3: Housing published in March 2000. The Government intends that everyone should have the opportunity of a

decent home and that the housing needs of all in the community should be recognised. PPG3 states that one of the roles of the planning system is to ensure that new homes are provided in the right place and at the right time, whether through new development or the conversion of existing buildings (PPG3 para 3). Local authorities should provide a choice of sites which are both suitable and available for housebuilding.

5.6 The emphases which are expressed in PPG3 relate to:

- providing a good mix in the size, type and location of housing available;
- meeting affordable housing needs and other special needs;
- giving priority to re-using previously developed land within urban areas in preference to the development of greenfield sites;
- ensuring accessibility by public transport and seeking to reduce car dependency; and
- promoting good design and creating attractive, high quality living environments.

Housing Requirement

5.7 This Local Plan seeks to meet the housing requirement set out in the 1993 West Sussex Structure Plan for the period up to 2006, as shown below. Currently this is the approved Plan for West Sussex. The Structure Plan has been reviewed, the Deposit Draft West Sussex Structure Plan 2001-2016 published in November 2001 has been through an Examination in Public, the Panel's report was published in March 2003 and proposed modifications were published in December 2003. It is expected that the emerging Structure Plan will be adopted Autumn 2004. Housing figures for the West Sussex districts for the period to 2016, which meet the requirements of the Regional Planning Guidance for the South East (RPG9), are set out in the Deposit Draft Structure Plan. Housing figures for Mid Sussex for the period 2006-2016 will be dealt with in the review of this Local Plan which will be in the form of a Local Development Framework for Mid Sussex (as required by the Planning and Compulsory Purchase Bill).

Mid Sussex Housing Provision

5.8 Housing land supply requirement for Mid Sussex, 2002 – 2006, based on the Approved Structure Plan (1993) incorporating Inspector's Recommendations.

	Dwelling requirement – Mid Sussex	
1	1993 West Sussex Structure Plan housing provision 1989 – 2006	8,400
2	Dwellings built 1989 – 2002	5,660
3	Remaining Structure Plan provision to be met 2002 – 2006	2,740
4	Dwelling supply Forecast housing building 2002 – 2006 on:	
	i large identified sites	
	ii small identified sites	2,150
	iii reserve site	170
	iv unidentified sites up to 1 hectare	120
		<u>660</u>
	Total supply 2002 – 2006	3,100

(Table based on figures for Housing Land Supply at 1st July 2002 collected by West Sussex County Council July 2003)

- 5.9 An explanatory note on housing supply in Mid Sussex is set out in Appendix A to this Local Plan showing how the Council meets the requirement to identify sufficient housing for a five year supply without needing to rely on unidentified sites. The note lists all applications for 6 or more dwellings which have been granted planning permission since 1st July 2002 and shows the number of applications on small sites, ie those for less than 6 dwellings, which have been granted planning permission since 1st July 2002 (it is assumed that 55% of the small site permissions will be implemented). These sites contribute to the identified housing supply. The note also considers the housing supply situation for Mid Sussex for the period 2006-2007.
- 5.10 This Local Plan seeks to make provision to satisfy the outstanding requirement above. This will be allocated in accordance with the Council's housing strategy.
- 5.11 Within the overall requirement an allowance is made for 'unidentified' sites. These are sites which are not allocated in the Local Plan and which come forward for development as unanticipated 'windfall sites'. Prior to the recent PPG3, unidentified sites, including small sites of up to 1 hectare, could be either greenfield sites or previously developed sites. PPG3 still specifies that an allowance for windfalls should be made, but states that this should only be for previously developed sites, although any size site may now be included. Based on past trends and the increased emphasis on utilising previously developed sites the Council believes that this is still a realistic allowance.
- 5.12 PPG3 requires Local Planning Authorities to show sufficient sites on the Proposals Map to accommodate at least the first five years' of housing development proposed in the Plan (these sites will not include the allowance made for unidentified sites). The Proposals Map shows those sites previously allocated in the adopted area Local Plans for Mid Sussex which preceded this District Wide Plan, where implementation is currently underway or is still to take place. These allocations are carried forward into this Local Plan. The Proposals Map also shows the additional allocations proposed in this Plan for the period up to 2006.

Strategy for Identified Sites

- 5.13 In addition to those housing sites already identified in previous Local Plans and carried forward this Local Plan includes allocations for sites to accommodate approximately 1,000 additional dwellings. Housing allocations are made on previously developed sites and greenfield sites.
- 5.14 **(i) Previously developed sites**
In addition to those windfall sites on previously developed sites the Council is keen to stimulate opportunities within its existing urban areas, by allocating land for housing and making optimum use of its previously developed buildings and sites. Maximising the potential of all new opportunities in terms of design and density will be an important consideration. Consideration has been given to buildings currently in commercial or educational use. Where it is considered that the loss of the current land use will not prejudice the economic viability of the area or where new opportunities are being achieved through acceptable relocation, the Local Plan identifies sites where change of use can be made to residential.
- 5.15 The 1999 District Housing Needs Survey has identified a significant requirement for single person accommodation. Particularly within the urban areas, in close proximity to the railway stations and other public transport, the opportunity to include a high proportion of one and two bedroom flats or smaller dwellings needs to be maximised. In these areas it will also be appropriate to reduce the current parking standards, in line with guidance in PPG3. (See paragraphs 8.56 and 8.59 in the Transport and Parking Chapter). However, it will be very important to ensure that attractive design is achieved

- which enhances the urban area and which does not lead to town cramming or loss of important amenities such as woodland and open space.
- 5.16 Within the urban areas, particularly in the three main towns, the Council will encourage:
- the re-use of empty homes;
 - conversion of empty or under-used space above shops and offices;
 - conversion of existing houses to flats, where appropriate;
 - conversion or redevelopment of non-residential buildings, where the use is redundant or is moving to other, more suitable premises; and
 - redevelopment of existing buildings or sites, where this is considered necessary or appropriate to allow for the efficient use of the site.
- 5.17 The Council launched its empty homes campaign in May 1997 with the aim of ensuring that effective use is made of existing empty properties throughout the district. To date this has resulted in nearly 90 properties being brought back into use either for owner occupation, private renting or as part of a housing association leasing scheme.
- 5.18 **(ii) Greenfield Sites**
About 40% of the new allocations in this Plan are on greenfield sites. These are on relatively small sites mainly on the edges of urban areas, adjacent to existing development. A number of environmental and policy criteria have been taken into consideration in identifying these sites. These relate to protecting Areas of Outstanding Natural Beauty, Strategic Gaps, areas of importance for nature conservation, important wildlife habitats, best and most versatile agricultural land, areas likely to be affected by flooding, natural features including trees and areas of woodland. Policies relating to these issues are set out in the Countryside Chapter of this Local Plan.

Policy Aims

- 5.19 The aims of the Local Plan with regard to housing are:
- (a) to ensure a suitable and adequate supply of land for housebuilding is available during the Plan period which allows housing development to proceed in line with the Structure Plan and in accordance with government advice;
 - (b) to ensure that wherever appropriate opportunities to make use of redundant buildings or previously developed sites within the built-up areas are maximised before developing greenfield sites;
 - (c) to ensure that efficient use is made of land in terms of density and the provision of a suitable mix of size, type and tenure of housing;
 - (d) to ensure that new housing development seeks to meet the local needs of specific groups including those unable to compete on the open market, the elderly and those with special needs;
 - (e) to ensure residential development is properly located to take account of employment, environment, wildlife, infrastructure and traffic considerations and that adequate provision is made for open space and community facilities;
 - (f) to ensure that all new development is well served by public transport, cycle and pedestrian routes;
 - (g) to ensure the design and layout of new housing is in keeping with the character of

the local area, uses compatible materials and includes appropriate open space and landscaping to create an attractive living environment; and

- (h) to ensure that the necessary and appropriate infrastructure provisions and community benefits are secured with new development.

Policies and Proposals

Housing Allocations

- 5.20 In accordance with the overall strategy of the Local Plan and the housing strategy, set out above, Policy H1 lists a number of sites allocated for residential development. This list includes those allocations carried forward from previously adopted area Local Plans for Mid Sussex. These are listed first and indicate which Plan they originate from. Subsequent sites are listed with previously developed sites preceding the greenfield sites. The policy number shown against each site refers to the specific policy which details the site, housing numbers and requirements. These proposals are included in the relevant settlement chapters. Development Briefs, including a design statement, will be prepared for each of the sites.
- 5.21 As stated above the Council is committed to optimising opportunities for development on previously developed sites and minimising the take-up of greenfield land. The new allocations include both previously developed and greenfield sites; approximately 60% of the dwellings to be accommodated through these allocations will be on previously developed sites, in line with the Government's target. In view of the short timescale of this Local Plan there is little scope for phasing the proposed development and hence the policy does not try to indicate any order of priority for development on the following sites. Applications for housing development on either windfall or allocated sites will be assessed against the policy aims set out in paragraph 5.19 above.
- 5.22 A reserve, greenfield site, is also included in policy H1. This is included as a contingency measure to ensure that sufficient housing land can be provided for the period to 2006 should there be delays in the delivery of identified or unidentified sites. This land will only be released should there be a shortfall in housing supply identified through regular monitoring of housing permissions and completions. The Council is committed to the plan, monitor and manage approach to ensure delivery of sufficient housing to meet the requirements of the District. As likely to be required under new planning legislation and set out in draft PPS12 the Council will prepare an annual monitoring report for April to March each year. This will include an annual review of housing land requirement and supply against which the Plan, Monitor and Manage approach will be assessed.

H1 Provision will be made for approximately 2,740 new dwellings between mid 2002 and mid 2006.

Land at the following sites is allocated for residential development during the plan period to 2006. These allocations are shown on the Proposals Map.

- (a) allocations carried forward from adopted Local Plans:
- (i) Land at Deanland Nursery, Balcombe - approximately 16 dwellings (Policy BA1)

- (ii) Land southwest of Haywards Heath (including land at Weald Cottage) - approximately 800 dwellings (Policy HH2)
- (iii) Land to south-west and south-east of the former St Francis Hospital, Haywards Heath – approximately 220 dwellings (Policy HH3)
- (iv) Land at Church Lane, Pyecombe - approximately 20 dwellings (Policy PY1)
- (b) new allocations:
 - (i) Open Air Market, Burgess Hill - approximately 25 dwellings (Policy BH1)
 - (ii) The Oaks Centre, Junction Road, Burgess Hill - approximately 12 dwellings (Policy BH2)
 - (iii) Station Yard and Public Car Park, Burgess Hill - approximately 60 dwellings (Policy BH3)
 - (iv) Cants Lane, Burgess Hill - approximately 15 dwellings (Policy BH4)
 - (v) Land at 86 Junction Road, Burgess Hill - approximately 12 dwellings (Policy BH5)
 - (vi) Land north of Faulkners Way, Burgess Hill - approximately 50 dwellings (Policy BH6)
 - (vii) Land at Folders Farm, Burgess Hill - approximately 90 dwellings (Policy BH7)
 - (viii) Former Gas Works, Moat Road, East Grinstead - approximately 59 dwellings (Policy EG5)
 - (ix) Land at East Grinstead Lawn Tennis and Squash Club - approximately 40 dwellings (Policy EG5)
 - (x) Car Park, Railway Approach, East Grinstead - approximately 28 dwellings (Policy EG6)
 - (xi) 2-4 Orchard Way, East Grinstead - approximately 12 dwellings (Policy EG7)
 - (xii) Stonequarry Woods, East Grinstead - approximately 40 dwellings (Policy EG8)
 - (xiii) Haywards Heath Railway Station, - approximately 150 dwellings (Policy HH8)
 - (xiv) St Paul's School, Oathall Road, Haywards Heath - approximately 40 dwellings (Policy HH10)
 - (xv) 47-53 Boltro Road, Haywards Heath - approximately 30 dwellings (Policy HH11)

- (xvi) Land north of Rookery Farm, Rocky Lane, Haywards Heath - approximately 45 dwellings (Policy HH12)
- (xvii) G&W Motors, London Road, Bolney - approximately 6 dwellings (Policy BO1)
- (xviii) Land to west of High Street, Cuckfield - approximately 50 dwellings (Policy CU2)
- (xix) Former Highway Depot, London Road, Hassocks - approximately 20 dwellings (Policy KH1)
- (xx) Land west of Orchard Way, Hurstpierpoint - up to 65 dwellings (Policy HU1)
- (xxi) Hemsleys Nursery, Old Brighton Road, Pease Pottage - at least 65 dwellings (Policy PP1)
- (xxii) Land at Clock Field, Turners Hill - approximately 30 dwellings (Policy TH1)
- (c) a reserve allocation, if the need for more housing land provision is demonstrated to exist to meet the District's requirements by the end of the Plan period:
 - (xxiii) Land west of Mackie Avenue, Hassocks – up to 120 dwellings (Policy KH1b)

Density and Dwelling Mix

- 5.23 Government advice in PPG3 is to avoid development where the net density is less than 30 dwellings per hectare (this excludes areas taken up by major roads, schools and significant areas of open space and landscaping). Particularly in new schemes the Council will seek to ensure that efficient use is made of land. In appropriate cases this will be to encourage housebuilding at 30 or more dwellings to the hectare. In the urban areas, where there is scope for increased densities, particularly in the town centres and areas well served by public transport, the Council will encourage well designed, higher density development. Increased density can also be achieved by reducing the parking provision on site. In areas where flats and higher density terraced housing is permitted consideration will be given to reducing the parking requirements. The proximity of rail and bus services and town centre facilities, as well as highway safety issues, will be taken into account, in accordance with policy T5 in the Transport Chapter.
- 5.24 The Council will have strong regard to the need for a range and mix of dwellings in terms of size and type. The use of higher densities in residential schemes, for example the provision of terraced housing and smaller units (1 or 2 bedroom units), can help to create flexibility in the design to ensure that a range of accommodation is provided. However, the inclusion of a proportion of bungalows may also be appropriate in certain schemes. Careful consideration should be given to the layout and design of these dwellings to ensure that a high quality environment is achieved. Also, it is vital that the encouragement of small or modest-sized accommodation does not lead to a lowering of housing standards and the provision of inadequate or overcrowded accommodation. The type of dwellings should take account of those in special need, the elderly, single person households and those unable to compete on the open market. Specific policies for

individual sites are set out in the settlement chapters.

H2 New housing developments shall include a mix of dwelling types, sizes and affordability and shall ensure that efficient use is made of land. Proposals should:

- (a) take account of the local housing needs and site characteristics;**
- (b) be provided at an average net density of at least 30 dwellings per hectare, where appropriate;**
- (c) include a significant proportion of affordable housing (as required by Policy H4);**
- (d) include a significant proportion of smaller dwellings; and**
- (e) meet the requirements of design policies B1 and B2.**

Proposals which, by virtue of design, layout or size, are likely to give rise to unsatisfactory living conditions such as overcrowding or lack of privacy, will be refused.

Where appropriate, in order to safeguard the amenity of adjacent dwellings, the Local Planning Authority will apply planning conditions which restrict rights of extension under the General Permitted Development Order.

Infill and other Housing Development within Built-up Areas

- 5.25 In line with the Government's focus for additional housing within existing towns the Council will seek to encourage opportunities for the use of previously developed sites. New development should be sustainable, in terms of proximity to jobs, services etc and should be easily accessible to public transport. Infill development and development at high densities should not lead to loss of residential amenity. Indeed, new development should enhance the character of the area.
- 5.26 Carefully integrated development on unused or underused land may be acceptable where it can be ensured that locally important features can be retained. These may include open space, areas of wildlife interest or woodland which are of public amenity value. In some cases where it is necessary to lose small 'wildlife' or woodland areas it may be possible to gain some compensatory benefit. This could be through the replacement of the feature nearby, enhancement of existing areas or the opening up of a previously private area for public use.
- 5.27 Advice in PPG3 to make efficient use of land suggests that Local Planning Authorities should encourage densities between 30 and 50 dwellings per hectare (net) and above in areas well served by public transport. The Council will carefully consider redevelopment at densities greater than currently found in the surrounding area, where this is appropriate. Consideration will be given to the scope for including green spaces, trees and garden areas. In some cases shared garden or amenity areas may be more appropriate than individual gardens. Consideration will also be given to the new dwellings in terms of design, bulk, height and character. The new development should

- add to the quality of the environment. Design policies B1 and B2 are included in the Built Environment Chapter of this Local Plan. These are particularly relevant to residential development, and as part of Development Briefs design statements will be prepared for all significant developments.
- 5.28 Proposals for residential development may involve demolition of existing buildings. Issues relating to demolition in Conservation Areas and of Listed Buildings are set out in the Built Environment Chapter of this Local Plan (see policies B12 - B15).
- 5.29 Where proposals are for development within the curtilage of an existing dwelling in areas of well established, low density housing the existing character should be protected. Proposed buildings should be in keeping with their surroundings and should include garden space. The loss of trees and wildlife should be carefully considered. In Conservation Areas and Areas of Townscape Character proposals should not compromise the special character of the area.
- 5.30 Proposals for residential development may also include conversion. This is particularly relevant in providing smaller units of accommodation. The conversion of dwellings may be carried out without undesirable consequences for the locality or residential amenities of the neighbours in terms of the sub-division of properties. However, properties for conversion may not include sufficient off-street space to provide additional car parking. For conversion to, or redevelopment of, residential units car parking standards may be reduced where the proposed development is close to the town centre and is well served by public transport or is within easy walking distance of a station. (See paragraphs 8.54-8.58 and Policy T5 in the Transport and Parking Chapter.)
- 5.31 Within the town centre and in areas well served by public transport the Council will encourage the conversion of vacant space above shops and offices for residential use.
- 5.32 Where the proposal for residential development relates to a building or site currently in another use careful consideration will be given to the need to retain the existing use. Commercial uses within established business areas need to be safeguarded for such use and will not be considered for residential development. ('Business' is defined in the Economy Chapter). However, where individual commercial sites are located in residential or mixed use areas and the loss of the commercial use would not prejudice the economic viability of the area, or where the existing business is moving to a more suitable alternative site within the District, sympathetic consideration will be given to proposals for residential development. Account will be taken of the policies in the Economy Chapter and the suitability of the specific site. Other opportunities which may arise for residential redevelopment include the relocation of health, educational and community uses; account will be taken of the policies in the Community Services chapter of this Local Plan and of the suitability of the specific site.

H3 Within defined built-up areas permission will be given to proposals for residential development where the following criteria are met:

- (a) the development does not involve the significant loss of an area of nature conservation or an open or wooded area of land which in its own right makes an important contribution to the urban environment and cannot be satisfactorily replaced or compensated for;
- (b) the land or building is not within an established business area and is not allocated for any other use in this Local Plan;

- (c) **efficient use is made of the land in terms of density and as general guidance residential development should be provided at average net densities of at least 30 dwellings per hectare;**
- (d) **the character and form, respects that of the locality (a detailed site and landscape appraisal together with a design statement will be required);**
- (e) **includes a high quality environment for prospective occupiers including appropriate landscaping and open space;**
- (f) **the provision for car parking and vehicle manoeuvring does not significantly reduce garden areas, including front gardens, or adversely affect adjoining property; and**
- (g) **the requirements of design policies B1 and B2.**

In Conservation Areas and Areas of Townscape Character infill and redevelopment proposals will be carefully controlled to ensure that the specific character of the area is preserved.

Provision of Affordable Housing as Part of Residential Developments

- 5.33 Through this Local Plan the Council aims to ensure that new housing is designed primarily to meet the needs of those already living in the area. The existing housing stock caters for general demands and meets most of the needs for private accommodation from larger households. However social factors and the population age structure are resulting in an increasing number of one and two person households, and in a growing mismatch between household size and dwelling size. This has resulted in an increasing shortage of housing opportunities for people from the local community, especially first time buyers, single people and the elderly, and other households which may wish to move from larger properties. The difficulties are often exacerbated by the general problem of high house prices in this part of Sussex which continue to exclude local people from the chance to buy their own home.
- 5.34 It is recognised by Government that the need for affordable housing to meet the needs of an area is a material consideration in determining planning applications, and that a reasonable amount of housing to meet such needs can be sought on housing sites. This will apply both on allocated sites and windfall sites which come forward. Policy NE2 in the West Sussex Deposit Draft Structure Plan 2001 – 2016 endorses this approach.
- 5.35 One of the aims of this Local Plan is specifically to ensure an adequate and appropriate supply of affordable housing.
- 5.36 The most recent Housing Needs Survey for Mid Sussex was undertaken in November 1999 by the Sussex Rural Community Council. Throughout the district 4.5% of all those contacted expressed a housing need within the next five years. From the results of the survey, it is estimated that in total, over 3,000 new or alternative homes will be required; nearly 70% of these are for single persons. Allowing for the possibility that as many as half of those single person households do not form and on the basis, as shown in the

- survey, that 80% of these households will not be able to afford to house themselves on the open market, a target of 1,780 affordable housing units has been set for the Plan period. To fully meet the housing need in Mid Sussex a very large proportion of the new housing would need to be for subsidised housing. It is considered that it is reasonable to generally seek 30% affordable housing, of which the majority of units are for subsidised rented or shared ownership accommodation. This proportion may vary slightly around the District.
- 5.37 The Housing Needs survey showed that nearly 70% of the total housing need identified is for single person accommodation. However, the Common Housing Register is also an important element in assessing housing need and within any site there will need to be a mix of units provided to take account of demand from those who have a priority need for subsidised housing in accordance with the Council's adopted allocation policy. The Housing Needs Survey shows a high level of need for affordable housing across the district; the need is as great in both the urban areas and the rural areas.
- 5.38 Affordable housing is housing accessible in perpetuity to, and meeting the needs of, households lacking their own housing or living in housing that is inadequate or unsuitable, and who are unlikely to be able to meet their needs in the local housing market without some assistance. It will include housing for:
- (a) those households who do not have access to the minimum deposit they require to purchase or rent a suitable home; and
 - (b) those households who, by applying prevailing major mortgage lenders' income multipliers for lending purposes, cannot afford to purchase and maintain open market housing suitable for their housing needs; or
 - (c) those households who by applying a rent threshold level of 25-30% of net income, cannot afford to rent open market housing suitable for their needs.
- 5.39 In view of the target for affordable homes of 1,780 dwellings within the Plan period and the very high house prices in Mid Sussex, and taking account of Government advice set out in Circular 6/98, on all housing sites throughout the District where 15 or more dwellings are proposed or which exceed 0.5 hectares in size (irrespective of the number of number dwellings to be provided), the Council will seek a reasonable proportion of affordable housing (generally 30%).
- 5.40 As further information on housing needs in the district becomes available the Council will review this threshold particularly to assess whether on sites in rural areas, a lower threshold is justified.
- 5.41 Affordable housing can consist of subsidised and low cost housing. The provision of subsidised housing (often referred to as social housing) involves a subsidy (eg grants or land at a discounted price). This housing will normally be available for rent but may include shared ownership, fixed equity sale or alternative flexible tenure models which meet the Council's objectives for long term subsidised housing. The provision of low cost housing does not usually involve any form of public subsidy.
- 5.42 There are a range of options which can be used to secure low cost housing provision. These include smaller dwellings, homes designed to low cost specifications, discounted sale prices, low cost market prices, financial incentives. The options will be dependent upon local market conditions and the identified local need. Occupants should fulfil the Council's local connection criteria.
- 5.43 The Council will seek to ensure that the benefits of affordable housing are not just for the first purchasers but remain available for successive occupants, as long as the need exists. This will be pursued through the use of planning conditions or obligations.

Commuted Payments towards Affordable Housing

- 5.44 Commuted payments will only be accepted where there are exceptional reasons preventing the provision of subsidised housing on identified sites or where the Council is satisfied that there is a substantially greater need in another part of the district which can be better met by provision on an alternative site. The Council will need to be satisfied that the contribution will actually result in the provision of affordable housing that would not otherwise be provided in the district.
- 5.45 Where a commuted sum is considered acceptable, a planning obligation will need to be entered into to secure the provision of subsidised housing on an alternative site.
- 5.46 Where alternative land is not available for development the commuted sum should be used to support the purchase of existing properties suitable for subsidised housing.
- 5.47 Details relating to negotiating subsidised and low cost housing is set out in a Supplementary Planning Guidance Note prepared by the Council entitled 'Provision of Service Infrastructure Related to New Development: Part 2 Mid Sussex A Guide to Planning Obligations'.

H4 In accordance with the findings of up-to-date Housing Needs Studies, on all housing sites throughout the District where 15 or more dwellings are proposed or which exceed 0.5 hectares in size (irrespective of the number of number dwellings to be provided), the Local Planning Authority will negotiate with the developer to secure a reasonable proportion of affordable housing, as defined in the supporting text to this Policy, generally as 30% of the total number of dwellings to be provided within the development.

The normal requirement will be for the affordable housing provision that is made on any site to be in the form of 25% subsidised housing and 5% as low cost housing, as defined in the supporting text to this policy.

The subsidised housing element of any development which is provided in accordance with this policy should be secured so that it will be available in perpetuity to meet local needs and should benefit from a subsidy so that it is available at affordable rents.

The specific proportion of the affordable housing provision to be made for any particular site will take into account the following matters:

- (a) local needs, based on up-to-date assessments;**
- (b) the proximity of local services and facilities to the development and the level of its accessibility to public transport;**
- (c) the development costs of the particular development and whether any exceptional circumstances in this regard have been demonstrated to exist;**

- (d) the need to observe any constraints imposed by any relevant planning objectives in the development of the site;
- (e) the need to achieve the implementation of a successful housing development.

In certain circumstances, the Local Planning Authority may consider accepting a commuted payment towards the provision of an appropriate amount of affordable housing on a suitable site other than on the development site itself. The amount of the payment shall be capable of creating at least as much affordable housing as that which would have been provided on-site, in accordance with the stated objectives of this policy.

The involvement of Registered Social Landlords, such as Housing Associations and other recognised providers of affordable housing, will be strongly encouraged by the Local Planning Authority to ensure that the amount of affordable housing being provided remains as such for as long as the need exists, consistent with the findings of any future up-to-date Housing Needs Studies to be undertaken.

Where such an involvement by a Registered Social Landlord is shown by the developer to be impossible, the Local Planning Authority will normally seek to secure the provision of an appropriate level of affordable housing for successive occupants through the use of planning conditions and/or Planning Obligations. This shall be at a level and in a form consistent with the stated objectives of this Policy.

Rural 'Exception' Housing

- 5.48 Whilst a proportion of subsidised housing to meet local needs will be provided as part of the larger allocations there are some settlements, particularly many of the villages, where no sites are allocated for housing purposes at all. Hence many of the rural areas will face particular difficulties in securing an adequate supply of land to satisfy local needs for subsidised housing. The Structure Plan acknowledges this potential problem and states that there may be a case for departing in a limited way from the main housing proposals of the Plan in order to accommodate the needs of these people. (Policy NE2(b)(3) West Sussex Structure Plan Deposit Draft 2001-2016). Such schemes may involve the District Council, Housing Associations or other similar bodies.
- 5.49 This approach is endorsed by Government statements dealing with the provision of social housing in rural areas. This recognises that in some rural areas there are genuine difficulties in securing an adequate supply of land for social housing for local needs. The Government acknowledges that there may be instances where the release of small sites within or adjacent to existing settlements would be justified in order to help meet an identified social housing need. The existence of such a need and of arrangements made by the developer, or the local authority, to ensure that new social housing is made available for local needs can now be regarded as material considerations which can be taken into account in deciding whether or not to grant planning permission.
- 5.50 Therefore, in addition to those sites specifically allocated for residential development under Policy H1 above, the Local Planning Authority may consider in exceptional circumstances the release of a limited number of small sites outside the defined built-up area of existing settlements where there is an identified local need for social housing

which can be met in no other way. These sites must of course also be acceptable in environmental terms. It is emphasised that sites outside defined built-up areas will not be released for general housing development. Before releasing any additional land for this purpose the Local Planning Authority will need to be satisfied that the scheme includes satisfactory arrangements to secure the availability of the housing for those in genuine need, both in the short term and in the future. Schemes which benefit the first occupiers only will not be acceptable nor will schemes where an element of full market value housing is included to 'cross subsidise' the social housing. Legal agreements will be required to ensure that these objectives are achieved before any consent will be issued.

- 5.51 For the purposes of this policy, 'local people' are defined as those resident in, or otherwise closely connected with, the particular parish in which a scheme is contemplated. This will normally comprise one main settlement and the rural hinterland in which it is set. Whilst this is intended to be the normal rule, there may be cases where it would be more appropriate to consider part of a parish, for example where the whole parish is particularly extensive or covers a number of physically distinct communities. Alternatively there may be cases where it is appropriate to consider a combination of more than one parish, for example where the parishes concerned have a very low population, are very small in area, or where the site concerned is close to a parish boundary.
- 5.52 The categories of housing need which the policy is intended to address are:
- (i) existing residents needing separate accommodation in the area (eg newly formed households, people leaving tied accommodation);
 - (ii) people whose work provides important services and who need to live closer to the local community;
 - (iii) people who are not necessarily resident locally but have long-standing links with the local community (eg people who need to move to a village to be near relatives);
 - (iv) people with the offer of a job in the locality, who cannot take up the offer because of lack of affordable housing.
- 5.53 In each case those involved must be unable to afford the cost of property on the open market in the locality. A local housing needs survey or other evidence of housing need will be necessary to justify a scheme and to determine the mix of housing types and sizes required.

H5 In exceptional circumstances additional land may be released outside the built-up areas for housebuilding carried out by the Local Housing Authority, Registered Social Landlords or other appropriate agencies which will meet the housing requirements, both now and in the future, of local people unable to afford the cost of property on the open market. Developers and landowners will be required to enter into legally binding agreements with the Local Planning Authority prior to the grant of planning permission to ensure that this objective is achieved. All proposals will need to meet the following criteria:

- (a) a local housing need exists, this must be demonstrated by a housing needs survey, or other evidence;
- (b) the proposal site should be located adjacent to an existing

- settlement within which adequate social facilities and essential services are available;
- (c) the proposal site should be accessible by public transport;
 - (d) proposals should be modest in scale and should not lead to a rapid increase in population which would be inconsistent with the scale and character of the settlement;
 - (e) proposals should relate physically to the settlement, be in keeping with the character of surrounding development and should not be intrusive in the landscape; and
 - (f) proposals within Areas of Outstanding Natural Beauty, Strategic Gaps or on best and most versatile agricultural land will only be permitted in exceptional circumstances where there is no other suitable site to meet the local need.

Conservation of Residential Accommodation

- 5.54 In order to minimise the pressure for additional housing development, the Local Planning Authority has for some time operated a policy to conserve residential accommodation in Mid Sussex District. The objectives of this policy are still seen as valid and it will consequently continue to operate in the Local Plan area.

H6 The net loss of residential accommodation (by change of use or redevelopment) will not be permitted unless there are special circumstances, namely:

- (a) that the residential use is not appropriately located;
- (b) that the building is unsuitable for residential use in its present form and is not capable of being readily improved or altered in order to make it suitable; or
- (c) that the retention of the building or use for residential purposes would prevent an important development, or other change of wider benefit to the community.

Accessible Housing

- 5.55 Under the extension to Part M of the Building Regulations (October 1999) all new housing has to meet certain standards to ensure it is accessible to disabled people. The requirement applies to any dwellings which are newly erected, or have been substantially demolished to leave only the exterior walls. The requirements do not apply to extensions or alterations although where a dwelling is altered access should not be reduced.
- 5.56 The aim of the amendment to these Regulations is to enable disabled people to have access to new dwellings, including flats, and to be able to use the principal access level, which should include toilet facilities. Meeting these requirements should enable occupants to cope better with reducing mobility and to be able to stay put longer in their own homes. Some aspects of Part M may not apply eg where the plot is too steeply sloping to provide suitable ramps, where the dwelling has a basement or where it is in a Conservation Area.

- 5.57 Guidance is given in 'Design of Housing for the Convenience of Disabled People' (BS5619), 'Building Homes for Successive Generations - Criteria for Accessible General Housing' (Access Committee for England) and 'Lifetime Homes: Built today, designed for tomorrow' (Joseph Rowntree Foundation).

Housing for the Elderly

- 5.58 With the growth in the proportion of elderly people within the population, increasing attention is being given to means of adapting the existing housing stock to accommodate the elderly, for example by the construction of 'granny annexes' in association with existing properties. Such proposals will be considered sympathetically subject to normal development control criteria. In addition a number of private development schemes have come forward during the last few years to provide sheltered accommodation. These have tended to comprise small flatted units on redevelopment sites, often originally occupied by one large house. Where schemes are built at high densities to take advantage of the favourable parking standards for this type of accommodation it is important that the design criteria set out in policy B1 of the Built Environment Chapter are met.
- 5.59 Proposals for new sheltered housing schemes will need to comply with the extension to Part M of the Building Regulations (October 1999). See paragraphs 5.55 -5.57 above.

H7 Proposals for sheltered housing accommodation for the elderly will be permitted where:

- (a) the development would not significantly reduce the amenities of neighbouring properties;**
- (b) the development is well located in relation to local shops and public transport facilities; and**
- (c) the development meets the requirements of design policies B1 and B2.**

Nursing and Residential Care Homes

- 5.60 With the change in emphasis to care in the community the provision of residential care has changed significantly in the last few years. A number of homes have closed and reverted to residential dwellings. This is usually in keeping with the character of the area. Where conversion to flats is involved policies relating to infill are particularly relevant.
- 5.61 However, existing homes may consider expansion in order to meet changing legislation or to widen the range of care which can be provided. In some cases this may involve the use of part of the premises for day care. Whilst this in itself does not need planning permission the increase in activity, particularly vehicular activity, may cause some loss of residential amenity and attention should be given to this in considering applications for new homes or extensions to existing homes. Extensions to nursing and residential care homes outside the built up area boundary will be considered against policy C15 in the Countryside Chapter of this Local Plan.

- H8** Within the built-up area proposals for changes of use to nursing or residential care homes or extensions to such homes will only be permitted where development would not cause a loss of residential amenity, particularly in terms of increased vehicle movements.

Extension of Dwellings within Built-up Areas

- 5.62 Where planning permission is required for extensions and alterations to existing dwellings proposals will be considered in the light of policy H9 below. It is particularly important that extensions should be well designed, both in terms of the existing dwelling and the surrounding area; requirements relating to design and residential amenities are set out in policies B1-B3 of the Built Environment chapter.
- 5.63 It is also important to maintain a range of types of housing accommodation within localities, (ie within villages or wards in the towns) in terms of size and style, to meet varying needs including those of single persons, families, the elderly and the disabled. Particular care will be taken in applying this policy where the proposal is for the vertical extension to a bungalow resulting in a significant increase in the original floorspace by the formation of an additional habitable storey.

- H9** When determining applications for extensions and alterations to existing houses and bungalows within the built-up areas, account will be taken of the need to maintain a range of types of housing in each locality and proposals will be required to meet the following criteria:

- (a) the design, size and scale of the extension is in keeping with the existing dwelling;
- (b) the design, size and scale of the extension is in keeping with the surrounding dwellings and does not have an adverse impact on the character of the locality;
- (c) the proposal does not result in an overbearing or unneighbourly form of development detrimental to the amenities of nearby residents;
- (d) the character and style of the existing property is retained or improved; and
- (e) the proposal includes sufficient car parking spaces within the curtilage of the dwelling and conforms to highway and access requirements.

In considering development proposals, account will be taken of the need to maintain a range of types of housing in each settlement.

Conversions to Flats and Houses in Multiple Occupation

- 5.64 Converted flats and bedsits, whether self-contained or not, can provide a valuable form of small, low cost accommodation for sale or rent. Within Mid Sussex there is little accommodation available for rent within the Housing benefits limits and thus houses in multiple occupation (HMOs) provide an important form of low cost shared accommodation for young and/or single people for whom general open market housing is neither suitable or affordable. While such accommodation may have some individual facilities, for example small kitchen areas, most facilities will be shared including bathrooms, communal lounge areas and entrances. In Mid Sussex HMOs tend to be located in town centres or in older established residential areas. Frequently such shared accommodation is found in dwellings which are no longer suited to family use.
- 5.65 Flat conversions and HMOs can in some cases cause difficulties for neighbouring properties or have an impact on the character of the locality. This can arise from the intensity of occupation and relatively high levels of activity associated with such units. Particular problems can include noise and disturbance, living areas adjacent to bedrooms of adjacent houses, and lack of adequate parking provision either on site or in surrounding roads.
- 5.66 Therefore, whilst supporting the provision of a range of residential accommodation, the Council will scrutinise closely proposals for conversion. In determining applications for HMOs, account will be taken of environmental health requirements.
- 5.67 'Living above the shop' is a concept supported by this Council. Where applications for conversion to residential use make use of vacant space above shops and offices, particularly in the town centres, these will be sympathetically considered. However, it is important to ensure that satisfactory arrangements can be made to access the living areas. The need to retain storage space and room for businesses to expand into will also be carefully considered.
- 5.68 Where conversions are in the town centre and well served by public transport the Council will consider the appropriateness of reducing the parking standards required.

H10 Proposals for the conversion of existing residential properties into flats or houses in multiple occupation will be permitted where:

- (a) the property is suitable for such a use and a satisfactory standard of accommodation, and access to the living space, can be achieved;
- (b) there would be no adverse impact on neighbouring properties or on the character of the area due to noise or disturbance, loss of amenity or privacy or the overall level of activity; and
- (c) adequate provision can be made for car parking, where appropriate.

Proposals for the conversion of vacant space above shops, and offices in or on the edge of the town centre, will also be permitted subject to the criteria in this policy.

Housing in the Countryside

- 5.69 It is recognised in PPG3 that previously developed land may occur in both built-up areas and rural settings. However, the Government's emphasis on urban capacity studies, enhancing the urban environment and creating sustainable patterns of living clearly indicate that, in terms of sites for housing development, it is previously developed land within urban areas that should be encouraged. The Government's sequential approach to allocating housing sites reinforces this: previously developed land and buildings in urban areas should be identified first, then urban extensions and finally new development around nodes in good transport corridors. This guidance is also repeated in PPG13.
- 5.70 Previously developed sites in rural areas will not generally be appropriate for residential development. Where these sites lie outside of a village, and particularly where they are remote from a village or smaller settlement, they will not be sustainable in terms of location and accessibility. Where residential development is not located close to any facilities such as a local shop, primary school and community facility, development is likely to be very dependent on the private car. Even if the development is served by public transport it is likely that only a very small percentage of journeys will be made by bus.
- 5.71 Where the site was previously used for employment purposes it is also important that careful consideration be given to the need to retain land for employment use in the rural areas to assist the local economy. (See policy E2 in the Economy chapter). Government advice in PPG7 encourages the re-use of existing buildings for this reason. Favourable consideration will be given to alternative uses such as small scale commercial and industrial, recreational, tourist related, community and educational uses depending on the suitability of the building, access arrangements and other environmental considerations.
- 5.72 The conversion of rural buildings to residential use will, however, be strictly controlled. Exceptions relating to the retention of listed buildings or individual buildings which make a valuable contribution to the rural scene need to be considered against policy C13 in the Countryside chapter. In the case of institutional buildings in the countryside a residential use may be permitted subject to policy C14 in the Countryside chapter.
- 5.73 Other aspects relating to housing in the countryside are dealt with in this Housing chapter. The rural 'exceptions' housing policy H5 deals specifically with local housing needs which cannot be met within the built-up areas. Replacement of single dwellings and extensions to existing residential dwellings in the countryside are considered in policies H12 and H13. Other than in these cases new housing development will be very carefully controlled in order to protect the countryside from unnecessary development. The overriding policy consideration regarding any proposal in the Countryside Area of Development Restraint must be C1 (in the Countryside chapter) which seeks to protect the countryside for its own sake.
- 5.74 In considering applications for agricultural or forestry workers dwellings account will be taken of the guidance in Annex 1 of PPG7, and the Local Planning Authority will need to be convinced by the applicant in respect of the holding's viability and the justification for a new dwelling. Unless it is proven to be absolutely essential for an agricultural or forestry worker to live on the holding it is expected that such a worker would live in a nearby settlement. Where it is necessary to construct a dwelling this should be located close to the holding's existing buildings rather than in open landscape. An appropriate occupancy condition will be imposed and the dwelling may be tied to the area of land involved by means of a Legal Agreement.

- H11** Outside the defined built-up area boundaries proposals for new housing development for agricultural or forestry workers will be permitted where it can be demonstrated that there is a proven and overriding need for the dwelling to be in such a location, that it is of an appropriate size, and that it forms part of a viable agricultural or forestry holding.

Rebuilding of Existing Dwellings in the Countryside

- 5.75 It is important to retain a stock of small dwellings in the countryside in order to contribute to the range of housing types, sizes and affordability. Therefore, policy H12 criterion (b) seeks to prevent small dwellings (up to 100m²) being replaced by larger dwellings (over 100m²). The replacement of larger dwellings (those already over 100m²) will be considered against the other criteria set out in this policy.
- 5.76 For both policies H12 and H13 floorspace should be calculated using the gross external measurements. The definition of gross external area which the Council will refer to is that given by the Royal Institute of Chartered Surveyors in their publication 'Code of Measuring Practice: A Guide for Surveyors and Valuers' (1993). This is summarised in the Council's Information Leaflet PL4 - Normal Development Control Criteria.

- H12** Outside defined built-up areas proposals to replace existing single dwellings will be permitted on a one for one basis if:

- (a) the residential use has not been abandoned;
- (b) the proposal does not result in the loss of a small dwelling;
- (c) highway, access and parking requirements can be met;
- (d) the new dwelling is appropriate to its setting and is not obtrusive in the landscape, particularly in an Area of Outstanding Natural Beauty; and
- (e) the new dwelling does not change significantly the scale of the existing building and is appropriate to its built and natural setting.

The Local Planning Authority will apply planning conditions which restrict rights of extension under the General Permitted Development Order.

For the purpose of this policy a small dwelling is defined as a dwelling having a gross floor space measured externally (excluding separate, external, garages and outbuildings) of 100m² or less.

Extensions to Dwellings in the Countryside

- 5.77 Within the rural area the enlargement of existing dwellings could alter their individual character and cumulatively lead to an erosion of the attractive, undeveloped nature of the countryside. It is considered important to control this trend and to exercise a more stringent policy than within built-up areas. This will also assist in resisting the loss of smaller residential accommodation which is in short supply in rural areas. (See paragraph 5.76 for the Council's definition of measurements to be used.)

H13 Outside defined built-up areas, the extension of existing dwellings will be permitted if:

- (a) the building and site are physically suitable;
- (b) the proposal does not result in the loss of a small dwelling;
- (c) highway, access and parking requirements can be met;
- (d) the proposal is appropriate to its setting and not obtrusive in the landscape, particularly in an Area of Outstanding Natural Beauty; and
- (e) the proposal is appropriate to the scale of the existing dwelling and its built and natural setting.

For the purpose of this policy a small dwelling is defined as a dwelling having a gross floor space measured externally (excluding separate, external, garages and outbuildings) of 100m² or less.

Sites for Gypsies

- 5.78 Gypsies, defined in Section 16 of the 1968 Act as 'persons of nomadic habit of life, whatever their race or origin', have specialised housing requirements. The term does not include members of an organised group of travelling showpeople. Local plan policy relating to proposals to meet the requirements of travelling showpeople is, therefore, considered separately in the following section.
- 5.79 At present there are four gypsy sites in Mid Sussex managed by the Local Authority and providing a total of 27 pitches. In addition there are three authorised private sites, providing a total of 11 pitches. The Local Planning Authority will safeguard these sites from development for alternative uses unless alternative provision is made. Previously Mid Sussex was 'designated' under legislation which meant that sufficient gypsy sites had been provided. This legislation, however, has now been repealed. Local Authorities no longer have a duty to provide sites and as a result there is likely to be an increase in applications for private sites.
- 5.80 This change reflects recognition by Government that many gypsies would prefer to find and buy their own sites to develop and manage, and advice in Circular 1/94 is that more private sites should release pitches on Local Authority sites for gypsies most in need of public provision. Further, advice is that proposals for new private sites should not be refused on the grounds that public provision in the area is considered to be adequate or

because accommodation is available elsewhere on the authorities' own sites.

- 5.81 Policy H14 sets out the criteria by which this Authority aims to guide gypsy sites to appropriate locations which will satisfy the requirements of both occupants and residents whilst minimising the impact upon the countryside. Such sites will probably lie outside existing settlements but close enough to be within a reasonable distance of local services and facilities e.g. shops, hospitals and schools.

H14 Proposal for sites for gypsies (defined as persons of nomadic habit of life) will be permitted provided that all of the following criteria can be satisfied:

- (a) the proposal would have minimal impact on the character and appearance of the countryside and in particular would not conflict with policies for the protection of those areas of the countryside with special characteristics;
- (b) the proposal would not result in uses which would adversely affect the residential amenity of nearby properties and could not be alleviated, in particular by reason of noise, fumes and dust arising from vehicular movements and the storage of machinery and materials;
- (c) a convenient and safe means of access can be provided to serve the site and the surrounding highway network is adequate to serve the use;
- (d) the site is readily capable of being serviced, and is within a reasonable distance of local services and facilities i.e. shops, school; and
- (e) a demonstrable local need exists.

Where permission is granted this may be subject to planning conditions to regulate the proportion of the site which may be used for commercial operations or hours of working, as appropriate.

A condition or legal agreement to control of the future use of sites for gypsies may be imposed, as appropriate.

- 5.82 To encourage private site provision the Local Planning Authority will offer pre-application advice and practical help with planning procedures to gypsies. Gypsies are strongly encouraged to have pre-application discussions with the Local Planning Authority on planning matters before buying land on which they intend to camp and for which planning permission would be required.

Safeguarding Existing Gypsy Sites

H15 Proposals for development of alternative uses of existing gypsy sites will be refused unless the Local Planning Authority is satisfied that the local need for their provision no longer exists.

Sites for Travelling Showpeople

- 5.83 Specific consideration also has to be given to the provision of permanent sites for travelling showpeople, in accordance with Government guidance in Circular 22/91. Showpeople are self-employed business people who tend to travel the country holding fairs, chiefly during the summer months, but require a permanent base for the storage of equipment, maintenance, and for residential purposes, particularly over the winter.
- 5.84 Increasingly, however, these sites need to be occupied permanently by some family members, ie the elderly and young. Accommodation needs are, therefore, unusual. Most showpeople are members of the Showmen's Guild of Great Britain and are required by the Guild to follow a code of practice on the use of their sites. Such development can, by its very nature, be visually intrusive in a rural or other sensitive landscape setting. Close proximity to residential properties can also be inappropriate because of the potential disturbance from the maintenance and testing of equipment during winter months, as well as its visual impact. Proximity to schools and other community facilities is normally sought, however. Circular 22/91 therefore suggests that sites on the outskirts of built-up areas may be appropriate.
- 5.85 Mid Sussex District has not traditionally been associated with showmen's sites and at present there are no sites. Although the Local Planning Authority is currently not aware of the need for a site in Mid Sussex it is considered appropriate to set out a criteria based policy below.
- 5.86 The Local Planning Authority will consult the Showmen's Guild of Great Britain on the need for any proposal which is submitted. Travelling showpeople are strongly encouraged to have pre-application discussions with the Local Planning Authority.

H16 Proposals for sites for travelling showpeople who are members of the Showmen's Guild of Great Britain will be permitted provided that all of the following criteria can be satisfied:

- (a) the proposal would not detract from the undeveloped open and rural character and appearance of the countryside and in particular would not conflict with policies for the protection of those areas of the countryside with special characteristics;
- (b) the proposal would not result in uses which would adversely affect the residential amenity of nearby properties, in particular by reason of noise, fumes and dust arising from vehicular movements and the storage of machinery and materials and the testing of equipment;
- (c) a convenient and safe means of access can be provided to serve the site and the surrounding highway network is adequate to serve the use;

- (d) the site is readily capable of being serviced, and is within a reasonable distance of local services and facilities ie shops, school;
- (e) the proposal is sited on reasonably flat land, provided that it does not visually encroach into the open countryside; and
- (f) a demonstrable local need exists.

Where permission is granted this may be subject to planning conditions to regulate the proportion of the site which may be used for commercial operations or the hours of testing equipment, as appropriate.

A condition or legal agreement to control of the future use of sites for travelling showpeople may be imposed, as appropriate.

Introduction

- 6.1 Mid Sussex has traditionally enjoyed a healthy and prosperous local economy, and in common with other parts of Central Sussex has experienced considerable economic growth over the last 20-30 years. Its location at the heart of a large regional market with excellent transport links by road, rail, sea and air, an outstanding physical environment and a skilled local workforce have all been significant factors in attracting business development and economic investment over this period.
- 6.2 Along with the remainder of the region, the performance of the District's economy has been subject to periodic variations in recent decades. However, the local economy has remained relatively resilient when compared to the rest of West Sussex, the south-east region and the UK as a whole. For example, unemployment has remained well below the regional and national averages throughout this period, and even at the depths of the recession, the economy was performing better than that of any other West Sussex district. This trend has continued into the new century, with the overall health of the economy reflected by unemployment levels amongst the lowest in the country.
- 6.3 This resilience and relative health makes Mid Sussex one of the most attractive locations for new business development. However, the outstanding environmental quality of the District means that such pressures must be handled sensitively and balanced against the need to protect those resources which attract many businesses here in the first place. This chapter examines the extent and location of new business development in Mid Sussex over the period to 2006.

A Definition

- 6.4 It should be noted that throughout this Local Plan in general and in this chapter in particular, the term 'business' is used to cover commercial/office, industrial and storage/warehousing uses, but not shopping, which is considered separately in the Shopping Chapter of this Local Plan.

The Nature of the Mid Sussex Economy

- 6.5 The economy of Mid Sussex is particularly diverse with a wide range of businesses engaged in a variety of activities. There are around 40 companies with over 100 employees, and a number of important companies have established their national or regional headquarters in the District. However, in common with the rest of Sussex the great majority of businesses are small, employing under 25 people. In terms of employment, the service sector is predominant within the District. However, there are significant local variations. For example, in Burgess Hill approximately one third of employment is in manufacturing, whereas in Haywards Heath the service sector clearly predominates. The economies of the three main towns are generally complementary, with an emphasis on general and, increasingly, 'high tech' industries in Burgess Hill, offices in Haywards Heath, and a more even spread in East Grinstead. This diversity and the absence of any reliance on the fortunes of a few large companies is a particular strength which has contributed to the overall resilience of the local economy during wider economic downturns. Mid Sussex is also fortunate in possessing a number of companies in potential growth sectors in the economy including electronics, engineering, science based industry, commercial and financial services and travel and tourism. There is also a high quality labour force with a range of skills and a history of good labour relations.
- 6.6 Most employment opportunities occur in the three main towns of Burgess Hill, East Grinstead and Haywards Heath and this will continue to be the case as a result of policies in this Local Plan and its predecessors. However, while employment in the traditional

rural industries of agriculture and forestry will continue to decline, there are also numerous firms located in the villages and the countryside throughout the District. These continue to make an important contribution to the local economy and provide local employment opportunities for those living in the rural area. This Local Plan will seek to ensure that this contribution is safeguarded, subject to the protection of the rural environment.

- 6.7 While local towns and villages are important centres of employment, a number of local residents also work outside the District, for example, in London, Brighton, Crawley and, to an increasing extent at Gatwick Airport. On the other hand, there is also some commuting into the District from elsewhere to employment centres in Mid Sussex. Due to advances in communications technology, the importance of home working within the District continues to grow.

Policy Background

- 6.8 The Introduction to this Local Plan outlines the general strategy for the future of Mid Sussex over the period to 2006. This includes the need to balance appropriate economic growth with the protection of the environment, and the need to ensure that any development which does take place is carried out in a sustainable manner. All policies and proposals in the remainder of this chapter must be set against this general background.
- 6.9 New business development in Mid Sussex is subject to a range of policy guidance at national, regional and Structure Plan level. This background is considered in the following paragraphs.

National and Regional Planning Policy

- 6.10 A number of Planning Policy Guidance Notes are of particular relevance to economic development. These include PPG 4 (Industrial and Commercial Development and Small Firms) and PPG 7 (The Countryside and the Rural Economy). PPG 13 relating to Transport is also important with regard to the location of new development, reducing the need to travel and to the concept of sustainability. PPG3 (Housing) encourages Local Authorities to re-examine existing employment allocations in view of the need to minimise the consumption of green field sites.
- 6.11 At regional level, RPG 9 (issued March 2001) sets the broad context for planning in the south-east. The objectives of RPG 9 are economic growth, sustainable development, environmental improvement and opportunity and choice. The guidance reflects the generally buoyant nature of the region's economy, but highlights areas which have lagged behind in terms of economic progress and which stand in need of further development.
- 6.12 For the purposes of the guidance, Mid Sussex broadly falls within the 'Crawley/Gatwick/M23' sub-region of the Western Arc. The RPG recognises that Gatwick Airport is the single most important element in the area's economy, and that the expected additional demand for labour will need to be met if the associated economic benefits are to be maximised. However, local authorities should accommodate the economic and associated housing growth in a sustainable manner which minimises additional pressures on land and labour resources, and which takes into account restraints in terms of infrastructure, congestion and the high quality of much of the area's environment.

West Sussex Structure Plan Background

- 6.13 Since publication of the Revised Deposit Draft Local Plan, the West Sussex Structure Plan has progressed to the Deposit Draft stage, covering the period from 2001 - 2016. However, the employment policies of this Local Plan have been prepared against the strategy of the Third Review of the West Sussex Structure Plan, later embodied in the West Sussex Structure Plan 1998 (not formally adopted), and so the policies which follow should be considered against that background. That strategy is based primarily on a sustainable approach to new development in terms of its location, amount and type. Two of the Structure Plan's twelve strategic objectives are the economic and social well-being of the County's inhabitants, and the growth of its business enterprises. However, these must be balanced against other objectives including those relating to the protection and improvement of the urban and rural environment and reducing the need for travel, particularly the use of the private car.
- 6.14 The Structure Plan determines the amount of new business development to be provided in the District up to 2011 (longer than the period covered by this Local Plan). In doing so it recognises that the provision of housing and business development are interlinked and balancing the provision of homes and jobs is an aim of the Plan. However, it also recognises that, in Central Sussex, which includes Mid Sussex, unrestrained economic growth would lead to a demand for new house building beyond the environmental capacity of the area. The inability to provide sufficient housing to meet labour demands may lead to inward commuting by workers from elsewhere, contrary to the aim of the Structure Plan to reduce the demand for travel. The Plan therefore acknowledges that there will need to be a degree of restraint on economic growth in Central Sussex and states in Policy E1 that the total allocations for business development in Local Plans should generate additional employment no faster and, if possible, more slowly than the increase in the resident workforce. This will avoid adding to, and if possible reduce, the pressure of labour demand.
- 6.15 It is against this background that the Structure Plan sets the business floorspace requirement for Mid Sussex at 150,000m² for the period from 1995 to 2011 (Structure Plan Policy E1). This provision is for development within Use Classes A2 (financial and professional services), B1 (including offices and light industry), B2 (general industry) and B8 (storage or distribution) of the Use Classes Order 1987.
- 6.16 At the time of the publication of the 1998 Structure Plan (not formally adopted), the position in Mid Sussex was that once land already identified in Local Plans, existing commitments and permissions, and an allowance for development on unidentified sites are all taken into account, the provision of new business development over the Local Plan period to 2006 already met the Structure Plan requirement (to 2011).
- 6.17 Since that time it has been the case that a number of sites with business allocations or planning permissions have been developed, or have gained planning permission, for alternative purposes. Similarly, a number of previous business allocations and buildings previously in office use are now designated as housing sites in this Local Plan. In terms of future provision, there is a level of uncertainty associated with the amount of business land which will be required in order to balance additional housing distributions arising from the review of the 1998 Structure Plan.
- 6.18 Given the factors outlined above, it is likely that there will be a medium-term need to identify additional land for business purposes in the District. However, in view of the current uncertainty regarding the Structure Plan, and the shorter period of this Local Plan, it is not considered necessary to identify additional business land over and above the remaining allocations which have been brought forward in policy E1 below. Given the existing low levels of unemployment and the comparatively low demand for new business

premises currently experienced throughout the District, any additional requirements which may arise should be satisfactorily accommodated through the subsequent review of this Local Plan.

Economic Development Strategy

- 6.19 As a result of the effects of the recession of the early 1990s on the local economy, and in particular the rapid rise in unemployment, the District Council resolved to prepare an Economic Development Strategy for Mid Sussex. Initially adopted in December 1993 the Strategy incorporates a range of objectives and courses of action designed to assist in the recovery and growth of the Mid Sussex economy. It does so in the context of existing and emerging planning policies, and in such a way that the environment of the District is safeguarded. The overall objective of the Strategy is:

To enable and encourage the development of a prosperous, well balanced and sustainable local economy capable of meeting the economic and employment needs of the Mid Sussex community whilst safeguarding the amenities and high quality environment of the District.

- 6.20 To help achieve this the Strategy focuses on three distinct areas of activity:

- ☐ Business Development
- ☐ Business Promotion, Advice and Information
- ☐ Training

A number of initiatives have already been implemented, many in association with other organisations in the wider business community. The Strategy is an ongoing project, and the courses of action and objectives are subject to regular review, the most recent of which took place in 2003. It is also designed to complement those of other bodies such as the County Council. As such this is an important element in the background to economic development and policy issues in Mid Sussex.

Policy Aims

- 6.21 The aims of the Local Plan with regard to the economy are:
- (a) to ensure the continued prosperity of Mid Sussex by enabling and encouraging growth in the local economy and to provide a range of job opportunities for the local population whilst at the same time safeguarding the amenities and environment of the District;
 - (b) to ensure that the growth in employment is kept in balance with the rate of additional house building provision;
 - (c) to ensure that new business development takes place in a sustainable manner and in particular to seek to locate such development so as to minimise the need for travel;
 - (d) to seek to meet the needs of established local firms and to make adequate provision for their expansion, and for the relocation of other firms to Mid Sussex so far as is compatible with the other objectives of the Local Plan;

- (e) to ensure the continued contribution of small firms to the local economy by providing them, through the application of its policies, with as wide a range of business opportunities as is possible;
- (f) to ensure that new business development is satisfactorily located and designed, particularly from the point of view of appearance, traffic and local amenity;
- (g) to seek, where possible, improvements to existing industrial and commercial sites where this will raise the standard of the environment and amenity of the area;
- (h) to make provision, where practicable, for the relocation of unneighbourly business uses to more appropriate sites; and
- (i) to take full account of the importance of the rural economy in maintaining the high quality of the District's environment.

Policies and Proposals

The Provision of New Business Development

- 6.22 Policy E1 of the 1998 Structure Plan (not formally adopted) states that provision should be made for 150,000m² of new business development in Mid Sussex over the period from 1995 to 2011. The Structure Plan states that this figure is not intended to be prescriptive or inflexible and may need revision to ensure job growth matches housing provision. However, the policy also indicates that in Central Sussex, which includes Mid Sussex District, Local Plan allocations should, if possible, generate jobs at a slower rate than growth in the resident workforce in order to help reduce the pressure of labour demand.
- 6.23 As set out in paragraphs 6.16 to 6.19 above, the business land provision in Mid Sussex over the period of this Local Plan (to 2006) meets, on a pro-rata basis, the requirements of policy E1 of the 1998 Structure Plan (to 2011). While the Structure Plan requirements are intended to be flexible, in view of the need to reduce the rate of job growth this Local Plan does not seek to allocate land over and above the District's strategic requirement. Any excess would only be considered as a result of policies and proposals relating to specific sites or where individual circumstances indicate that additional business development would be appropriate.
- 6.24 Most of the sites allocated for business development in this Local Plan are allocated in Burgess Hill, East Grinstead and Haywards Heath. Due to its comparatively recent preparation and similar Plan period extending to 2006, unimplemented business allocations in the Burgess Hill Local Plan have been carried forward where appropriate. Redevelopment of the railway station and Mill Green Road Depot sites represent the major opportunity for new business development in Haywards Heath. In the case of East Grinstead, the options for new large-scale business development are more limited due to the restricted capacity of the town. Nevertheless, major sites identified in the 1985 East Grinstead and Worth Local Plan which have yet to be implemented have been re-examined and where appropriate carried forward into this draft Local Plan. The opportunity has also been taken to examine other potential development sites where local circumstances permit, and a limited number of additional sites have been identified. The contribution of the villages and rural areas to the overall level of business development is more modest. However, where appropriate, a limited number of sites

have been identified in those areas.

- 6.25 Monitoring of the business floorspace which comes forward from these sites will be undertaken on an annual basis. A plan, monitor and manage approach will be applied to this to ensure that adequate business floorspace is provided within the District and that a balance between jobs and homes is maintained.
- 6.26 The identified sites are considered in more detail in the area-specific chapters of this Local Plan.
- 6.27 In addition to the allocated floorspace provision, further sites, as yet unidentified, may come forward which may be suitable for business development. Such uses will normally be small scale, but will nevertheless contribute to the overall floorspace requirement for the District.

Types of Business Development

- 6.28 In order to provide owners of business property with a greater degree of commercial freedom, The Use Classes Order 1987 established a broad classification of business uses (see paragraph 6.16 above). Changes of use within a particular Use Class generally do not require planning permission. Similarly, changes of use between certain Use Classes, for example from Class B2 (general industry) to B1 (light industry and office), can be carried out without consent. This system of classification reflects the advice contained in PPG 4 that increasingly, a mix of industrial and commercial activities can often take place without causing unacceptable disturbance in terms of increased traffic, noise and pollution.
- 6.29 Whilst office uses and light industrial processes are now incorporated within a single use class (B1), the Council considers that, exceptionally, a distinction between the two uses should be retained on certain allocated sites. This is particularly relevant in the case of office developments where location and design constraints, or the inclusion of business floorspace as part of a mixed use scheme, makes the inclusion of industrial accommodation impractical or undesirable.
- 6.30 The sites allocated for business use within the District are set out in policy E1 below. The policy numbers in brackets refer to the detailed proposals included in individual area chapters. These set out the particular characteristics and constraints of each site, together with the uses for which they had been allocated.
- 6.31 In accordance with the policy aims set out in paragraph 6.22 above, the allocations seek to meet the demand for the range of industrial, storage and general business accommodation within the District over the Plan period, whilst at the same time recognising the need to protect the environment. Accordingly, the business allocations in area chapters may refer to development within a particular Use Class, either solely or in combination with or as an alternative to other uses. For example, sites considered suitable for general industrial use (B2) may be allocated in association with Class B8 (storage and distribution) uses.

E1 Land at the following sites is allocated for new or extended business development which may involve an increase in business floorspace:

- i) Land to the south of Maltings Park, Burgess Hill (BH9)
- ii) Land to the north of Maltings Park, Burgess Hill (BH10)
- iii) Land between Pookebourne Stream and York Road West, Burgess Hill (BH11)
- iv) Former Sewage Treatment Works, Burgess Hill (BH12)
- v) Extension to Birches Industrial Estate, East Grinstead (EG9)
- vi) Christopher Road, East Grinstead, (EG10)
- vii) King Street/Christopher Road/London Road, East Grinstead (EG11)
- viii) Railway Approach, East Grinstead (EG12)
- ix) Haywards Heath Station (HH8)
- x) Land to the rear of Mill Green Road, Haywards Heath (HH13)
- xi) Bolney Grange (BO2)
- xii) Borers Yard, Copthorne (CO3)
- xiii) Hassocks Goods Yard (KH3)
- xiv) Land adjacent A23, Pease Pottage (PP2)
- xv) Rowfant Business Centre, Rowfant (RA2)
- xvi) Land at High Grove, Imberhorne Lane, East Grinstead (RA3)

Land at the following sites is allocated for redevelopment where no extension to the current floorspace will be permitted:

- xvii) Land north of Ivy Dene Lane, Ashurst Wood (AW2)
- xviii) Horsted Keynes Industrial Park, Horsted Keynes (HK1)
- xix) Rear of 135/137 High Street, Hurstpierpoint (HU4)
- xx) Land in Parish Lane, Pease Pottage (PP4)

Retention of Land for Business Purposes

- 6.32 In view of their importance to the economy and as a source of local employment, the Council will seek to safeguard existing businesses (as defined in paragraph 6.4 above) throughout the District. It is acknowledged that some businesses are currently inappropriately located, and a policy dealing with those is considered below (policy E8).

However, the great majority of firms operate with little or no impact on their surroundings. Therefore, wherever possible, the Council will seek to retain appropriately located businesses in Mid Sussex. Other than in exceptional circumstances, for example where redevelopment or a change of use may bring about other overriding benefits to the wider community which cannot be achieved in any other way, the Council will resist the change from business to other uses. In order to retain the integrity of the District's industrial estates, proposals involving a loss of business floorspace in such areas will be subject to particularly strong restraint.

- 6.33 When considering what might constitute an exceptional circumstance, the Council will take into account the guidance contained in Planning Policy Guidance Note 3 (Housing). In order to relieve the intense pressure for housing development on greenfield sites, PPG3 emphasises the need for local authorities to recycle urban land, which may include the conversion of vacant commercial buildings for residential purposes. Similarly, whilst regard must be had to maintaining a balance between employment and housing supply, allocations of land for non-residential purposes should be reassessed where they cannot realistically be taken up over the Plan period.

E2 Other than in exceptional circumstances, such as where an existing business use is inappropriately located, or where new development will bring about wider community benefit, proposals for redevelopment or changes of use which would result in the loss of existing business floorspace will not be permitted.

Storage and Warehousing

- 6.34 The Council is of the opinion that, having regard to the environmental constraints and the nature of the road network within Mid Sussex, proposals for large scale storage and warehousing serving regional needs would not be appropriate and will not therefore be permitted. Smaller scale storage or warehousing developments, including those which may be required in connection with local industrial or service firms may, however, be considered favourably provided they are of an appropriate scale and character, they comply with other relevant policies in this Local Plan and access and highway criteria are satisfied.

E3 Proposals for storage and warehousing development on existing industrial land or in suitable existing buildings will be permitted where they are of an appropriate scale and character, and where access and highway criteria can be met.

Proximity of Residential Property to Established Business Areas

- 6.35 A number of industrial sites in the District are bounded by residential areas. In some cases, the industrial uses preceded development of the houses.
- 6.36 In many cases, these uses can satisfactorily co-exist side by side. However, problems can occur when business premises change hands and new commercial uses, which may or may not require planning permission, become established. Nuisance can also result

from changes in working practices, for example, night time working or changes to collection and delivery arrangements. In some cases, although a change of use is not involved, the new occupants need to carry out alterations to premises which require planning permission. This can provide an opportunity for the Council to impose planning conditions which reasonably relate to the proposed development, in order to safeguard the amenities enjoyed by nearby residents.

- 6.37 When considering proposals relating to business premises, the Council needs to strike a careful balance between, on the one hand, encouraging business activity and employment, and on the other hand, safeguarding the interests of local residents. Applications will be subject to particularly careful scrutiny where they would result in activity outside of normal working hours.

E4 When considering applications for the alteration or change of use of business premises on established industrial estates, full account will be taken of the implications of the proposed development on the residents of neighbouring dwellings. Planning permission will not normally be granted for the change of use of premises close to residential properties from B1/B8 to B2 or other industrial uses. In considering applications which may result in additional disturbance, appropriate planning conditions will be imposed to protect residential amenity.

Additional Business Development

- 6.38 No sites other than those referred to in Policy E1 above and in the area Chapters of this Local Plan are specifically allocated for business development. However, it is acknowledged that there may be particular circumstances where further provision of business development may be appropriate and where the Council may wish to consider granting planning permission. Some of these circumstances are considered in detail elsewhere and will include the following:

- ☐ for the extension or redevelopment of existing business premises within the built-up area boundaries, where there would be no adverse environmental effects;
- ☐ the re-use of some existing buildings in the countryside for a use consistent with the building's location;
- ☐ the re-use of buildings of special interest where this may be the only means of retaining such buildings;
- ☐ for local firms, where it can be satisfactorily demonstrated that accommodation cannot conveniently be found within the allocations for new business development already made in the Local Plan. In this instance such a permission may be subject to a local user condition where appropriate;
- ☐ for the erection of new business premises within the defined town centres, where the development would increase vitality without causing conflict with other policies in this Plan; and
- ☐ for the erection or re-use of a building within the built-up area boundaries to provide small units (normally 300m² or less each) where it can be shown that there is a shortage of such units within the allocations for business development already made in the Local Plan and where this is not likely to be resolved by any other means.

- 6.39 The last category reflects the major contribution that small sized firms make to the local

economy. Their importance has been increasingly recognised in government guidance and general planning policies, reflected in the more positive approach towards their development, both in towns and in the countryside. The Council has generally taken a sympathetic approach towards the development of small firms in appropriate locations, taking an active role in a number of small business developments throughout the District. There is likely to be a continuing demand for small business units over the Plan period and therefore favourable consideration will continue to be given to the provision of such accommodation in appropriate locations, either by the development of new premises or the conversion of suitable existing buildings. Proposals for such development in the AONBs will be subject to particular scrutiny.

- 6.40 Attention is drawn to the Local Plan policies set out in E6 and E7 regarding Business Development in the Villages and Business Development Outside the Built Up Areas respectively. The criteria from each of these policies will be applied to proposals, as appropriate.

E5 In addition to the sites specifically allocated for business use in this Local Plan, permission will be granted in appropriate circumstances, for business development on other sites where the proposal is for:

- (a) the extension or redevelopment of existing premises within the built up areas;
- (b) the reuse of some rural buildings, with a use on a scale consistent with the building's location;
- (c) the reuse of buildings of special interest;
- (d) development to meet an identified need of a local firm which can be met in no other way;
- (e) the erection or change of use of small buildings (defined as being of less than 300m² gross floor area) in the built-up areas in order to help meet a shortfall in such accommodation. The subsequent extension or intensification of the use of such buildings which results in the loss of a small unit of business accommodation or has a detrimental impact upon the surrounding area will not be permitted; or
- (f) development proposals in the defined town centres.

Business Development in the Villages

- 6.41 Whilst the majority of new business and industrial development will be provided within the District's main urban areas, the Council wishes to ensure that local employment opportunities in the villages are maintained and, where appropriate, increased. It will therefore consider favourably proposals for new small scale business development in suitable locations, where there is no detrimental impact on the surrounding area (e.g. by reason of noise, smell, safety, health or excessive traffic generation). Together with the provision for small units made in Policy E5 above, this approach will contribute towards a

wider range in the size and type of employment opportunities throughout the District.

E6 In order to meet demands for local employment permission will be given to proposals for new business development in appropriate locations within the defined built-up areas of the villages in the District where all the following criteria are met :

- (a) the proposal is small in scale, defined as being normally no more than 300m² of floorspace;
- (b) the proposed development would not adversely affect the character and appearance of the village or its countryside setting;
- (c) the proposal would not harm the amenities of surrounding development; and
- (d) the proposal would not have a detrimental impact in terms of highway or environmental issues.

Proposals for storage uses will be subject to particularly close scrutiny in accordance with Policy C4, with regard to their impact on the surrounding area including that arising from traffic generation.

The subsequent extension or intensification of the use of such buildings which results in the loss of a small unit of business accommodation will not be permitted.

New Business Development in the Countryside

- 6.42 A number of companies of various sizes and types are located in the rural areas of Mid Sussex and together make a significant contribution to the District's economy. A healthy rural economy is also important to the quality of life in the countryside and is a vital source of local employment. Current planning policy guidance recognises the need to sustain a healthy rural economy in order to safeguard this important contribution and also as a way of managing the rural area.
- 6.43 At the same time there is widespread recognition of the need to safeguard the countryside for its own sake and to protect it from inappropriate development, particularly in areas with special designations, such as Areas of Outstanding Natural Beauty. It is therefore an important objective of planning policy to seek to balance the encouragement of a healthy rural economy with the need to safeguard the environment of the countryside.
- 6.44 In order to minimise the need for travel, especially by private car, and to encourage housing and centres of employment to locate close to each other, national and strategic planning policy guidance is seeking to steer larger scale business development to the urban areas and particularly those where there are good public transport facilities. This policy forms the basis of the business development strategy of the draft Structure Plan and of this Local Plan. Most new development will take place in the three main towns together with a limited amount in some villages.

- 6.45 In view of this strategy, and the need to safeguard the rural environment, opportunities for anything other than small scale business development will be extremely limited. In view of their particular circumstances, a very small number of sites have been identified for small scale business development, and these are considered in more detail in the Villages and Settlements and the Rural Area Chapters of this Local Plan. Otherwise, the erection of new commercial, industrial or storage buildings will rarely be permitted in the countryside.
- 6.46 Many firms are located in the countryside and make a valuable contribution to the local economy and employment. The majority operate with little or no adverse impact on their surroundings, and the Council does not wish to unreasonably inhibit their future development. However, a small number are not appropriately located and where practicable the Council will encourage their relocation to more suitable sites elsewhere (see Policy E8).
- 6.47 Where such businesses propose to extend or intensify their operations in a rural location, the Council will need to balance development of the local economy against the likely impact of the rural environment (e.g. by reason of noise, smell, safety, health, vibration, traffic generation or visual intrusion). In accordance with the policies of restraint elsewhere in this Local Plan, and with the strategic need to steer major development towards existing urban areas, large scale expansions of such operations will rarely be acceptable in the countryside.
- 6.48 However, where an existing firm can demonstrate that such a development is essential to their operations and there will be no material adverse environmental impact such as in terms of traffic, access, amenity, layout and design considerations, the Council will generally permit small scale expansion or intensification of business uses in the countryside. Proposals for such development in the Areas of Outstanding Natural Beauty and in the Strategic Gaps will be subject to particularly close scrutiny.
- 6.49 One of the few opportunities for new business development in the countryside is provided in the case of the conversion of existing rural buildings. These can provide useful, low cost accommodation of small businesses, whilst at the same time providing valuable job opportunities for the rural community. The view is supported by government guidance and Structure Plan policies.
- 6.50 The criteria against which such proposals will be considered are set out in policies C12, C13 and C14 of the Countryside chapter of this Local Plan. Business, recreation and tourism uses will be strongly preferred over residential conversions, where physical changes to the building and its surroundings generally have a greater impact on the rural character of the area. In view of the general policy background of severe restraint in the countryside, proposals for the reuse of rural buildings will be very strictly controlled. In particular, proposals for the subsequent extension or redevelopment of converted buildings will be resisted.

E7 Outside the defined built-up area, proposals for new business development will only be permitted where:

(a) they involve small scale extensions to existing industrial, office or storage premises and the following criteria are satisfied:

(i) the extension is essential to the operation of an established business, and can be

accommodated satisfactorily within the existing boundaries of the site;

- (ii) the proposal would not harm the amenities of the surrounding area;**
 - (iii) access arrangements are satisfactory and additional traffic generation would not have an adverse impact on local roads;**
 - (iv) the layout and detailed design are in keeping with its countryside location.**
- (b) they involve the reuse of existing rural buildings for business, tourism or recreation purposes and the criteria contained in Policies C12, C13 and C14 of this Local Plan are complied with.**

Inappropriately Located Uses

6.51 The Council will keep under review those businesses operating from premises outside established industrial or commercial areas. In total they provide an important source of local employment. In some cases they may cause little disturbance. However, in other instances they may be unsuitably located, for example, within or very close to a residential area, or where they have an adverse impact on the environment or where the traffic generated is excessive for the surrounding road network. Proposals to expand such activities will only be permitted in very exceptional circumstances, and the Council will, wherever possible, seek to encourage the relocation of such businesses to more suitable sites elsewhere.

E8 Development which would intensify an existing unsuitably located use will not be permitted unless the proposal includes specific measures for environmental improvement such as screening and noise attenuation.

Minerals

6.52 The County Council is the Minerals Planning Authority responsible for determining applications and forward planning. Policies relating to the exploration, appraisal and extraction of minerals are contained in the Structure Plan and the County Minerals Local Plan. Together these provide the policy framework for mineral extraction in the County. Reference should therefore be made to those documents.

Introduction

- 7.1 Within Mid Sussex the town centres of Burgess Hill, East Grinstead and Haywards Heath provide the main shopping facilities serving the needs of their respective catchment areas. These centres offer a good range of shops in addition to being the traditional focus of community activities providing a variety of public services such as libraries, health services, leisure and entertainment centres. In order to extend the range of shopping facilities and to improve the attractiveness of the District's three main town centres a number of schemes have been undertaken over recent years.
- 7.2 The Market Place shopping complex (an extension to the Martlets) in Burgess Hill town centre opened in 1991 and comprises 10,300m² of covered retail floorspace including an indoor market and a Waitrose supermarket. A major refurbishment of the Martlets was undertaken in 1992 and improvements in the form of shopper parking provision and pedestrianisation of much of Church Road have been undertaken. Within Haywards Heath town centre the pedestrianised shopping precinct at The Orchards built in 1982 comprises over thirty retail units including a Marks and Spencer food and clothing 'anchor store'. Within East Grinstead, enhancements have been carried out recently in the town centre, with additional traffic calming measures, new pedestrian crossing points, planting, seating, lighting and bus stops.
- 7.3 There have also been food superstores opened in each of the three towns. In September 1991 a Sainsbury's superstore commenced trading on the former Cattle Market site in Haywards Heath. In 1993, a Sainsbury's opened on the former station goods yards site in East Grinstead and a Tesco store opened at Jane Murray Way in Burgess Hill. Regular open markets are also now being held in East Grinstead, Burgess Hill and Haywards Heath.
- 7.4 Cumulatively these various retail developments represent a significant increase in the amount and range of shopping provision in the District. Nevertheless, the Mid Sussex towns are vulnerable to competition from centres outside of the District, especially with regard to greater choice for comparison shopping and a wider range of leisure facilities. A survey undertaken by the Council in October 1993 showed that over 50% of households within Mid Sussex travel to either Crawley or Brighton for the majority of non-food purchases. In a more recent survey undertaken in September 2000, this figure had risen to 56%, indicating a slight increase in shoppers going out of the District for non-food purchases. However, the 2000 survey also revealed that approximately 80% of Mid Sussex households carry out their main food shopping within the District, and over a third within Burgess Hill. However there has been a decline from 8% in 1993, to 2% in 2000, of households using rural shops for their main food shopping. In addition, there has been an increase from 86% (in 1993) to 91% (in 2000) of households using cars to undertake their main food shop, and from 77% to 84% using a car for non-food shopping trips.
- 7.5 Further Shopping Surveys have also been carried out. Town centre shopping frontage surveys were undertaken for East Grinstead in 1995 and Burgess Hill and Haywards Heath in 1998. A Sussex Wide Retail Survey was commissioned by a number of authorities in West and East Sussex in 1996. The survey was carried out by James Morrissey consultants and considered the need for additional shopping facilities, including out of town developments in Haywards Heath and Burgess Hill up to the period 2006. An East Grinstead Town Centre study was carried out by consultants, Hillier Parker in May 1999.
- 7.6 In addition to the shopping facilities already mentioned, several of the larger villages within the District such as Hassocks and Hurstpierpoint provide a range of shopping

facilities and services for both residents and visitors as well as serving the day to day needs of the surrounding rural areas. In many smaller villages single shops, often with sub-post office facilities, have an important role to play particularly for the less mobile members of the community.

Policy Background

National and Regional Planning Policy

- 7.7 Relevant Government advice has been published in the form of Revised PPG6: Town Centres and Retail Developments (June 1996) and PPG13: Transport (March 1994). PPG6 states that the Government's objectives are to sustain and enhance the vitality and viability of town centres; to focus retail development in locations which facilitates competition to the benefit of all consumers; to maintain an efficient, competitive and innovative retail sector; and to ensure the availability of a wide range of services and facilities which are easily accessible by a choice of means of transport.
- 7.8 On 10th April 2003, the Government released a Parliamentary statement on town centre planning policies. The statement is intended to clarify government policy on town centres and retail developments and specifically refers to the issues of retail need and the sequential approach in considering proposals for new retail developments. This is explained further in paragraph 7.26 below.
- 7.9 Variety and activity are seen as essential elements of the vitality and viability of town centres and PPG6 encourages a diversity of uses to complement their shopping function. However, it is clearly stated that the retail function should continue to underpin town centres. The promotion of town centre management and the preparation of a development strategy to enhance the attractiveness of the centre is also encouraged.
- 7.10 PPG6 advises local planning authorities to adopt a positive, plan-led approach to handling planning applications involving new retail developments. It advises authorities, in preparing planning strategies and policies, to consider the need for new retail development in the plan area over the lifetime of the plan. Where a need exists, local planning authorities should adopt a sequential approach to identify suitable sites. The first preference should be for town centre sites, followed by edge-of-centre sites, district and local centres and, only then, out-of-centre sites that are accessible by a choice of means of transport. The issue of 'need' was clarified by Richard Caborn, the Minister then responsible for planning matters, in an answer to a parliamentary question. He stated that proposals for new retail development which would be located at an edge of centre or out of centre location "should be required to demonstrate both the need for the additional facilities and that a sequential approach has been applied in selecting the location of the site."
- 7.11 PPG13 aims to reduce the growth in the length and number of motorised journeys; to encourage alternative means of travel which have less environmental impact; and to reduce reliance on the private car. Local Planning Authorities are advised to encourage local convenience shopping by promoting the location of facilities in local and rural centres which are readily accessible by foot or by bicycle; and, where central locations are not available, to seek sites on the edge of the centre which are within easy walking distance of the town centre and can be served by a variety of means of transport.

West Sussex Structure Plan Deposit Draft 2001-2016

- 7.12 The West Sussex Structure Plan Deposit Draft 2001-2016 is written in the light of Government advice included in PPG6 and PPG13. Policies NE8 and NE9 set out the importance of maintaining and enhancing town, village, district and neighbourhood centres. New developments in keeping with the centres' shopping function will be encouraged as will improvements to public transport, cycling and pedestrian provision. Permission for retail development outside of established centres is considered favourably only where specific criteria, encompassing the principles set out in PPG6, PPG13 and guidance on sustainable development, are met. There is also support for the retention of local shops in villages or residential areas.

Policy Aims

- 7.13 The Policy aims for shopping in this Local Plan are:

- (a) To maintain and enhance the range, quality and vitality of existing shopping centres at Burgess Hill, East Grinstead and Haywards Heath, and to safeguard their position in the sub-regional shopping hierarchy;
- (b) To resist proposals for major retail development outside the Districts' recognised town centres;
- (c) To encourage the improvement of the shopping environment of the main shopping centres, increasing their general convenience and attractiveness for shoppers, including those with mobility problems;
- (d) To encourage the improvement of access arrangements to the main shopping centres, particularly for public transport, cyclists and pedestrians;
- (e) To encourage the improvement of town centre parking facilities for car borne shoppers and visitors;
- (f) To maintain and enhance shopping facilities in villages and in local shopping parades; and
- (g) To ensure that new residential developments are adequately served by local shopping facilities.

Policies and Proposals

Town Centre Shopping Developments

- 7.14 As part of its sustainable approach to development the Council is keen to promote and enhance its town centres and resist out-of-town development, particularly where it erodes the countryside. The Council wishes to see the shopping facilities of the main shopping centres of Burgess Hill, East Grinstead and Haywards Heath and the smaller centres such as Hassocks and Hurstpierpoint maintained and where possible improved and made more attractive. The Council will generally encourage and support new town centre proposals which will enhance the vitality and viability of these centres. Where town centre sites are not available appropriate edge-of-town centre sites, defined in PPG6 as locations 'within an easy walking distance (i.e. 200-300 metres)' of the town

centre which enable dual shopping trips to take place, will normally be supported. Town centres are defined on the Proposals Map for Burgess Hill, East Grinstead and Haywards Heath.

- 7.15 In East Grinstead the Council would still like to see the redevelopment of Queens Walk for additional shopping facilities as previously allocated in the East Grinstead and Worth Local Plan. Recent new retail developments within the District include the Homebase store in East Grinstead and the Halfords and Jaegar warehouses in Burgess Hill. In Haywards Heath the Council would like to see an extension to the existing Orchards shopping precinct developed, as allocated in the Haywards Heath Local Plan. No other suitable sites have been identified within the District for further new retail development. A detailed strategy for each of the main town centres is set out in the appropriate area chapter of the Local Plan.

S1 Proposals for new or enhanced shopping facilities which will sustain and enhance the vitality and viability of the town centres as defined on the Proposals Map will be permitted subject to the other policies in the Local Plan.

Land is allocated for new shopping development at the following locations shown on the Proposals Map:

- ☐ **The Martlets, Burgess Hill**
- ☐ **Queens Walk, East Grinstead**
- ☐ **The Orchards, Haywards Heath**

New Developments

- 7.16 In all new developments, and wherever possible in existing shopping areas, access to the shopping area and into individual units should be provided for all potential users including wheelchair users and those with mobility problems, as well as shoppers with prams and pushchairs. Town centres can play an important role in reducing reliance on the car and new developments should increase the potential for shoppers to use buses or taxis and also to be able to cycle or walk in safety. Other measures which enhance the attractiveness of the shopping facilities will be encouraged by the Council. Adequate, appropriately located and well signed servicing and parking in accordance with the Council's Supplementary Planning Guidance "Car Parking Policy in Relation to Development", will be required in conjunction with the necessary highway measures, to ensure that effective traffic management is introduced with any new proposals or major redevelopment schemes.

S2 New retail developments (over 500m² gross floorspace) will be permitted where adequate provision is made for:

- (a) access by public transport, bicycle and foot;**
- (b) external access for people with special needs such as the disabled and those with wheelchairs and pushchairs;**
- (c) safe and well lit parking;**
- (d) servicing;**

- (e) landscaping; and
- (f) recycling facilities as appropriate.

Primary Shopping Frontages

7.17 Primary shopping frontages are those areas which the Local Planning Authority considers are the principal shopping areas which should be predominantly for retailing. Proposals should therefore enhance the shopping facilities available and not undermine the retail function of the area. Class A2 uses such as banks, building societies and estate agents, and Class A3 uses such as cafes and restaurants can also add to the attractiveness of shopping facilities and extend shoppers' visits, while diversification of uses to include community and leisure uses can also enhance the vitality of town centres by encouraging dual trips. However, the Council is anxious that within the principal shopping streets a high proportion of ground floor units should remain in A1 shop use. Change of use to non retail uses can break up the continuity of the existing shop frontage in such areas and present a 'dead frontage' that detracts from the attractiveness of the area. Within the main towns the primary and secondary shopping frontages have been defined (these are shown on the Proposals Map). An over concentration of single uses such as hot food take aways, restaurants, cafes, wine bars and public houses can cause local problems. Factors such as smells, litter, parking and local residential amenity will therefore be carefully considered. Where appropriate, the Local Planning Authority will impose reasonable planning controls, i.e. the hours of business of A3 uses.

S3 Within primary shopping frontages change of use to Class A2 financial and professional services or A3 food and drink uses will be permitted where:

- (a) a clear predominance of Class A1 shop uses would be maintained;
- (b) the nature of the proposed use would sustain and enhance the vitality and viability of the centre;
- (c) the location and prominence of the proposed use would not lead to a significant break in the continuity of the shopping facilities;
- (d) the development would not result in an over concentration of non-retail uses;
- (e) the development would not create an unacceptable disturbance or nuisance; and
- (f) the development would not result in an adverse impact on local residential amenity.

Changes of use to B1a offices or residential use at ground floor level will be resisted.

Secondary Shopping Frontages

- 7.18 Secondary shopping frontages tend to be smaller areas on the edge of, or beyond, the primary areas. Within these designated areas the Council is keen to retain a high proportion of Class A1, A2 and A3 uses appropriate to a shopping area, which contribute to the pedestrian flow and attractiveness of the area. However, where it can be shown that a vacant unit can no longer function as a shop, financial or professional service use, or as a food and drink use, consideration will be made regarding the impact that diversification to an alternative use would have on the particular shopping area. As for proposals in primary shopping frontages (see above), the Local Planning Authority will seek to protect local residential amenity and, where appropriate, will impose reasonable planning controls.

S4 Within secondary shopping frontages change of use to Class A2 financial and professional services or A3 food and drink uses will be permitted where:

- (a) the proposal would sustain and enhance the vitality and viability of the shopping area;
- (b) the cumulative effect of non-A1 shop uses is not so great as to undermine the attractiveness of the shopping area;
- (c) the development would not create an unacceptable disturbance or nuisance; and
- (d) the development would not result in an adverse impact on local residential amenity.

In exceptional circumstances change of use to B1a office, medical use or residential use, at ground floor level, will be permitted where:

- (i) it can be shown that an A1, A2 or A3 use is no longer viable;
- (ii) an unacceptable break in the frontage of A1, A2 or A3 uses would not occur; and
- (iii) the cumulative effect of the proposal would not be so great as to undermine the vitality and viability of the shopping area.

- 7.19 In order to enhance the vitality of shopping areas, where vacant space is available above a shop the Council will encourage residential or B1a office use. Suitable access arrangements should be provided. Where existing residential accommodation above shops is vacant the Council will seek its re-use as a residential property in accordance with the National Empty Homes Strategy.

- S5** Changes of use of vacant premises above ground floor level in primary and secondary shopping frontages to residential or B1a office will be permitted, subject to satisfactory access arrangements being made available.

Local Shopping Areas and Individual Shops

- 7.20 Outside of the three main town centres there are various village shopping centres which serve an important need supplying the day to day requirements of local residents, particularly those without access to a car. Their importance is reflected in the Government's policy of offering reduced business rates to support village shops. Elsewhere neighbourhood shopping parades and individual shops, in many instances including a sub post office, fulfil important local functions. The West Sussex Structure Plan Deposit Draft 2001-2016 generally supports improvements to local shopping facilities in villages and residential areas. Careful consideration must however be given to the siting of new shops within or adjacent to residential areas because of the likely increase in activity to be generated by the development and the possible effects on residential and highway amenity. In certain villages traffic management measures, including traffic calming and increased off street parking provision, may be required to improve the accessibility and attractiveness of the shopping facilities. Particular proposals are set out in the area sections of this Local Plan.
- 7.21 In view of the importance of local shopping centres and individual shops, particularly in the villages, the Local Planning Authority, where possible, will resist the loss of convenience shopping facilities in the interests of maintaining locally accessible and viable facilities. However, a change of use from one form of shop use to another such as a food or general stores to an antique or gift shop does not require planning permission. Similarly, the loss of a sub post office is outside of the Local Planning Authority's control. With regard to individual shops in residential areas, where practical and feasible the Local Planning Authority will resist their loss. However, where exceptional circumstances can be shown to exist, such as where the retail use has been proven to be unviable, other uses such as Class A2, A3, B1a office use, medical use or residential uses will be considered. The Local Planning Authority must be satisfied that the change of use would not result in problems related to traffic generation, parking, noise, litter or smells.

- S6** Outside the main shopping areas (defined as primary and secondary shopping frontages) new small scale shopping facilities will be permitted where the proposal will not be detrimental to the character and amenities of the surrounding area and will not give rise to problems of traffic generation or car parking.

- S7** In order to maintain the range and availability of local shopping facilities changes of use from Class A1 shop use to other uses will be resisted in the villages and in neighbourhood centres. In exceptional circumstances, where the retail use is shown to be no longer viable, a change of use to Class A2 financial and professional services, A3 food and drink use, B1a office use, medical use or residential use will be permitted providing that:

- (a) it can be shown that the existing use is no longer viable;

- (b) **adequate parking facilities are available;**
- (c) **the proposal would not have an unacceptable impact on the amenity of the area.**

Developments on the edge-of and outside the Town Centre

- 7.22 Over the last 10-15 years changes in the nature of retailing have had a significant impact on many town centres. Out-of-town food superstores, retail warehouse parks, out-of-town regional shopping centres and more recently warehouse clubs and factory outlet centres have become a familiar feature; nationally about a quarter of all shopping floorspace is currently located outside of town centres. With the rapid increase in car ownership such forms of shopping have proved to be popular. However in some areas the consequential diversion of trade from existing town centres has led to their decline, with high vacancy rates and associated problems.
- 7.23 In Mid Sussex the provision of food superstores is considered to meet the perceived needs of the communities in the District as shown by the results of the 2000 District wide Household Shopping Survey, with 80% of households carrying out their main food shop within the District. Whilst recognising that the provision of further retail warehouse developments would add to the existing range of this type of shopping facility and hence consumer choice, the Council is concerned that it could have a detrimental impact on the vitality and viability of existing town centres. It is also of concern that particular town centre traders might be drawn to the out of town centre site and that a loss of town centre trade might result. Although it is not the Local Planning Authority's place to inhibit commercial competition, where the town centre is currently under performing and is experiencing difficulties in maintaining a wide range of goods and services the Council will consider the likely impact, both of an individual proposal and cumulatively with others, on the vitality and viability of the existing shopping centre.
- 7.24 Another consideration regarding potential out-of-town centre stores is the existing use of the particular site suggested or the use for which the site is allocated. For example, a proposal for retail development should be considered against requirements for other uses such as residential or business development, particularly as the amount of industrial land available in many parts of the District is limited.
- 7.25 In terms of protecting the town centre and reducing use of the private car the sequential approach in selecting a retail site should be adopted. First preference is for town centre sites where suitable site or buildings suitable for conversion are available. The Council would then prefer to see new retail developments on edge-of-town centre sites, i.e. those sites which are contiguous to, or within easy walking distance of, existing shopping centres (generally within 200-300 metres of the primary shopping frontage) where sites are accessible by public transport and complimentary to existing retail provision. Only where it can be shown that no suitable town centre site exists, and that the need for the development has been demonstrated will out of town centre sites be considered in built-up area locations accessible by public transport. Town Centre Shopping Policy Boundaries are defined on the proposals maps for Burgess Hill, East Grinstead and Haywards Heath. These include Primary and Secondary shopping frontages.
- 7.26 On 10th April 2003 the Government issued a parliamentary statement on town centre planning policies. This statement aims to clarify retail policies and specifically refers to the issue of retail need and the sequential approach to site selection. In relation to these terms and in the context of Policies S8 and S9, the guidance given in the statement will

be taken into account in assessing proposals for new retail developments, including extensions.

The definition of “a reasonable period of time”, as stated in both Policies S8 and S9, is considered to be a period of approximately 5 years.

S8 Proposals for new or enhanced shopping facilities on edge-of-town centre sites, which are contiguous to or within easy walking distance of an existing shopping centre, will be permitted where:

- (a) a need for the development has been demonstrated;
- (b) no sites that are suitable, viable for the proposed use and likely to become available within a reasonable period of time within the town centre can be identified;
- (c) the proposal would sustain or enhance the vitality and viability of the town centre;
- (d) the site is accessible by a choice of means of transport;
- (e) the range and quality of sites or buildings for business use would not be limited;
- (f) the range and quality of sites for housing would not be limited;
- (g) the proposal would not be detrimental to the character and amenities of the surrounding area;
- (h) the effects of traffic generation can be safely and acceptably accommodated; and
- (i) the criteria set out in Policy S2 are met.

7.27 Where retail developments outside the existing town centre are permitted the Local Planning Authority may consider it necessary to impose planning conditions or to enter into a legal agreement to control the size of individual units and prevent any subdivision which would increase the threat to existing high street shops and services. Conditions or a legal agreement to restrict the range of goods sold so that as far as possible these complement those sold in existing town centre shops may also be imposed.

7.28 Issues regarding the protection of the countryside and particularly sensitive areas such as strategic and local gaps are dealt within the Countryside Chapter. Proposals for retail development in the countryside will not be permitted on environmental grounds.

7.29 Where it can be demonstrated that there is a need for new out-of-town centre retail developments the Local Planning Authority will assess proposals carefully to balance the desirability of improved shopping provision against the issues of sustainable development, including the need to protect existing shopping centres, other land uses, trip generation and the environment.

S9 Proposals for retail development on out-of-town centre sites will be permitted only where:

- (a) a need for the development has been demonstrated;
- (b) no sites that are suitable, viable for the proposed use and likely to become available within a reasonable period of time can be identified within the defined town centre or on the edge of the town centre;
- (c) in itself, or cumulatively with other recent or proposed retail developments, the proposal will not have a detrimental impact on the vitality or viability of any nearby shopping centre;
- (d) the site is accessible by a choice of means of transport;
- (e) the range and quality of sites or buildings for business, industry or warehousing development would not be limited;
- (f) the range and quality of sites for housing development would not be limited;
- (g) the proposal is within a built-up area boundary;
- (h) the proposal would not be detrimental to the character and amenities of the surrounding area;
- (i) the effects of traffic generation can be safely and acceptably accommodated; and
- (j) the criteria set out in Policy S2 are met.

Garden Centres and Farm Shops

7.30 Garden Centres have become increasingly popular in recent years and due to their location and the type of goods sold tend to attract mostly car borne visitors and shoppers. This is inevitable where garden centres develop out of existing nurseries located in rural areas. The Local Planning Authority's attitude towards garden centres is generally similar to that towards any retail proposal outside existing shopping centres in that it aims to minimise any increase in car journeys caused by the new development. It is also concerned to limit the impact on existing shopping centres and to resist unnecessary development in the countryside. Particularly in rural locations the Local Planning Authority is concerned about potential adverse impact on local roads in terms of road safety and environmental effects. In many cases nurseries or garden centres sell a variety of items, and as a form of retail warehouse usually require a large area of land for the display of goods for sale such as plants, garden furniture, garden sheds and greenhouses.

7.31 The Local Planning Authority is particularly concerned that the range of goods sold

should be appropriate to a garden centre and ancillary to the sale of plants and other garden items. Conditions may be imposed, or a legal agreement entered into, in order to restrict the type of goods which may be sold. Garden Centres often incorporate restaurant facilities and require exterior lighting, advertisements, and large areas for car parking. Such characteristics can make them intrusive in the landscape and detrimental to the rural character of an area. As set out in the Countryside Chapter such development is particularly unacceptable in countryside areas of special qualities such as Areas of Outstanding Natural Beauty, Strategic and Local Gaps (see Policies C1-C4). Garden Centres in remote rural locations are also considered to be contrary to the principles of sustainable development and will be given careful scrutiny in any event. Proposals for garden centres within the built-up area will be considered in terms of the earlier policies in this chapter.

- 7.32 Farm shops can provide a useful local facility in small settlements, particularly those without a local shop. However, in many instances the trade is from passing car borne customers rather than the local community. Planning permission is not required for a farm shop, which is ancillary to the main agricultural use, providing it sells only produce from the farm on that particular site and other locally produced goods. Permission is required for the sale of food or other goods produced elsewhere. Such proposals will be carefully controlled in order to minimise any inappropriate introduction of commercial activity into the countryside which could have a detrimental impact on the viability of nearby village shops. Where proposals for farm shops are considered they should meet the criteria set out in Policies C1 and C12 of the Countryside Chapter regarding development in the countryside and the diversification of activities in existing farm units.

S10 Proposals for new garden centres and farm shops outside the built-up area will only be permitted in exceptional circumstances where the proposal:

- (a) is related to an existing nursery or farm;
- (b) would not represent an unacceptable intrusion into the countryside, particularly within countryside areas with special qualities, regarding the scale, design and level of activity generated;
- (c) would not have a detrimental impact on the vitality or viability of any nearby village shop;
- (d) would not give rise to an unacceptable increase in traffic generation; and
- (e) uses existing buildings where possible.

Planning permission will be subject to conditions restricting the goods sold to those associated with horticultural or agricultural activity and appropriate to a rural location only.

Proposals for additional development relating to existing garden centres and farm shops will only be permitted when the proposal satisfies criteria (b)-(e) above.

Introduction

- 8.1 Statistics produced by the then Department of Environment, Transport and the Regions (DETR) show that nationally levels of road traffic increased steadily during the period 1990 to 1999. Traffic growth in West Sussex has followed the national trend, but at a slightly higher level. The level of traffic in West Sussex on all major classes of road is almost double the national average and 25% busier than the English Shire County average.
- 8.2 New development, both residential and commercial, will inevitably create additional vehicle and pedestrian movements. The Council is concerned that the impact of this on the existing road network should be as small as possible. Alternative means of transport may relieve some of the pressure on the roads but this requires that development is in accessible locations and makes suitable provision for access by public transport, cycling and walking. The Council would wish to see the most efficient use made of the existing infrastructure and new infrastructure where it is required to have as little impact on the environment as possible.
- 8.3 West Sussex County Council is the Highway Authority responsible for all roads in the District, with the exception of the M23/A23 Trunk Road which is the responsibility of the Department for Transport (DfT). Strategic highway policies are contained in the Structure Plan and in the Local Transport Plan (LTP) produced by the County Council. The District Council has an important role in promoting highway improvements through its input into the LTP, the Urban Transport Plans and the preparation of the Local Plan.
- 8.4 There has been some investment in the District's highway infrastructure in recent years. This has included the widening and extensive realignment of the A23, and construction of the A2300 Burgess Hill Link Road and the A273 Burgess Hill Western Distributor Road. Work has also begun on the construction of the A272 Haywards Heath Relief Road. Whilst these and other highway improvements have relieved some of the adverse effects of traffic and congestion, a number of roads in the District are already reaching the limits of their design capacity and any further large-scale increases in traffic will reduce their efficiency and effectiveness. Much of the District, particularly the town, and some village, centres are suffering the ill-effects of congestion and environmental damage arising from the continual growth in traffic. As a result, the ability of the local road network to cope with traffic remains one of the fundamental issues affecting the District. The policies and proposals contained in this Chapter and elsewhere in this Local Plan, together with those of the Highway Authority, seek to address this issue and reduce, where possible, the rate of growth in traffic.
- 8.5 The District Council has no direct influence over the provision of public transport and only acts as a consultee to the County Council. The County Council does, however, have a duty to formulate policies for the provision of public transport in the County and to secure any additional services which it considers appropriate to meet local requirements, including services such as Community Bus Schemes in villages. Currently, South Central Trains and Thameslink provide rail services from a total of six stations throughout the District. Virgin Trains also operate infrequent services to Scotland which serve the District stopping at Haywards Heath.

Policy Background

National and Regional Planning Policy

- 8.6 The Government published a White Paper on Integrated Transport entitled 'A New Deal for Transport: Better for Everyone' in July 1998. In it the Government sets out how it

intends, through an integrated transport policy, to tackle problems of congestion and pollution and to extend choice in transport and secure mobility in a way that supports sustainable development. Building on this White paper the Government has published a revised PPG13 (March 01). The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- ☐ promote more sustainable transport choices for both people and for moving freight;
- ☐ promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- ☐ reduce the need to travel, especially by car.

Other changes which have also been included are the introduction of national maximum parking standards for major development, the introduction of Transport Assessments to replace Traffic Impact Assessments and clarification of the way planning obligations work, particularly with regard to reduced on site parking.

- 8.7 The Government has recognised that forecast levels of travel growth will not be able to be met in full and that simply building more roads may, in some cases, be environmentally unacceptable and not be a sustainable solution. Meeting the objectives set out in PPG13 depends on influencing the location of new development so that the need to travel is reduced and ensuring that the development is highly accessible by means other than the private car. However, it is recognised in the guidance that the car will continue to have an important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel. In order to achieve the Government's aims the guidance encourages local authorities to adopt policies which:

- ☐ ensure that strategies in the development plan and local transport plans complement each other;
- ☐ locate major generators of travel demand in existing centres and near to major public transport interchanges;
- ☐ locate local facilities in local centres, so they are accessible to their clients by walking and cycling;
- ☐ give priority to people over traffic in town centres and local neighbourhoods;
- ☐ use parking policies to promote sustainable transport choices and reduce reliance on the car;
- ☐ accommodate new housing principally within existing urban areas which are highly accessible by public transport, walking and cycling;
- ☐ in rural areas locate a mix of uses to create focal points and encourage better transport provision;
- ☐ ensure the needs of disabled people are taken into account; and
- ☐ consider how best to secure community safety and road safety.

- 8.8 Complementary transport measures are encouraged which include a balance of provision for, and constraints on, private motorists. Such constraints include the use of parking controls and charges and traffic management. PPG13 also encourages the promotion and improvement of conditions for alternative means of travelling including facilities for cyclists and pedestrians and priority measures for buses.

- 8.9 Regional Planning Guidance for the South East RPG9: published in March 2001 takes a similarly sustainable approach to transport planning as PPG13. The need to more closely integrate transport and land use planning to ensure more sustainable patterns of activity and development is strongly emphasized.

In the Regional Transport Strategy set out in RPG9 the key themes of the policies relate to:

- ☐ minimising the distance people need to travel;
- ☐ developing travel awareness strategies;
- ☐ adopting maximum parking standards;
- ☐ promoting walking and cycling;
- ☐ improving public transport;
- ☐ promoting fully integrated freight distribution systems;
- ☐ ensuring airport growth is sustainable; and
- ☐ prioritising investments for improvements to the road and rail networks.

West Sussex Structure Plan 2001 – 2016 Deposit Draft

- 8.10 The West Sussex Structure Plan 2001 – 2016 Deposit Draft sets out a range of policies relating to development and transport for the period to 2011. It places great importance on development being sustainable in terms of environmental capacity, the efficient use of land, materials and energy, location and access to public transport routes. With regard to new housing development proximity to education, employment, shopping, leisure and health facilities is particularly important: the opportunity to reduce both the length and number of journeys is important in considering the suitability of development sites. The opportunities for improving facilities for public transport, cycling and walking are considered equally important to making development more sustainable. The County Council has published guidance in 'Stepping Ahead' (2000) and 'Pedalling Ahead in West Sussex' (2000). Within existing built-up areas traffic management measures such as traffic calming, junction alterations and integrated parking policies are proposed as means of improving environmental quality, reducing congestion and improving safety standards.
- 8.11 As the Highway Authority, the County Council is responsible for road building, highway improvements and traffic management in the District. The County Council intends that the best use is made of the existing highway system. It accepts that it would be impossible to improve all roads and has adopted a selective approach. The County's roads form a hierarchy, the highest level being the 'Strategic Network' which will receive priority regarding improvements, maintenance and traffic management. Details of the County's transport strategy and its proposals are set out in the Structure Plan and the LTP. This latter document is submitted to the DfT as the County Council's bid for financial support from Central Government for transport purposes. The first full transport plan was submitted to the DfT in July 2000 and covers the five year period 2000/01 - 2005/06.
- 8.12 As encouraged by Central Government the County has adopted the 'package approach' to bidding for local transport investment in urban areas. Packages can include major highway schemes, public transport provision, traffic management and safety works, parking and environmental enhancements. The County Council has stated its intention to develop 'Urban Transport Plans' (UTPs) for each urban area within the county to address the particular needs of individual towns within the strategic context. These will form the basis of the package bids in the LTP. The Urban Transport Plan for East Grinstead was approved in November 1998, the Urban Transport Forum for Haywards Heath and the surrounding area has commenced work on a UTP, preparation of a UTP for Burgess Hill

will commence in 2004. A Rural Transport strategy for the County was published in 2000.

Policy Aims

- 8.13 The District Council supports the aims of the County Council, expressed in the West Sussex Structure Plan 2001 – 2016 Deposit Draft and, in its own capacity, aims to:
- (a) encourage efficient movement of traffic by the implementation and completion of the planned improvements to the highway network in the District;
 - (b) reduce energy consumption and pollution by reducing traffic congestion;
 - (c) reduce the level of road accidents by implementing road safety and traffic calming measures;
 - (d) integrate land use and transport policies so that any new development proposals can be accessed by public transport, cyclists and pedestrians; and are located in, or adjacent to, existing urban areas;
 - (e) encourage a reduction in car use through traffic management and integrated parking measures; and
 - (f) encourage alternatives to car use by:
 - (i) improving the environment and facilities for pedestrians and cyclists;
 - (ii) encouraging greater co-ordination and provision of public transport services.

POLICIES AND PROPOSALS

The Strategic Road Network

- 8.14 The County Council, as Highway Authority, is responsible for all the adopted roads in the County; in Mid Sussex the exception to this is the A23 trunk road which is the responsibility of the DfT. The A23(T), A272 and A22 (Primary routes) and the A264, A2300 and the A273 Burgess Hill Western Distributor Road (Principal routes) together form the Strategic Road Network within the District.

Road Building and Improvements

- 8.15 West Sussex Structure Plan 2001 – 2016 Deposit Draft lists the road improvement schemes planned for completion, or at least commencement, by 2016. In Mid Sussex the need for these road programmes is established by the County Council and is carried forward from the Structure Plan and the Local Transport Plan.
- 8.16 West Sussex Structure Plan 2001 – 2016 Deposit Draft Policy NE15 includes the A264/A22 East Grinstead Relief Road and A272 Haywards Heath Relief Road as schemes to improve the road network in association with the Strategic Locations at East Grinstead and Haywards Heath. The development of the Strategic Location at East

Grinstead will commence after 2006 (policies relating to this development will be included in the Local Development Framework). The A272 Haywards Heath Relief Road is integral to the strategy for development of the town. The construction of the road is the responsibility of the developers involved and is phased with the release of land for development. Construction of the first phase began during 2000. See Policy HH4 in the Haywards Heath Chapter.

T1 The Council supports the provision of the A272 Haywards Heath Relief Road during the Plan period. The line of this route is shown on the Proposals Map and will be safeguarded from development which could inhibit its implementation.

- 8.17 In Burgess Hill, the A2300 and the A273 now provide direct access to the primary route network from the town, and relieving heavy traffic on the surrounding narrow country lanes. Two links to the industrial estate are proposed in the adopted Local Plan. The link to Charles Avenue was completed in 1996 following confirmation of a Compulsory Purchase Order. At York Road, the Council made a Compulsory Purchase Order in December 2000. Objections to the Order were lodged but subsequently withdrawn, following negotiations. The link road was constructed by the District Council and opened in 2002. At Victoria Road, the Council will negotiate with the land owners to secure the link. (Further information is contained within the Burgess Hill Chapter of the Local Plan).
- 8.18 The Handcross to Warninglid section of the A23 is the last section to be improved between the M23 and Brighton. There is a need to increase safety and improve traffic flow on this stretch of road. In August 2001, the Highways Agency announced that it was reviewing earlier proposals to improve the A23, in order to find a solution that would minimise the environmental impact. The Highways Agency undertook a consultation exercise in 2003. Ministers are expected to endorse the preferred route in 2004. However, the Highways Agency have advised that it is highly unlikely that construction will start within the Plan period. The District Council maintains its support in principle for this scheme and urges the implementation of the necessary works as early as possible within the Plan period.

T2 As part of the improvements to the A23 between Handcross and Warninglid appropriate landscaping and screening will be required to minimise the effect on the High Weald Area of Outstanding Natural Beauty. The line of the improved road is shown on the Proposals Map and this will be safeguarded from any development which could inhibit its implementation.

- 8.19 Details of the above mentioned schemes are included in the area sections of the Local Plan together with details of more minor proposals. No other major road building or improvement work is anticipated in Mid Sussex during the Plan period.

Local Roads

- 8.20 The local road network includes all the Class A roads not forming part of the strategic network and many other roads of local importance, as well as minor roads. These roads make up a large part of the road network in Mid Sussex providing important links between the towns and villages and in many cases these roads are having to take far more traffic than they were built for. However major improvements by the County Council to these roads will be limited to the more important of them.

Heavy Goods Vehicles

- 8.21 The amount of freight transported by road continues to increase, along with the size of vehicles used to transport it. Whilst it is recognised that the road freight industry should operate economically and efficiently and that the distribution of goods is essential, heavy goods vehicles (HGVs) can have a significant impact on the environment and on the existing road network. In many areas of the District the impact of HGVs is one of the major concerns of local residents. Many roads, particularly those in rural areas and within the town centres, are unsuited to such traffic.
- 8.22 An Advisory Lorry Route Map was produced by the Highway Authority in 1994 (updated 1998) following consultations with the District and Parish Councils. The map shows advisory Strategic and Local Lorry routes recommended for use in West Sussex, most of the routes are dual carriageway or modern single carriageways. Through its publicity the County Council is encouraging lorry drivers to use recommended routes and so avoid using unsuitable roads. The Council is particularly keen to ensure that the adverse impact of HGVs is minimised throughout the District and will continue to keep the situation under review. Where appropriate the County Council will be asked to amend the Advisory Lorry Routes or to introduce measures to control the movement of HGVs, through the making of further Traffic Regulation Orders and weight and width restrictions.
- 8.23 The Council will continue to object to the relevant Licensing Authority regarding any application for a licence to operate HGVs where it considers the proposed operating site to be unsuitable. The use of such sites could cause environmental damage and road safety problems. Where proposals are for new development requiring access by HGVs these should be suitably located to ensure that the site has access onto a road in the Highway Authority's Advisory Lorry Route.

T3 Proposals for development which would give rise to significant movements of freight within the villages or on roads not designed to accommodate Heavy Goods Vehicles will not be permitted and the Council will object to applications for operating site licences where it considers the site to be unsuitable.

Traffic Management

- 8.24 In accordance with Government guidance on transport planning, issued in the Integrated Transport White Paper, 'Sustainable Development: The UK Strategy', Local Agenda 21 literature and recent PPGs, the District Council supports the need to encourage alternatives to the car by promoting public transport, so reducing the rate of traffic growth and pollution. The Council will work towards these principles of sustainable transport through its own actions and by supporting the Highway Authority's transport strategy. It will seek to encourage the use of alternative forms of transport to the car through

additional and enhanced provision for cyclists, pedestrians and public transport. It believes, however, that the best use should be made of existing roads and planned road improvements in the District. Policies relating to public and private parking, the location of new developments as well as the management of the highway network are important to achieve the Council's aims.

- 8.25 Funds are allocated annually by the County Council for a series of small improvements to the highway network which are necessary to relieve accidents, congestion or delays or are required because of new development. The minor works programme, which contains these schemes, is reviewed annually by the County Council. The District Council will continue to seek improved standards of road safety and a reduction in accidents. In addition to the programmed schemes other locations in need of improvement may be suggested by the District Council and Parish Councils for consideration and possible future implementation as resources allow.

Traffic Calming

- 8.26 Legislation allows the introduction of a range of measures which are designed to slow traffic speeds and reduce potential hazards for pedestrians and cyclists in particular. Such measures include the introduction of 20 mph speed limit zones, the provision of road humps, road narrowing, chicanes, gateway treatment and enhanced signing.
- 8.27 The Highway Authority has published a Road Casualty Plan (2000-2001). It is based on targets set by DfT to reduce road casualty by a third by 2010. The County Council is pursuing these targets through a number of measures including traffic management and traffic calming. The Highway Authority also published a Speed Management Strategy in 2000 which seeks to improve community safety through driver education, gaining support for speed limits, reducing excessive speeds in rural communities and increasing the use of cameras in enforcement.
- 8.28 Traffic Calming may be effectively used to reduce traffic speeds and improve safety in village centres where the community has been bypassed by a new road and in residential areas, throughout the District in sensitive and dangerous areas, where rat-running is a problem. There is also concern regarding safety and traffic speed in some of the smaller villages. The Council supports the implementation of traffic calming schemes and urban safety management schemes at appropriate locations. In village areas careful consideration will be given to the impact that traffic calming proposals will have on the rural character to ensure that measures do not introduce 'urban features' into these areas. The emerging Urban Transport Plans will specify traffic calming schemes. Where schemes are proposed they are discussed in more detail in the area sections of the plan and shown on the Proposals Map.

New Development

- 8.29 When development is necessary the Council will consider most favourably development opportunities which are within existing urban areas, already accessible by public transport or sites which could be easily served by public transport. All development, including residential, should be located close to rail or bus routes. To be considered accessible by rail a site should be within 800m walk of a railway station, or linked to a railway station by a frequent bus service and preferably within a safe, convenient cycle ride. For a site to be considered accessible by bus it should be a 400m walk from a bus stop providing access to a frequent bus service with routes to appropriate destinations. These criteria should enable a realistic choice of alternative modes of transport and so reduce the need

to travel by private car.

- 8.30 The Council will encourage businesses to adopt Green Transport Plans which encourage employees to travel to work by alternative modes to the car. Such schemes can include car sharing, providing mini buses and flexible working hours (which allow people to spread travelling times to enable shared trips and cheaper travel fares). Developments located in the town centre which both reinforce the vitality of the town centre and make use of existing public transport routes and highway arrangements will generally be encouraged. (Specific policies relating to retailing are included in the Shopping Chapter). Where a proposal for major development is outside of an existing urban centre the Council will expect the applicant to demonstrate that no such suitable site exists and that the site will be adequately served by existing or proposed public transport.

T4 With respect to sustainability requirements and traffic generation all new development proposals should:

- (a) be within the boundaries of built up areas, as defined on the Proposals Map unless no such suitable site exists;
- (b) not cause an unacceptable impact on the local environment in terms of road safety and increased traffic;
- (c) be located close to public transport routes;
- (d) seek to minimise the increase in private car trips generated by the development;
- (e) provide convenient and safe pedestrian access to and within the development which should link to the wider footway network ensuring that the needs of those with mobility and sensory disabilities are met;
- (f) provide continuous and segregated cycle routes to and within the development which should link to the wider cycleway network;
- (g) conform with the District Council's adopted vehicle and cycle parking standards, these include the provision of parking spaces for people with disabilities. (See Policy T6).

A financial contribution may be sought in appropriate circumstances towards measures which improve the accessibility and sustainability of the development site.

Public Transport

- 8.31 Despite the continued growth in car ownership, public transport remains the most suitable means of transport for certain journeys, and indeed may be the only option available to those without the use of a private car. It is essential that alternative modes of transport for all trips, including business, shopping, leisure and social trips, are improved. Reliable and convenient public transport needs to be encouraged and appropriate priority

measures considered; also safe, convenient routes for cyclists and pedestrians need to be provided. The effective and efficient use of public transport reduces the potential number of private vehicle movements and so helps relieve congestion on the road network. Whilst it can only meet a part of the overall transport needs of the community it should be regarded as complementary to the use of private cars. With the County, the District Council supports the continued provision and improvement of public transport services and regards them as an essential part of the overall provision of services to the communities within the District.

Bus Services

- 8.32 Bus companies are free to operate those services of their choice on a commercial basis, leaving the County Council to secure any additional services it considers necessary, in consultation with the District Councils, adjoining County Councils and bus operators. While the District Council does not directly subsidise the provision of bus services, it does operate a subsidised bus and rail pass scheme for the elderly.
- 8.33 Recently, because of consolidation, there has been a decrease in the number of bus companies operating within the District, but routes have extended further afield. The level of bus services within the District is now, generally, greater than it was before deregulation. A number of routes link the villages with the main towns, although not always on a frequent basis. Bus companies operating commercial (non-subsidised) services can change routes and timings at relatively short notice; this is outside the control of the District or County Council.
- 8.34 A Rural Bus Subsidy is provided by the DfT. Finance is available to the County Council to enhance the frequency of and extend existing routes which serve rural areas. This money has been vital to securing new bus routes linking Burgess Hill and the surrounding villages, making significant improvements to the level of service. Contributions sought from developers have also been put towards improving and extending bus links around the town.
- 8.35 If buses are to have an increasing role to play in providing an alternative means of travelling into the town centre for shopping, or other purposes, and for commuting to work the frequency and extent of services, timetable and route information, bus stop locations and facilities and journey comfort need to be improved. The District Council will continue to liaise closely with the County Council and bus companies to encourage private/public partnerships in order to achieve the best possible services for the District, including new routes where appropriate.

Rail Services

- 8.36 Rail services play a vital role in the local transport system within the District. There are six stations in the District, five of which - Balcombe, Haywards Heath, Wivelsfield, Burgess Hill and Hassocks - are on the main London to Brighton line. The other station is at East Grinstead which has services to and from London. Currently, rail services in the District are operated by South Central Trains and Thameslink. The Virgin Train service from Brighton to North West England and Scotland also stops at Haywards Heath. In spite of the continued growth in car ownership, improving road links and increasing rail fares, the rail network remains an important part of the local economy and travel infrastructure.
- 8.37 Network Rail, which owns railway infrastructure such as the tracks and stations and

manages the railway network, aims to develop the rail network to improve rail services. The company's vision for the Brighton main line includes increasing capacity by improving infrastructure. The Council is anxious to see that current levels of services are maintained and improved and is keen to encourage improvements to the convenience and attractiveness of rail travel from stations within the District, including where appropriate the provision of car parking and other transport interchange facilities. The Council is a member of the South Central Rail Forum (other members include representatives from all local authorities within the South Central Rail area) which meets twice a year. The Council has also expressed its support for the Thameslink 2000 project which will allow an increased number of direct services between destinations north and south of London, particularly benefiting East Grinstead.

- 8.38 The Bluebell Railway currently operates leisure services between Sheffield Park and Kingscote, which is about two miles south of East Grinstead. Plans to extend the service right up to the railway station at East Grinstead are likely to extend its use and present the potential for replacing some car journeys into the town. Bluebell Railway also hope, in the long term, to establish a link between Horsted Keynes and Haywards Heath. Issues relating to the future development of the Bluebell Railway are dealt with in the relevant town and village chapters of this Plan (East Grinstead and Horsted Keynes Chapters).

Cycling

- 8.39 In accordance with the principles of sustainable development adopted in this Local Plan the Council considers the promotion of alternative modes of travelling to be an important means of reducing dependency on the private car for journeys. The Council recognises the benefits to the environment of cycling as a means of transport and as such supports all measures which can improve facilities for, and the safety of, cyclists. These must also recognise the safety of all users of roads, footways and cycleways including pedestrians and particularly those with physical disabilities or visual impairment. The Highway Authority has published a cycle strategy entitled 'Pedalling Ahead in West Sussex' (2000). This document, recognises that cycling can fulfil an important role, particularly in urban areas, by providing an alternative means of transport, replacing some of the short distance car journeys and thereby helping to reduce congestion and pollution. It also places great emphasis on safety for the most vulnerable road users i.e. cyclists and walkers. The strategy aims to improve conditions for cycling making it safer and more enjoyable, promoting it as an alternative to the car and a way to stay fit and healthy and is fully incorporated in the West Sussex Structure Plan 2001- 2016 Deposit Draft. The Local Transport Plan also contains policies on cycling. The leisure aspects of cycling are considered in the Recreation and Tourism Chapter of this Local Plan.
- 8.40 The Council supports the provision, where possible, of segregated cycle routes alongside the existing road network or of specific cycle lanes within the highway where this is more appropriate and there is sufficient road width. However, many of the existing road or footways in the District, are too narrow to safely and effectively allow for cycle routes. Alternative solutions thus need to be considered and it is important that cycle routes or lanes are planned for and provided as an integral part of new development (see policy T4). Specific cycle routes will be identified in the Urban Transport Plans for the main towns.
- 8.41 Much work has been done in recent years to improve the cycle network across the District. As part of the improvements by the DETR to the A23 a cycle lane has been provided in some sections. Sustrans, in conjunction with the County and District Councils, has been working towards the completion of the National Cycle Network across the District. This route has been identified by Sustrans as part of its '1000 mile National

Cycle Route' from Inverness to Dover. This work has included upgrading the route between Crawley and East Grinstead (along Worth Way) and the A23. Further work which is proposed includes upgrading of Forest Way to form a cycle route between East Grinstead and Forest Row.

- 8.42 The provision of cycle parking stands at centres of employment, shopping and recreational facilities is important to encourage people to cycle. The lack of secure and convenient cycle parking facilities in public places may deter potential cyclists and can lead to obstructions and inconvenience if cycles are left in unsuitable locations. This Council is working with the County Council to improve facilities for cyclists in the towns and in other public places. Cycle parking is required as part of new developments (see Policy T4).

Walking

- 8.43 If car dependency is to be reduced more emphasis is likely to be put on walking for at least part of most journeys. As part of a sustainable transport strategy it is important that the needs of pedestrians and wheelchair users are given a higher priority. This includes making existing public areas more attractive to, and safer for, pedestrians and ensuring that the needs of pedestrians are considered at an early stage when planning new developments.
- 8.44 Pavements are the responsibility of the Highway Authority and the District Council will encourage pavement maintenance in both urban and rural areas. Where no pedestrian route currently exists the District Council will encourage the provision of such wherever possible, particularly as part of road widening schemes.
- 8.45 A policy statement entitled 'Stepping Ahead in West Sussex' was published by the Highway Authority in 2000. This recognises the need to give priority to the pedestrian rather than the motorist in transport planning matters, particularly in residential areas and urban shopping environments. This involves a variety of measures such as traffic calming, giving priority to pedestrians in town centres with the introduction of traffic restraints other than for essential vehicles, improved lighting, improved signing for pedestrians, improvements to street furniture and surfacing and removal of footway obstructions. In addition, the provision of dropped kerbs and tactile surfaces at pedestrian crossings for those with mobility or sensory disabilities should be included. Such improvements can make a valuable contribution to the vitality of a town centre. Many of the measures suggested will involve technical and financial input from the County, District and/or Parish/Town Councils. Subject to financial constraints, the Council will seek to work with other interested organisations to enhance the pedestrian environment within the District.
- 8.46 Proposals for new development will be expected to ensure that the needs of pedestrians are adequately met and that a safe and attractive environment is provided, including good lighting. The Council, in association with the Highway Authority and other organisations, will encourage the introduction of measures to improve the safety and amenity of pedestrians, including those with mobility and sensory disabilities. In particular, this may involve support for further pedestrianisation in appropriate town centre locations.
- 8.47 As part of its commitment to improving the environment and facilities for pedestrians the Council will require particular attention to be paid to the design of new footpaths within and to new developments (including residential development). In this respect developers should have regard to guidance provided by the Highway Authority on the design of new footpaths, Government advice on planning and crime (i.e. Circular 5/94 and Place,

Streets and movement: companion guide to DB 43, DETR 1999) and advice from the Sussex Police Authority. Such guidance states that pedestrians should not generally be segregated from the road way, or other activity, and should be on paths that are well lit. Sharp bends should be avoided as should high walls or fences on either side. Policy guidance set out in the Built Environment Chapter should also be referred to.

- 8.48 Footpaths should be designed in such a way that the Highway Authority will agree to their adoption as part of the highway network. West Sussex County Council will generally adopt footpaths if they provide a convenient route, are paved to a satisfactory standard, and are well lit.

Parking Strategy

- 8.49 As part of an integrated traffic management strategy to reduce traffic congestion and pollution, the regulation of the supply of off-street parking can influence the use of the private car in towns and encourage the use of alternative modes of transport. The Highway Authority considers it important that off-street parking provision forms an integral part of the urban traffic measures included in the Urban Transport Plans. This Council will work with the Highway Authority to ensure that the supply of off-street parking is managed in a way which meets local needs.
- 8.50 The Council sees that the provision of public car parking is essential to the economic well-being of the District and necessary to relieve inappropriate on-street parking. A comprehensive package of parking policies can effectively be part of an integrated traffic management strategy to reduce congestion and improve traffic flow. This is particularly important in the towns and larger villages. The County Council has prepared a comprehensive parking strategy for the East Grinstead. A town centre Controlled Parking Scheme was implemented during 2000. The Council will continue to work with the Police to ensure that sufficient traffic wardens are in post to effectively enforce the parking controls. Parking strategies for Burgess Hill and Haywards Heath are also planned.
- 8.51 Parking policies can be used selectively to differentiate between short and long-stay parking. Where the Council is trying to encourage the vitality of town centres convenient short-stay parking for shoppers and other users is an important factor. Pricing structures can be used to encourage short-stay and discourage or penalise long stay parking in central car parks. Car parking further from the town centres may more appropriately favour long-stay parking. Good signing of the car parks, particularly for visitors, and a safe environment within the car parks is also important and the Council with the Highway Authority will review these aspects. Long-stay parking for commuters is particularly valuable where it links with the railway and the need for further parking provision is identified for both Haywards Heath and Wivelsfield Stations where provision will be encouraged. Additional long-stay spaces are required as part of any redevelopment scheme for the Haywards Heath station area (Policy HH8). Similarly land immediately to the west of Wivelsfield Station, Burgess Hill is allocated for a long-stay car park (Policy BH16). The need to carry out studies to identify land for additional long-stay parking spaces at East Grinstead Station is also recognised (Policy EG14).
- 8.52 On street parking can be restricted in certain areas to allow for improved traffic flows and to help reduce congestion and exhaust fumes emitted by cars waiting and looking for parking spaces. Alternatively the released space may be used for the provision of bus priority and cycle lanes. Where on-street parking needs to be controlled in residential areas, residential parking permits with other restrictions may be considered in order to provide a reasonable level of provision for residents and their visitors whilst restricting other long-stay parking.

- 8.53 In a number of the villages in Mid Sussex the need for more car parking spaces is an issue. In some of these cases under provision of off-street spaces results in inappropriate and dangerous on-street parking. In such cases the Council, with the Highway Authority, will investigate the possibility of increased provision.

Parking Standards

- 8.54 In 2000 the Council adopted and published Supplementary Planning Guidance entitled 'Car Parking Policy in Relation to Development', this is applied to all new development and redevelopment proposals. The parking standards set out in the guidance are maximum standards which should not normally be exceeded, in line with guidance in PPG13. The parking standards may be reviewed and updated as appropriate during the life of this Plan.
- 8.55 With respect to commercial development, where the Council is satisfied that car parking provision less than the standard will not cause on-street parking problems, a reduced on-site parking requirement may be sought. This is consistent with the policy guidance referred to above. The Council will consider the number of employees, shoppers or visitors likely to use alternative modes of transport to the car; the proximity of public transport routes and the frequency of services; the availability of public car parking spaces nearby and the parking restrictions in place on the surrounding roads.
- 8.56 In order to make more efficient use of land, to reduce car dependency and to create attractive, high quality living environments, PPG3: Housing requires local authorities to revise their parking standards. The Council takes a flexible approach towards parking standards for residential development and will allow for low levels of off-street parking where appropriate, and where this will not result in unacceptable on-street parking. The Council will seek to meet the requirement of PPG3 to provide an average of 1.5 off-street car parking spaces per dwelling across the district. This will be most appropriate where development:
- is within the town centre, accessible to a range of services;
 - is within easy walking distance of a railway station (approximately 800m);
 - is for specific dwelling types which generate a lower parking demand (there may be a significantly lower parking requirement as part of housing developments for elderly people and students); and
 - includes a high proportion of one and/or two bed units.
- 8.57 One way of making best use of land and creating an attractive environment is by the provision of underground parking as part of new developments. The Council will strongly encourage this, particularly in conjunction with higher density development in the towns.
- 8.58 In some cases it will be appropriate to seek financial contributions from developers to achieve improvements, to public transport or provision for pedestrians and cyclists, which would improve accessibility to the site. The scale of the contribution would depend on the works required to ensure satisfactory access to the site and would be assessed against accessibility criteria for the site, to be worked out by the District Council and Highway Authority. Alternatively, or in addition, a contribution may be required towards the cost of implementing on-street parking controls in the vicinity of the site. Where a financial contribution is sought the purpose will be specified in a Section 106 agreement. Further details, including a list of specific schemes for implementation within the District

are set out in Supplementary Planning Guidance and will be included in the Local Transport Plans.

T5 The Council will base its consideration of the need for associated on-site parking provision on its parking standards in operation at the time of the planning application as set out in Supplementary Planning Guidance. Provision of parking in excess of these standards will not be allowed.

The Council may seek a lower provision than required by the standards for developments proposed in town centres, other areas accessible by other means of transport and Conservation Areas.

In determining the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues together with the following considerations:

- (a) the availability, type and proximity of public parking;
- (b) the availability of alternative means of transport;
- (c) potential environmental harm arising from parking demand being met elsewhere;
- (d) the extent and nature of parking restrictions in force on highways in the vicinity;
- (e) the scale and type of development proposed; and
- (f) the suitability of 'specific use' conditions attached to planning permissions;

A financial contribution may be sought towards measures which will improve the accessibility and sustainability of the development site.

Car Parking for the Disabled

8.59 The Council attaches great importance to the provision of car parking facilities for disabled drivers and cars carrying disabled passengers. Such facilities are especially important in public car parks and at buildings to which the general public have access. Parking spaces should be conveniently located as close as possible to the entrance of the building which they are intended to serve, and in public car parks in the most accessible sections closest to neighbouring shops and public buildings. The Council has provided spaces for disabled people in its existing public car parks.

8.60 All new parking provision should include spaces for the disabled to meet the requirements of the Council's adopted parking standards. (Also see Designing for the Disabled, Policy B5 in the Built Environment Chapter and Policy T4 -New Development).

Cycle Parking

- 8.61 In order to encourage more people to cycle, secure, preferably covered, cycle parking is required. The Council's adopted parking standards include standards and requirements for cycle parking. The Council will require cycle parking in any new parking provision (see Policy T4). The provision of cycle parking will be included in new, and is currently been investigated in existing, public car parks. Cycle stands have now been installed in a number of public places but the Council will continue to encourage the County Council to provide secure cycle stands in further public places, as appropriate.

T6 The provision of cycle parking will be required in any new public car parks and in, or close to, private car parking areas, in connection with development proposals.

Lorry and Coach Parking

- 8.62 Overnight parking of lorries and coaches other than at purpose-built sites can cause problems of visual intrusion, noise disturbance and highway obstruction. Such problems can be particularly serious in residential and rural areas. The Council considers that wherever possible all lorries and coaches should be parked off-street at the operator's authorised premises. Whilst it acknowledges that some additional overnight provision to cater for vehicles may be desirable in principle, the Council considers that opportunities for further provision beyond that already permitted beside the A23 at Pease Pottage and Hickstead are extremely limited. However, some potential for overnight lorry parking provision within major industrial estates may exist. In considering a proposal for such facilities the Council will have regard to the need for the development in the particular area, its impact on the environment and will liaise closely with the Highway Authority and, where appropriate, the DfT.

T7 Proposals for lorry and/or coach parking facilities will only be permitted where:

- (a) there is an overriding need for the development to be located within the District; and
- (b) there will be no adverse impact on the environment of the surrounding area including the amenities of neighbouring residential properties and the countryside.

Roadside Facilities

- 8.63 The Council has undertaken a study of existing roadside facilities along the A23 such as motorist restaurants, petrol filling stations, picnic areas, public toilets and other facilities. Details of the study are contained in Technical Report No. 6. The study concludes that, with the completion of a comprehensive development of roadside facilities at Hickstead, the A23 is well served with facilities and there is no justification for any more. This view is supported by the advice in DETR Circular 4/88 that it is not unreasonable to expect a driver to travel at least 12 miles before reaching petrol filling and related facilities in the case of fast trunk roads like the A23.

T8 Further roadside facilities associated with the A23 trunk road will not be permitted.

Gatwick Airport

- 8.64 Gatwick Airport currently has a throughput of over 32 million passengers per annum (mppa). With the continuing growth in air travel it is predicted that this throughput will reach approximately 40mppa by 2008. Such expansion at Gatwick will have significant implications for the communities around the airport in terms of increases in airport related employment, associated development and traffic generation as well as the overall potential impact on the environment. The County Council supports a level of further development at the airport that will enable it to operate efficiently and safely as a single runway two terminal airport, subject to measures being taken to mitigate any harmful environmental consequences of the airport's operations and the implementation of a strategy to reduce travel to and from the airport by private car. The District Council supports this approach. The provision of a second runway is in any case prevented by a legal agreement which runs until 2019. The District Council, with the County Council and the other neighbouring local authorities, will strongly resist any proposals to further increase the capacity of the airport by means of the provision of a second runway, or any attempt to set aside the legal agreement.
- 8.65 In July 2000 the airport operator, BAA Gatwick, published the Gatwick Airport Sustainable Development Strategy. This outlines the means by which the airport will be developed to handle the predicted growth in passenger throughout to 40 mppa by 2008. This Strategy was prepared in full consultation with a range of stakeholders at and around the airport, including neighbouring local authorities and their communities. The outcome is a Strategy which addresses a wide range of development, social, economic and environmental issues; and which contains nearly 150 commitments that describe how the airport will manage and develop in a responsible and sustainable manner, balancing airport growth with minimising environmental impact.
- 8.66 Publication of the Strategy has also been accompanied by:
- a S106 agreement, signed by the airport operator and the principal local authorities, which binds the parties to a number of obligations covering airport related issues;
 - a memorandum of understanding, signed by all the County and District Councils around the airport, including Mid Sussex District Council, which deals with issues such as liaison, consultation and monitoring of targets and obligations; and
 - the publication by Crawley Borough Council, in full consultation with other local authorities, of Supplementary Planning Guidance. This provides further detail on how the planning issues relating to the airport will be dealt with. In general it supports the approach of the Airport Strategy and commends the many targets and commitments included within it.
- 8.67 This supports the approach to the consideration of future development at the airport outlined above. It considers that these four distinct but related elements provide a sound basis for determining the nature of the airport's growth over the period to 2008, based on its continued operation as a two terminal single runway airport. It will wish to continue to be involved in future strategy developments monitoring at the airport.

- 8.68 In common with the County Council and the other local authorities around the airport, the District Council adopted the Gatwick Airport Long Term Car Parking Strategy in 1988. This sought to ensure that long term car parking was provided on the airport sufficient to meet demand, after allowance had been made for car parking spaces provided at authorised off-airport sites. While BAA Gatwick and the local authorities continue to work together to monitor demand and supply of Gatwick related car parking both on and off the airport, the policy emphasis has changed over the last few years, reflecting the more sustainable approach to travel. Structure Plan policy is now more restrictive, stating that Gatwick related car parking will be permitted on the airport to a level compatible with the aim of encouraging the use of means of travel other than the private car. It may be permitted elsewhere but only if there is no conflict with sustainable transport and countryside policies. BAA Gatwick is following a similarly sustainable approach and is also seeking to increase the proportion of passengers (and staff) travelling to and from the airport by public transport. Nevertheless it does anticipate the need for increased parking provision and will seek to accommodate this within the airport boundary.
- 8.69 The District Council supports the County Council's restrictive approach to airport car parking, and welcomes the efforts of BAA Gatwick to increase the proportion of travellers to and from the airport using public transport. The District Council is of the view that as far as possible all long term passenger car parking should be located within the airport. The areas of the District closest to the airport comprise attractive countryside, much of which is within the High Weald AONB, a Strategic Gap, or both. The provision of off airport car parking in these areas would be likely to result in a significant adverse impact, contrary to the policies of this Local Plan and the Structure Plan, in particular those relating to the protection of the countryside and sustainable transport. Proposals for off airport car parking will not be permitted where this is a conflict with these policies.

T9 Proposals for the provision of airport related car parking will only be permitted where:

- a) **there is no conflict with other policies in this Local Plan, including those relating to the protection of the countryside; and**
- b) **a demonstrable need, in the context of a sustainable approach to surface access transport to the airport, can be shown.**

Safeguarding of Aerodromes

- 8.70 The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 came into force in February 2003. There are two officially safeguarded areas within Mid Sussex related to Gatwick Airport to the north of the District and Shoreham Airport covering a smaller area to the south west. The legislation explains that certain planning applications will be the subject of consultation with the operator of the aerodrome and that there may be restrictions on the height or detailed design of buildings or on development which might create a bird hazard. The outer boundaries of the safeguarded areas, certified by the Civil Aviation Authority, are indicated on the Proposals Maps.

Introduction

- 9.1 The term recreation includes a wide range of leisure activities from playing formal sports to informal walking in parks or the countryside. The benefits of taking part in some form of recreation are well known and its value for the health and well-being of all age groups is recognised by both Central and Local Government.
- 9.2 There has been a significant increase during the last decade in participation in sport and recreation, with a growing interest in healthier lifestyles. It is anticipated that this trend will continue, creating greater demands for further and a more diverse range of recreational facilities. The provision of facilities, such as open spaces for informal recreation, equipped children's play areas, playing fields for formal sport and indoor facilities for sporting, entertainment and general community use, has traditionally been the responsibility of the District Council, or Town/Parish Councils. However, the private and voluntary sectors are playing an increased role in meeting leisure needs and this trend is likely to continue.
- 9.3 Whilst there is a wide range of recreational provision throughout the District, a number of localised deficiencies have been identified. The District Council has prepared a Cultural Strategy which was adopted in 2002. It is anticipated that this strategy will positively influence levels of tourism and recreation within the District. In addition, the District Council is developing supplementary strategies which will identify more specific local requirements and set out a strategy to meet the existing and future needs of the community. This chapter sets out the Council's general policies in relation to recreation and tourism; more detailed site specific policies and proposals are considered in the area sections. The Local Plan thus contains the land use policies and proposals which represent an important part of the Council's Leisure and Cultural Strategies.
- 9.4 Tourism encompasses a wide range of activities including travel and visits for business and professional purposes as well as for holidays and recreation. Tourism activity is growing in importance in Mid Sussex and it is expected that this will continue, reflecting increases in leisure time, mobility and personal income. It is anticipated that the trend towards more short break holidays especially out of season and day trips will continue. Inland activity holidays are also increasing in popularity, particularly touring and exploring the countryside.
- 9.5 Economic, social and environmental benefits can be gained by encouraging appropriate tourism. It can provide employment opportunities for the local population and generate income to help support local businesses such as village shops and post offices. It can also aid the process of rural diversification and thus contribute to farm incomes. Tourism generally has the potential to enhance the conservation of both the countryside and the built environment. However, tourism also creates demands and pressures on the very places and areas people wish to visit. For example, tourist traffic can cause congestion and environmental damage at popular locations if not properly managed. Pressure for inappropriate and over intensive development can also arise to accommodate the needs of visitors. A fine balance must be struck between encouraging tourism for the benefit of Mid Sussex whilst at the same time conserving the intrinsic qualities of the environment.

Policy Background

National and Regional Planning Policy

- 9.6 Central Government policy seeks the development of sport and recreation in its widest sense, to enable all people, including the elderly and the disabled, to participate in sport.

It thus seeks to encourage the provision of a wide range of opportunities for recreation. PPG17 'Planning for Open Space, Sport and Recreation' was published in July 2002. This was too late for the guidance to be taken into account during the drafting of the Plan policies, without causing substantial delays in the Plan's adoption. Therefore policies have not been amended, although content of PPG17 (2002) will be taken into account. PPG17 (2002) does states that 'local authorities undertake robust assessment of the existing and future needs assessment of their communities for open space, sport and recreational facilities'. The Companion Guide states 'most authorities have both planning policies and provision standards relating to open space, sport and recreation in their development plans'. This is the case in Mid Sussex as set out in policies within the Plan. The guide goes on to state that 'there is no point in disregarding them (existing standards) before new ones are available'. Therefore the Standards within this Plan will continue to apply until they are superseded by Supplementary Planning Guidance (SPG). The Council is committed to producing SPG setting out its approach to implementing PPG17 (2002) soon after the adoption of the Plan. A Needs Assessment as required by PPG17 (2002) will be produced as part of the Local Plan review.

- 9.7 The Government is committed to 'encouraging tourism in Britain while at the same time conserving those qualities in the environment that are a major attraction for tourism'. This is reflected in Government guidance on tourism (PPG 21). The Government acknowledges that there is a need to strike a balance between the needs of the visitor and the needs of the host community and the local environment.

West Sussex Structure Plan 2001 – 2016 Deposit Draft

- 9.8 The West Sussex Structure Plan 2001 – 2016 Deposit Draft acknowledges that there are a wealth of opportunities for both recreation and tourism in West Sussex. It regards the quality of the environment as a key attraction and the desire to encourage recreation and tourism must be tempered by the need always to protect and improve the environment. In the countryside the emphasis is very much on small scale recreational development which should draw on the character of the countryside itself and its beauty, culture, history and wildlife. Opportunities should be taken to extend quiet informal recreation such as walking, cycling and horse riding in the wider countryside. Recreational development in built-up areas will normally be acceptable in principle and adequate provision should be made for open space within or adjoining built-up areas. Regard must be had to the replacement of any existing recreational land which may be lost to development.
- 9.9 A regional tourism strategy has been produced by the South East England Tourist Board which aims to ensure the development and prosperity of tourism in the region whilst having due regard to the high quality of the environment. The Council has also produced its own Tourism Strategy for Mid Sussex. This is due to be adopted by the end of 2004 and will run until 2009 when it will be reviewed. The West Sussex Structure Plan 2001 – 2016 Deposit Draft recognises the importance of tourism as an industry and as a source of employment in the County and gives encouragement to its promotion provided that development does not damage the qualities which tourists themselves seek to enjoy. Within built-up areas the extension of existing attractions and the development of new facilities including tourist accommodation will normally be permitted. In villages and outside built-up areas such development will need to be small scale, in keeping with the surroundings and should where possible make use of existing buildings (Policies E6 and E7 of the Economy Chapter).

Policy Aims

- 9.10 The aims of this Local Plan with regard to recreation are:

- (a) to secure the provision of an appropriately located range of formal and informal sporting and recreational facilities to meet the needs of all age groups throughout the District;
 - (b) to safeguard and make the most effective use of existing public and private sporting and recreational facilities in general, and outdoor playing spaces in particular;
 - (c) to ensure that within or near new development, adequate provision is made for the recreation needs arising from that development;
 - (d) to seek opportunities for the informal recreational use of the countryside consistent with the primary aim of conserving its character and appearance; and
 - (e) to actively encourage private and voluntary initiatives in the provision and maintenance of sports and recreation facilities.
- 9.11 The aims of this Local Plan with regard to tourism are:
- (a) to encourage growth in tourism subject to environmental considerations;
 - (b) to seek a balance between the needs of the host community, the local environment and the needs of visitors; and
 - (c) to ensure that tourist activities and development respect the scale, nature and character of their surroundings.

Policies and Proposals: Recreation

General

- 9.12 The District contains a wide variety of recreational and sporting facilities (both indoor and outdoor) which contribute to the quality of life in Mid Sussex as well as being an attraction to visitors from outside the District. The provision of indoor and outdoor sports facilities has readily improved within the District in recent years. This has been the result of public and private investment and the initiatives of a range of voluntary organisations. For example, purpose-built leisure facilities are located at Haywards Heath, (the Dolphin Leisure Centre), East Grinstead (the Kings Leisure Centre) and at Burgess Hill, (the Triangle Leisure Centre). New playing fields have been provided at Berrylands Farm, in Sayers Common, a new community theatre in Burgess Hill and a purpose-built community leisure facility in Turners Hill (The Ark). A new community arts facility has also been provided at Chequer Mead in East Grinstead.
- 9.13 In Burgess Hill, the new Triangle Leisure Centre has replaced the need for indoor facilities at the Sidney West Centre which has been demolished. It is however the Council's intention to retain the Sidney West site for future leisure and/or community use.
- 9.14 Despite these improvements there remain deficiencies in existing provision. In order to help remedy these and to encourage the provision of additional facilities, the Council will generally take a positive approach towards new development proposals related to sport and recreation. Proposals which would enhance the range and quality of sport and recreation facilities within the District will normally be favourably considered subject to other policies in this Local Plan.

R1 Within defined built-up areas, proposals for new sporting and recreational development will be permitted where they will enhance the range and quality of facilities within the District providing such development would not be detrimental to the character of the area or the amenity of nearby residents and where the following criteria are met:

- (a) they are suitably located in relation to their intended catchment area;
- (b) they are accessible by a choice of means of transport;
- (c) they are of a design and scale appropriate for the purpose intended; and
- (d) other policies and objectives of this Local Plan are satisfied.

Proposals should be flexible in their design so that different need groups and activities can be accommodated.

Protection of Existing Recreational Open Space

9.15 Many areas of open space within built-up areas and in the countryside provide valuable opportunities for sport and recreation. They may take the form of playing fields or smaller areas which are used on a more informal basis. Some may be accessible to the general public, others may be restricted to private use. Whatever their size and function they provide an important recreational amenity for those who live and work in the District. They also contribute to the visual character and appearance of their surroundings. These areas are especially important in those parts of the District where there is a deficiency in the provision of recreational open space.

9.16 It is considered that the retention of existing areas of recreational open space is vital to the quality of life in the District. The Council will therefore seek to protect them from development in line with PPG17 (2002). Unless there are exceptional circumstances which would justify a change of use or redevelopment, or appropriate replacement provision is to be made elsewhere, the Council will strongly resist proposals which would result in the loss of public or private recreational or sporting facilities. The following policy protects such facilities from development:

R2 Proposals which would result in the loss of existing formal or informal open space with recreational or amenity value whether privately or publicly owned, will only be permitted where the applicant can demonstrate that a replacement site has been identified and will be developed to provide facilities of an equivalent or improved standard. This new site must be fully operational prior to development commencing on the original site.

9.17 The issue of protecting open space within built-up areas for amenity and wildlife purposes

is considered in the Built Environment Chapter.

Standard Adopted for Outdoor Playing Space Provision

- 9.18 The District Council has adopted the standard recommended by the National Playing Fields Association (NPFA) for assessing the provision of outdoor playing space. The NPFA was established to ensure that every man, woman and child has access to recreational space within easy reach of their homes. It urges the adoption of a minimum standard for outdoor playing space of 2.43ha (6 acres) per 1000 population. This was originally established as a target in 1938 and subsequent reviews have substantiated its continuing validity, showing that the demand for outdoor playing space has not diminished. The NPFA urges Local Authorities to supplement the standard by considering local needs and circumstances in assessing the adequacy of outdoor playing space provision. The Council has adopted the minimum standard as the basis for assessing the adequacy of outdoor playing space provision in Mid Sussex in conjunction with a detailed investigation of local needs. This investigation has been undertaken in the production of the Council's Playing Pitch Strategy for Mid Sussex, published in 1997.
- 9.19 It is emphasised that the District Council regards the National Playing Fields Association standard as a minimum level of provision. Where the opportunity exists the Local Planning Authority will seek to secure provision above this minimum standard.
- 9.20 The NPFA defines outdoor playing space as '*space which is available for sport, active recreation or children's playspace which is of suitable size and nature for its intended purpose and safely accessible and available to the general public*'. The NPFA recommend that the overall minimum standard of 2.43ha per 1000 population is met by a combination of two types of playing space. The first is 1.6 - 1.8ha of space for formal sport for youth and adult use which comprises pitches, greens, courts, athletic facilities and pitch and putt golf courses which are available for use to local people. Included within this figure is a specific allocation of 1.2ha for pitch sports. The second category is children's playing space, for which the standard is 0.6 - 0.8ha. This includes equipped playgrounds and casual play space within housing areas, which should meet the needs of children of different ages. The NPFA standard excludes school facilities not available for public use, informal open space, landscaped amenity areas, ornamental parks and gardens, golf courses, open water, indoor sports and leisure centres. Full details of the standard are contained in the NPFA document 'The Six Acre Standard' published in 1993.
- 9.21 As part of the preparation of this Local Plan an extensive survey has been carried out of outdoor playing space provision throughout the District compared with the NPFA standard. The survey is published as Technical Report No 4. This survey is currently being updated and is due to be published in June 2004. The current survey shows that the overall provision of outdoor playing space within the District is at present 199ha - 67% of the overall figure recommended by the NPFA given the District's population. With regard to children's playing space 45ha is provided (52% of the standard) and 154ha is provided for formal sport (74% of the standard).
- 9.22 In the light of these survey results the Local Planning Authority aims to remedy significant deficiencies in outdoor playing space provision. Various proposals are put forward to this end. However, opportunities to address the shortfall in facilities within some established residential areas are limited because of a lack of suitable sites. In rural areas, whilst having regard to the NPFA standard, the Local Planning Authority cannot realistically provide the full range of facilities in all villages and account will therefore be taken of the opportunities available in nearby settlements and the possibilities of increased dual use.

- 9.23 Specific proposals aimed at remedying existing deficiencies by providing new outdoor playing space facilities are contained in the area sections.

Provision of Outdoor Playing Space in New Housing Developments

- 9.24 In the past a wide range of outdoor play space has been provided in new housing developments. It is the intention of this Local Plan together with the Development Briefs that have been or will be prepared for major housing sites, to be precise about the play space required, so that landowners and prospective developers will know at the outset when planning a development what the requirements will be. Developers are advised in any case to consult the Planning Department and the Leisure and Amenities Department at the earliest opportunity regarding the detailed implementation of outdoor play space standards on each site.
- 9.25 The National Playing Fields Association minimum standard for the provision of outdoor playing space will be applied to all new developments. Any new residential development adds to the demand for recreational facilities. The Council will therefore normally expect developers to provide the full range of open space facilities as an integral part of each development. The basic requirements for each type of outdoor play space are set out below. These include an indication of the size of development where the Council will normally require outdoor play space to be provided. However these indications are a general guide only; when determining the precise requirements for any development, the following four factors will be taken into account so that in some circumstances facilities may be required on a site which is smaller than the indication given:
- (i) the type of housing proposed;
 - (ii) the amount of private garden space provided;
 - (iii) the location of the site; and
 - (iv) any local open space/play area deficiencies in the locality.

Children's Playing Space (minimum standard 0.6 - 0.8ha per 1000 population)

- 9.26 Included within the overall allocation of a minimum of 0.6 - 0.8ha per thousand population the NPFA recommends a hierarchy of provision in order to satisfy the needs of different age groups. They recommend the following three categories:
- (a) Local Areas for Play (LAPs)
 - (b) Local Equipped Areas for Play (LEAPs)
 - (c) Neighbourhood Equipped Areas for Play (NEAPs).
- (a) A LAP is a small area of unsupervised open space specifically designed for young children to play close to where they live. At least one LAP should be located within one minute's walking time of every home (100m walking distance), catering mainly for 4-6 year olds and be suitable for children with disabilities. The main activity area should be a minimum of 100m² with a buffer zone surrounding it which can include footpaths and planted areas to minimise disturbance to nearby residents. Within new developments at least one LAP per 15 units or 0.4ha (1 acre) should be provided. Although LAPS are unsupervised, the Council will seek to ensure that they are located in areas that enjoy a large degree of natural surveillance.
- (b) A LEAP is an unsupervised play area equipped for children of early school age (4-

8 years old). LEAPs should be located within five minutes walking time from every home (400m walking distance). The main activity area should be a minimum of 400m² with a buffer between it and the boundary of the nearest residential property. This buffer zone can include footpaths and planted areas. At least one LEAP per 50 units or 0.8ha (2 acres) is required. Although LEAPs are unsupervised, the Council will seek to ensure that they are located in areas that enjoy a large degree of natural surveillance.

- (c) A NEAP is an unsupervised site, equipped mainly for older children, which should incorporate a kickabout area and opportunities for wheeled play. A NEAP should be provided within 15 minutes walking time from every home (1000m walking distance). The activity area should be a minimum of 1000m² with a buffer between it and the boundary of the nearest residential property, so as to minimise any disturbance to nearby houses.
- 9.27 The developer will be expected to fund the provision of all play equipment which must conform to British Standards. Playgrounds must be laid out and equipment installed before 25% of the houses are occupied. Signs to the satisfaction of the Council must be erected on the development site and leaflets made available in site show houses which clearly indicate to prospective house buyers where play areas will be located. In line with Council policy safety surfacing should be provided under and around the equipment. Arrangements for the future maintenance of play areas must be agreed with the Council.

Areas for Formal Sport (minimum standard 1.6 - 1.8ha per 1000 population)

- 9.28 Formal sport areas comprise pitches, courts, athletic tracks and greens for a variety of sports. The minimum size should be 1.5ha and in addition provision should be made for car parking and a pavilion. Areas for formal sport should be included within or close to any development where more than 200 dwellings are proposed.
- 9.29 When developments are proposed for less than 200 dwellings it will probably not be practicable for an area for formal sport to be laid out. However, these developments add to the overall demand for such facilities and, as users are prepared to travel some distances to play formal sports, it will be appropriate for financial contributions to be made to enable the facilities to be provided elsewhere in the locality.

Off Site Provision

- 9.30 Most new residential development, with the exception of some specialised forms of housing, will create a demand for new recreational or play facilities. The cumulative effect of a series of small developments without any open space provision on site would be to fail to provide for these new demands and would exacerbate any existing deficiencies.
- 9.31 Consequently the Council operates a policy whereby developers whose schemes do not include provision for the full requirement of outdoor playing space are expected to make a financial contribution towards the provision of equivalent facilities elsewhere. This approach is in line with Government advice in PPG17 (2002) paragraph 33. The contribution per dwelling is standardised for each element of play space.
- 9.32 Developers will be required to enter a legal obligation with the Council under Section 106 of the Town and Country Planning Act 1990 to secure the financial contribution before planning permission is issued. The Council will only seek contributions in respect of

outdoor play space proposals which are proposed in the Local Plan or are in a future programme of leisure provision. Proposals for five dwellings or less will not be subject to the commuted payment scheme and proposals for specialised housing may also be exempt where it can be shown that future occupants are unlikely to make use of certain categories of playing space.

- 9.33 More detailed guidance setting out the Council's policies relating to off site open space provision and the calculation of 'The Provision of Service Infrastructure Related to New Development: Part 2 Mid Sussex: A Guide to Planning Obligations' (February 2003).

R3 New residential development will not be permitted unless it incorporates appropriate outdoor playing space in accordance with the NPFA recommended minimum standard of 2.43ha per 1,000 population. The provision of open space is to be made up, as appropriate in the circumstances, of land in the following categories:

- (a) Children's Playing Space at the level of 0.6 - 0.8ha per 1,000 population.**
- (b) Formal Sports provision at the level of 1.6 - 1.8ha per 1,000 population of which playing pitch provision should be 1.2ha per 1,000 population.**

Outdoor playing space shall be easily accessible to residents, properly drained, laid out, equipped and landscaped as appropriate to the site and subsequently maintained as required by the Council. This will be in addition to incidental amenity and landscaped areas. Signs must be erected on agreed playing space sites prior to the surrounding housing development commencing to inform prospective residents of their location.

R4 Where it is not practicable or appropriate for outdoor playing space to be provided on site as part of a proposed residential development, the Council will expect to enter into a planning obligation with the developer involved to secure appropriate financial contributions so that the outdoor playing space requirement generated by the development can be provided elsewhere.

- 9.34 Mid Sussex District Council operates a policy which can relieve the developer of the responsibility of maintaining open space and play areas after development is completed. The Council will firmly encourage developers to enter into such an arrangement in order to ensure that open space and play areas are maintained to an acceptable standard. Developers are therefore advised to discuss the matter with the Council's Director of Leisure and Property at an early stage in order to establish the likely cost.

Dual Use

- 9.35 If available for public use, educational establishments and private leisure facilities can

make a valuable contribution towards the community, leisure and recreational needs of an area. Provision of additional outdoor playing space can be achieved through public use of school and private sports grounds. The availability of other facilities such as meeting facilities, sports halls and swimming pools can also help to meet local needs. Where appropriate this Council will encourage the dual use of educational and private leisure facilities (see Policy CS2 of The Community Services and Resources Chapter).

Artificial Turf Pitches and Floodlighting

- 9.36 Artificial surfaces can make an important contribution to outdoor playing space as they increase the amount of use possible. These 'all weather pitches' are growing in popularity, and increasingly required by certain sports such as hockey. The floodlighting of synthetic pitches may be appropriate in certain circumstances and allows play in the evenings throughout the year. The Council will seek to encourage the provision of artificial turf pitches on new sites where appropriate, although great care must be exercised because such proposals can have a serious impact on nearby residential property.

R5 Proposals will be permitted for the provision of artificial turf pitches on appropriate sites provided there is no unacceptable impact on the amenities of neighbouring residents. Conditions regarding hours of use may be applied on any planning permission granted. Proposals for floodlighting will be considered under Policy B24.

Informal Open Space

- 9.37 Informal open space is not included within the NPFA's minimum standard for outdoor playing space. However, the Council considers that informal open space is an important part of the overall provision for recreation within the District, an importance which is enhanced where there are deficiencies in the provision of more formal 'playing space' facilities. Areas of informal open space can vary considerably in size. They may be open land or areas of woodland, local nature reserves or 'pocket parks'. They may be used for walking, children's casual play or other forms of informal recreation. 'Pocket Parks' are variable in size and managed by the local community mostly for the purpose of nature conservation. Informal open space may also serve to enhance the natural and built environment of the area. Such open space areas are highly valued within or adjacent to the built-up areas, and on the edge of a town can provide a buffer between the built-up area and rural uses such as agriculture.

- 9.38 As part of the preparation of this and previous Local Plans, the Council has considered what opportunities may exist for increasing the area of land available for informal open space accessible to the general public. A number of proposals are contained in the area sections of the Local Plan. Extensive areas of informal open space have been secured on the periphery of Burgess Hill - the 'Green Crescent' - and, within the built-up area of Haywards Heath, the creation of a linear walkway is partially complete. The Council will seek further opportunities to increase provision of informal open space to be made available for use by the public. Examples might include areas of attractive landscape, woodland, ponds or land rich in wildlife that become available within or adjacent to development sites. Particular attention will be paid to seeking to increase opportunities on the edge of built-up areas, as such proposals tend to benefit the greatest number of people and can act to prevent undesirable development.

- 9.39 The majority of land presently available as informal open space is in the ownership of the

District or Town/Parish Councils. With the aim of improving facilities for public access and informal recreation the Local Planning Authority will seek the provision of additional areas of easily accessible informal public open space within existing built-up areas where this is compatible with adjacent uses or alternatively, will negotiate suitable agreements with landowners to allow public access. The Council will seek to retain all existing areas of informal open space in line with Policy R2.

R6 The Local Planning Authority will seek the provision of informal open space within or adjacent to new housing developments in addition to the outdoor playing space requirements set out in Policy R3.

Community Facilities

- 9.40 The Council recognises that facilities accommodating local leisure, recreation and community activities play a vital role in contributing to the well being of the local community. Such facilities are diverse and include, for example, village halls, community centres, scout headquarters and civic halls. The Council supports the maximum use and retention of existing facilities. Alternative uses or the redevelopment of such facilities will be resisted where it would result in their loss to the community. The Council also supports the provision of new, extended or improved community facilities where appropriate (see Policies CS8 and CS9 in The Community Services Chapter).

Rights of Way

- 9.41 The Rights of Way network is an important and well used part of the range of recreation facilities available in the District. Rights of Way include, Footpaths, Bridleways, RUPPs (Roads Used as Public Paths), BOATs (Byways Open to All Traffic) and unsurfaced, unclassified county roads. The network provides an inexpensive opportunity for walkers, riders and off road cyclists to explore the countryside and assists in reducing conflict with motorists on the road network. Rights of Way within towns and villages are also important, providing access within settlements and providing links between built-up areas and the countryside.
- 9.42 The importance of the Rights of Way network in providing an opportunity for informal recreation in the countryside is recognised in the West Sussex Structure Plan 2001 – 2016 Deposit Draft. The County Council as Highway Authority will keep the network under review, and may from time to time make proposals for revising or extending it. The Countryside Agency's view is that the Rights of Way network will remain the single most important means by which the public can enjoy the countryside. Voluntary organisations, such as the Ramblers Association, the British Trust for Conservation Volunteers and riding groups play an important role in the maintenance and way marking of rights of way.
- 9.43 In addition to the general footpath and bridleway network there are a number of other special categories of rights of way within the District. The first are long distance bridleways such as the South Downs Way and secondly, long distance footpaths such as the Sussex Border Path. Both of these pass through Mid Sussex. The third category comprises rights of way which follow the lines of disused railway tracks, two of which, the Forest Way and the Worth Way, pass through the northern part of the District. These routes act as 'green corridors' which are ideally suited to a range of informal pursuits such as walking, riding and cycling. Their gentle gradients mean that with suitable surfacing they can be used by the disabled. The District Council together with the County

Council will seek to safeguard these routes and to maximise their potential for appropriate recreational activity. Development and promotion of the South Downs Way and management of the rights of way network within the South Downs generally are the responsibility of the Sussex Downs Conservation Board.

- 9.44 The Local Planning Authority will seek to retain the existing Rights of Way network in the District and will support appropriate proposals for its revision and extension. Encouragement will be given to schemes which provide circular or way marked routes along public rights of way, particularly those which originate from built-up areas, railway stations and existing parking areas. The District Council will work closely with West Sussex County Council to identify and implement any such opportunities.

Provision for Cyclists

- 9.45 There has been a significant increase in cycling for leisure purposes in the last decade and the Council recognises the benefits which may accrue from encouraging its wider use. West Sussex County Council's document 'Pedalling Ahead in West Sussex' sets out proposals aimed at realising the full potential of cycling for leisure and tourism in the County.
- 9.46 Three publicised circular cycle routes exist within the District, 'The High Weald Route' a 33 mile route based around East Grinstead is in the north of the District predominantly in the High Weald Area of Outstanding Natural Beauty. 'The Central Mid Sussex Route' is also 33 miles in length and is located around Haywards Heath and Burgess Hill. 'The Downs View Route' is approximately 25 miles set to the south west of Burgess Hill passing through the Sussex Downs Area of Outstanding Natural Beauty. These circular leisure routes largely use minor roads with very few off road sections included. A new cyclepath / footway has recently been completed at Southway, Burgess Hill. In addition, a new cycleway connecting Crawley and East Grinstead is being completed along the Worth Way. When completed, this route will become part of the National Cycle Network. Finally, a cycle path has been installed alongside the route of the A273, providing a direct link between Burgess Hill and Hassocks. In association with the County Council the District Council will seek to improve facilities for cyclists in Mid Sussex by encouraging the development and promotion of leisure cycle routes.

Recreation in the Countryside

- 9.47 The countryside in Mid Sussex contains a rich variety of attractive landscapes, over half of the area being of such high quality that it is included within Areas of Outstanding Natural Beauty. The District thus forms an attractive environment for recreation and tourism catering both for local people and for those from further afield. Public interest and awareness of the countryside in general and nature conservation in particular continues to grow. While rural recreation is at present mainly limited to a network of footpaths and bridleways, in the countryside generally there is growing pressure for new and improved facilities such as car parks, picnic sites and overnight accommodation.
- 9.48 However, these pressures must be balanced against the need to protect the character and appearance of the countryside for its own sake and prevent inappropriate development from damaging those qualities which attract people to it in the first place.

Retention of Existing Facilities in the Countryside

- 9.49 Countryside recreation and tourism are important because they provide local employment and form a growing sector of the local economy. Where existing facilities have no

adverse impact the Council will seek their retention, and where appropriate, their improvement.

R7 Development that would result in a reduction of existing recreation facilities in the countryside, including public rights of way and other recreational routes, will not be permitted.

Policies for New Countryside Recreation Facilities

- 9.50 Government Guidance in PPG17 (2002) states that all development in rural areas should be designed and sited with great care and sensitivity to its rural location. The Structure Plan 2001-2016 Deposit Draft Policy NE10 encourages small scale development where it is associated with quiet informal recreation and where it complies with other policies, particularly those relating to the countryside. Informal recreation includes pursuits which are quiet, spontaneous and uncompetitive such as walking, cycling and horseriding in the wider countryside. Large scale development will not normally be permitted.

R8 Permission will be granted for small scale development in the countryside associated with quiet informal recreation or the extension of existing facilities, provided that such development will not have a serious effect on the resources and character of the rural area, particularly in an Area of Outstanding Natural Beauty. The cumulative effect of such development will be taken into account.

Proposals will be considered favourably if:

- a) a need can be demonstrated for the activity to be located in the area;
- b) the development makes full use of any existing buildings that are available and appropriate for the purpose;
- c) the development would result in recreational pressure being drawn away from Areas of Outstanding Natural Beauty; or
- d) the proposal is located so as to provide a buffer between urban and rural land use.

- 9.51 The County Council will itself carry out and support practical measures such as the construction of small car parking areas, picnic sites, country parks and nature trails where they are associated with quiet informal recreation. The District Council will support appropriate initiatives and will also initiate schemes which will enhance existing recreational facilities in the Countryside. Any proposals in an Area of Outstanding Natural Beauty will have particular regard to the primary objective of safeguarding the landscape.

- 9.52 The District Council will support initiatives that will increase opportunities for quiet informal recreation in the countryside where they do not adversely affect the rural environment and where they comply with other policies in this Local Plan. Proposals within Areas of Outstanding Natural Beauty will need to be consistent with the aims of this designation and comply with Policy C4 in the Countryside Chapter of this Local Plan.

Countryside Recreation Management

- 9.53 The management of countryside recreation is very important, for example to prevent conflict with agricultural land uses, to ensure that particularly important countryside features are not damaged by high numbers of visitors, and to enable people to enjoy and understand the countryside fully by providing information about it. Countryside recreation management can range from the introduction of wardens or rangers who patrol particularly pressurised areas, to the provision of clear 'way making', information boards, interpretation panels, map guides and information leaflets.
- 9.54 In Mid Sussex countryside recreation management is mostly visible in the form of well defined and maintained footpaths and bridleways, the provision of stiles and gates and the establishment of local nature reserves and pocket parks. These allow people to gain access to and enjoy the countryside with minimal disturbance to farmers and other landowners. The voluntary sector is of great importance in the District especially through the activities of the British Trust for Conservation Volunteers which have significantly increased in the last few years. A number of other bodies are engaged in providing for public access to the countryside, and these include the Forestry Enterprise at Gravetye Woods, Southern Water at Ardingly Reservoir, and the National Trust/Royal Botanic Gardens at Wakehurst Place. In addition, the District Council's Leisure and Property Directorate, in conjunction with the County Council, is undertaking initiatives in countryside recreation management. The District Council considers it is important that all these agencies should continue to encourage the enjoyment of the countryside for recreational purposes, but that this should be effectively managed in order to conserve and protect the distinctive quality of the countryside in general and the Areas of Outstanding Natural Beauty in particular.
- 9.55 In order to allow people to enjoy and understand the countryside fully and to protect important countryside features, the District Council, in co-operation with the County Council and other bodies will continue to support and, where possible, introduce its own countryside recreation management schemes and projects.

Golf Courses

- 9.56 Proposals for the construction of golf courses rose considerably in the late 1980s and early 1990s both in Mid Sussex and in the region as a whole. This reflects a growing popularity of the sport and is probably also related to the decreasing emphasis on the retention of agricultural land for food production, as landowners are being encouraged to seek alternative uses for farmland. There are ten existing golf courses in Mid Sussex (one of which is for private use only). This provision meets the standard proposed by the Royal and Ancient Golf Club. Whilst golf courses add to the range of recreational facilities available they do require large areas of countryside and therefore can have a significant impact on the area both visually and through increased activity and traffic in a rural location.
- 9.57 In September 1991 West Sussex County Council published guidance in order to assist Local Planning Authorities in dealing with golf course applications and this has been adopted by Mid Sussex District Council as Supplementary Planning Guidance.
- 9.58 An appropriate location for a golf course might be on the urban fringe, on lower grade agricultural land, on degraded land where there would be material improvement to the landscape, wildlife habitats or amenity generally. Permission will normally be restricted to

facilities directly associated with golf, and applicants will be expected to enter into a management agreement covering maintenance to the landscape and wildlife habitats within the area of the course.

- 9.59 The District Council supports this general approach. It acknowledges that golf courses can be an appropriate use in the countryside, can improve low quality countryside landscapes and can diversify the rural economy. However, it is equally important to ensure that they have no adverse impact on the environment and applications will, therefore, need to be in sufficient detail to enable a proper assessment to be made. There will be particularly careful scrutiny of golf course proposals in Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest and/or Strategic Gaps or where they would have an impact on nature conservation interests or sites of archaeological and historical importance. Proposals should meet the criteria set out in Policies C2 (Strategic Gaps), C4 (AONBs), C5 (Areas of Importance for Nature Conservation) in the Countryside Chapter and B18 (Archaeological Sites) in the Built Environment Chapter. Careful control will be exercised over the siting and design of buildings, the development of ancillary facilities, means of access, impact on neighbouring properties and on public rights of way.
- 9.60 The availability of water resources to service the development of a golf course is a particularly important consideration and the Council will seek the advice of the Environment Agency in this respect.
- 9.61 In order to maintain the quiet rural character of the countryside areas within the District it is essential that the golf course is seen as the primary land use, where permitted, and that all other facilities are provided on a scale which is clearly ancillary to the main use. Consequently, the District Council will normally restrict the area of any golf clubhouse to a maximum of 600m² gross floorspace. A reasonable level of ancillary provision can be made within a building of this scale. Existing buildings should be re-used wherever possible.
- 9.62 The Council will also have regard to advice from Sport England and the English Golf Union, relating to the size of courses, which will normally be a minimum of 49ha (120 acres) in the case of 18 hole golf courses. Finally, in recognition of the deficiency throughout Mid Sussex of 'pay and play' golf facilities as opposed to private golf clubs, the District Council will seek to encourage the use of courses by the general public and will seek as even a distribution of courses as possible subject to the above criteria.
- 9.63 Golf driving ranges are not considered to be acceptable in a countryside location owing to the intrusive nature of their design requirements, including lights, nets, targets and shelters.

R9 Within the countryside permission will be given to proposals for the development of golf courses provided that they would not detract from the character and appearance of the countryside and only if the following criteria are met:

- (a) the development will not adversely affect an Area of Outstanding Natural Beauty, Site of Special Scientific Interest, nature reserve or other site of nature conservation interest;
- (b) in a Strategic Gap any buildings are located close to the

- edge of the built-up area boundary where possible and the range and size of buildings is particularly restricted;
- (c) the development will be on lower grade agricultural land or, if it can be demonstrated that no suitable alternative site on such land exists, that best and most versatile agricultural land (Grades 1, 2 and 3A) is not the subject of construction work which would prejudice its reversibility;
 - (d) particular attention is paid to the scale, siting and design of the proposal including clubhouse facilities, the location of the site with regard to access and visual impact on the countryside, the provision of landscaping, the materials to be used, and the extent to which existing buildings are re-used in preference to the construction of new buildings;
 - (e) in the case of 18 hole golf courses the development will normally be accommodated on at least 49ha (120 acres) of land, depending upon topography;
 - (f) the proposals are restricted as far as possible to the golf course itself and those ancillary buildings essential to the course with, in the case of clubhouses, floorspace restricted to a maximum of 600m². Buildings should be of single storey construction;
 - (g) the development will pay due regard to the safety of users of public rights of way and of neighbouring properties;
 - (h) the development will not cause unacceptable traffic problems on local roads;
 - (i) the development will not cause an unacceptable disruption to public rights of way;
 - (j) existing features of the site will be retained and incorporated into the scheme as far as possible; and
 - (k) areas of parking will be appropriately surfaced and extensively landscaped in order not to detract from the character of the area.

Developers will be encouraged to make such golf courses available for general public use. The granting of permission for a golf course will not imply that permission will be forthcoming for a range of other facilities on the same site.

Applicants will be expected to enter into a management agreement with the Local Planning Authority covering the maintenance of the landscape and wildlife habitats within the area of the course.

Proposals for golf driving ranges which require flood lighting, high fencing and covered tees in the countryside will not be permitted.

After Use of Mineral Workings

- 9.64 There are a small number of mineral workings in the District, some of which are extensive in area. Whilst their use is expected to continue for some time, it is appropriate to consider their after use in the event that operations cease during the Plan period. The Council considers that restoration plays an important part in ensuring that mineral extraction complies with sustainable principles. It represents an opportunity to provide sites suitable for recreational use, including land and water based activities and can create wildlife habitats and landscape enhancement opportunities. Whilst the acceptability of any particular development would depend upon the scale and nature of the individual proposals concerned, the Council will consider the principle of recreational use on these sites. Any such proposal will need to have regard to the impact on neighbouring areas especially existing dwellings, landscape considerations and also normal development control and highway criteria.

R10 In the event that existing mineral workings cease to be used for that purpose, the Local Planning Authority will consider restoration for recreational use where it is satisfied that normal development control and highway criteria can be met, and subject to the interests of neighbouring property and nature conservation. Proposals which would be likely to adversely affect an Area of Outstanding Natural Beauty will not be permitted.

- 9.65 Issues relating to mineral working, including the restoration and aftercare of mineral sites are set out in both the West Sussex Structure Plan 2001 – 2016 Deposit Draft and the West Sussex Minerals Local Plan 2003, the County Council being the Mineral Planning Authority for West Sussex.

Noisy Sports

- 9.66 Activities such as motor sport, war games and gun sports including clay pigeon shooting are growing in popularity. This is partly due to the diversification of farming, but such activities often conflict with other land uses and can give rise to objections due to their impact on the environment. They can also cause nuisance to neighbouring residents, particularly from the effects of noise.
- 9.67 Some noisy activities enjoy permitted development rights under the provisions of the Town and Country Planning (General Permitted Development) Order 1995 and so may not require specific planning permission provided they occur on a temporary basis. However, such provisions do not apply in Sites of Special Scientific Interest. The Local Planning Authority can also, in appropriate circumstances, make a direction under Article 4 of the GPDO withdrawing permitted development rights and requiring a specific planning application to be made for such temporary uses.
- 9.68 The Council will only permit proposals for these types of sporting and recreational activities where they meet certain criteria relating to noise, nuisance, nature conservation and visual intrusion. Account will also be taken of any code of conduct produced by the governing body of the relevant sport. Sites which are unlikely to be appropriate for such activities include ancient woodland, national and local nature reserves, Sites of Special Scientific Interest and other sites of natural or archaeological importance.

R11 Proposals for noisy sports will only be permitted where:

- (a) the proposal will not create an unacceptable level of noise or have an adverse effect on the amenities of local residents or other users of the countryside;
- (b) the proposal meets the requirements of other policies including those for the protection of the countryside particularly areas with special qualities;
- (c) the proposal would not result in irreversible loss of the best and most versatile agricultural land;
- (d) the proposal is not on a prominent or exposed site conspicuous in the landscape from roads, public rights of way or view points;
- (e) any temporary structures will be placed so as to reduce the impact on the countryside and be removed when the organised activity has ceased. No permanent structures or building will be allowed on the land; and
- (f) the proposal would not generate a level of traffic which would result in unacceptable additional use of the local road network or which would prejudice highway safety.

In all cases conditions will be attached to any permission restricting the hours and frequency of use, the nature of the activity and fencing of boundaries. In most cases the Local Planning Authority will only be prepared to grant a temporary planning permission in the first instance.

Equestrian Development

9.69 Equestrian activities have become increasingly popular in recent years, a trend which is expected to continue. Planning applications for equestrian related development can range from those of a commercial nature including riding schools, stud farms, liveries and sandschools to small scale domestic stables. For the purpose of this plan the definition of 'equestrian development' includes all forms of horse related activity. Government advice in PPG7 recognises that new opportunities for employment and land use can be created by equestrian activities. It also emphasises that a positive approach should be taken towards granting consent for horse based development which respects the rural environment.

9.70 Certain permitted development rights are set out in the Town and Country Planning (General Permitted Development) Order 1995 and in these cases planning permission is not required. This is the case where buildings such as stables or loose boxes are erected within the curtilage of a dwelling house for the domestic needs or enjoyment of the occupants of the dwelling (i.e. not for any commercial purpose), although there are limitations on the size and siting of such buildings.

9.71 There has been an increasing trend towards the use of agricultural land for horse and

pony breeding and as paddock land for grazing purposes. These uses (sometimes described as 'horsiculture') are normally associated with recreation and consequently do not fall within the definition of agriculture. Planning permission is thus needed for field shelters, stables and other buildings required in this connection.

- 9.72 Riding schools, livery stables and the small scale development of individual equestrian buildings and structures such as jumps and fences can create a significant change to the open and undeveloped appearance of the landscape to the detriment of its overall character, particularly in areas of special landscape quality. The cumulative impact of such development can also have an adverse impact on the countryside and this issue will be carefully considered by the Council before any equestrian proposals are permitted.
- 9.73 The effects on the landscape of farm fragmentation can be the subject of extra control through the use of Directions under Article 4(1) of the General Permitted Development Order requiring specific planning approval for the erection of buildings, structures or fencing. This is dealt with in the Countryside Chapter see Policy C8.
- 9.74 Where there are particular concentrations of private stables and riding schools problems of erosion on nearby bridleways can result. Therefore any new equestrian development should be well related to the existing bridleway network. The network is already heavily used and the adequacy of the network to accommodate additional riding use will be taken into account.

R12 Proposals for all forms of equestrian development ranging from horse shelters to riding schools will only be permitted where:

- (a) the siting, scale and design of the proposal, individually or cumulatively, would not adversely affect the quality of the landscape or its surroundings, nor the amenity of nearby residential property;
- (b) the proposal is well related to any existing buildings and is not sited in a prominent or isolated location;
- (c) the proposal meets the requirements of other policies in this Local Plan, including those for the protection of the countryside and areas with special qualities; and
- (d) where appropriate the proposal is well related to the existing bridleway network and that network is able to accommodate any increased use which will result from the proposal.

Proposals for the use of suitable existing buildings for equestrian development will be given preference.

Policies and Proposals: Tourism

General

- 9.75 The Mid Sussex area contains some extremely attractive scenery of high landscape quality which is reflected in more than half the District being designated as an Area of Outstanding Natural Beauty. There are several tourist attractions in the District which draw visitors in large numbers. These include the Bluebell Railway, Wakehurst Place,

Nymans Gardens, Borde Hill, Standen and Jack and Jill Windmills. Many visit the area as a result of specific events such as the South of England Agricultural Show at Ardingly or Show Jumping at Hickstead. A number of the historic villages are attractions in their own right and of course many tourists pass through Mid Sussex on their journeys by road and rail between London and the South Coast.

- 9.76 The District Council recognises the contribution tourism can make to the local economy and has adopted a policy of positive encouragement towards it. The Council is actively involved in the management and development of tourism in the District as one of the objectives of its Economic Development and Tourism Strategies. The Council has, for example been directly involved in a joint initiative involving West and East Sussex County Councils, Connex and Metrobus to establish a tourist bus route linking up all major attractions in the area. The project has been run on an experimental basis. In addition, joint marketing initiatives with other organisations are underway with the publication of a range of tourist literature promoting the attractive features of the District and facilities available for the visitor.
- 9.77 In line with Policy NE11 of the West Sussex Structure Plan 2001 – 2016 Deposit Draft the Council will support proposals for suitable new tourist facilities such as museums, information centres, and craft centres in appropriate localities. It will seek to ensure that effective use is made of existing facilities, but will prevent tourism related development which would compromise the conservation or countryside objectives of the Local Plan. It will therefore resist any development proposals which would have a detrimental effect on the environment or the local community.
- 9.78 In association with other relevant organisations the District Council will investigate, promote and support ways in which the tourism potential of Mid Sussex can be realised and enhanced, whilst continuing to protect the existing built and natural environment from inappropriate development and activity.

R13 Within defined built-up areas proposals for new or extended tourist facilities which are of a scale and type compatible with the surroundings will be permitted subject to compliance with other policies in this Local Plan.

Outside defined built-up areas permission for new tourist facilities will only be permitted where they are of an appropriate scale which is in keeping with the surroundings and where they would not have a detrimental impact on the character or appearance of the countryside.

- 9.79 The Council will assess existing levels of accessibility for wheelchair users or other groups with restricted mobility with regard to tourist facilities in the District, identifying cases where provision is good and those that could be adapted to be more accessible. In the case of new development, the needs of these groups will be taken into account in accordance with Policy B5 in the Built Environment Chapter and as advocated by the English Tourism Council in 'Tourism for All'.

Bluebell Railway

- 9.80 The Bluebell Railway is a privately owned and managed company which has been running scheduled passenger steam railway services since 1960. Originally it ran

between Sheffield Park in East Sussex and Horsted Keynes. In 1985 planning permission was granted to extend the line northwards towards East Grinstead where it will ultimately connect with the existing mainline station. Since 1985 steady progress has been made and the line has now reached as far north as Kingscote, approximately two miles to the southwest of East Grinstead. When the line reaches East Grinstead the new station will take over from Kingscote as the main access point to the Bluebell Railway at the northern end of the line.

- 9.81 The Bluebell Railway attracts around 200,000 visitors per year and is now one of the most important tourist attractions in the south-east. This importance will be further enhanced when the final section of the line to East Grinstead is completed. As the Bluebell Railway line approaches East Grinstead it will pass over a viaduct which crosses Garden Wood Road. It is anticipated that the historic trains passing over this impressive structure will become an attraction for visitors in the area. At Horsted Keynes, important maintenance and restoration work is carried out on train carriages and this in itself is a significant visitor attraction.
- 9.82 Immediately south of Horsted Keynes Station is a disused branch line linking Horsted Keynes and Haywards Heath. The opportunity exists for reinstatement and this will serve to further increase the potential of the line.
- 9.83 In view of its value to the local and regional tourist economy and as a public transport link, the Council supports both the completion of the line to East Grinstead and the reinstatement of the disused branch line between Horsted Keynes and Haywards Heath.
- 9.84 The Council wishes to safeguard the amenities of those areas through which the Bluebell Railway passes and will therefore carefully balance the needs of the railway company and the benefits to tourism and the economy on the one hand with environmental protection on the other. It is acknowledged that proposals for future development of the Bluebell Railway would enhance its attractiveness and viability. Subject to environmental considerations (and, particularly those relating to the location of much of the Line within an Area of Outstanding Natural Beauty), the Council will support appropriate development proposals which can be implemented without causing unacceptable harm to the character and appearance of the Area and which would serve to preserve or enhance the natural beauty of the landscape.

R14 The line of the Bluebell Railway is shown on the Local Plan Proposals Maps and will be safeguarded from any development which could prevent its completion. Proposals for additional development associated with the Bluebell Railway will only be permitted where the Local Planning Authority is satisfied that such development would have no significant adverse impact on the environment such as through visual intrusion, excessive traffic generation, noise and disturbance or loss of amenity to neighbouring residential properties. Proposals for the opening or re-opening of further stations or stopping places will be subject to particularly close examination.

- 9.85 The issue of a new station at East Grinstead is considered further in the East Grinstead Chapter of this plan. Proposals for additional development at Horsted Keynes Station and the possible reinstatement of the disused branch line between Horsted Keynes and Haywards Heath are considered in the Horsted Keynes and Ardingly Chapters of this

plan.

Accommodation

- 9.86 To support a successful tourist industry in the district it is important that there is a range of tourist accommodation of sufficient quality. The following sections deal with the various types of accommodation and set out the policies for facilitating the development of tourist accommodation in the District.

Hotel and other Serviced Accommodation

- 9.87 The District contains a number of hotels, guests houses and other establishments offering a range of overnight accommodation. Proposals for new serviced accommodation within built-up areas will be permitted subject to compliance with other policies in this Local Plan. However within the countryside a more restrictive approach will be followed in line with Policy NE11 of the West Sussex Structure Plan 2001 – 2016 Deposit Draft. Permission will only be approved for the change of use of existing buildings to provide serviced accommodation or for modest extensions to existing premises, subject to normal development control and highway criteria.

R15 Within defined built-up areas the development of tourist accommodation in the form of hotels, guest houses and other types of serviced accommodation, including extensions to existing premises, will be permitted provided normal development control and highway criteria are met.

Outside defined built-up areas proposals for the development of new serviced tourist accommodation will only be approved if they involve the use of existing buildings which are of permanent and sound construction, and where the proposals comply with the criteria contained in Policies C13 and C14 of this Local Plan. Proposals for the modest extension of existing serviced accommodation will be considered on their individual merits with particular regard to access and environmental considerations.

Self-Catering Accommodation

- 9.88 There has been a significant increase in short break holidays which are now taken virtually all year round and not just in the Summer months. This trend is likely to continue, resulting in an increased demand for high quality self-catering accommodation. Self-catering accommodation can obviously be located within existing built-up areas but there is growing interest for the conversion of agricultural buildings and other rural buildings for self-catering holiday letting. Such accommodation, provided the conversion is sensitively carried out, can form an important part in the development and diversification of the rural economy. There is a distinction however between conversions for such accommodation and permanent housing which is less appropriate in the countryside.
- 9.89 PPG21 advises that Local Planning Authorities should respond positively to the trend towards short stay self-catering breaks by allowing conversion schemes and restricting their use for holiday accommodation only. Less pressure is placed on local services by

holiday accommodation than is the case with permanent residential accommodation and there is less demand for ancillary development such as garages and sheds. Conditions restricting the use to seasonal occupancy or holiday use only will be imposed or alternatively a legal agreement under Section 106 of the Town and Country Planning Act 1990 will be required.

R16 Within defined built-up areas proposals for the development of self-catering accommodation will be permitted provided that their scale and type are compatible with the surroundings and they comply with other policies in this local plan.

Outside defined built-up areas proposals for the development of self-catering accommodation will only be approved if they involve the use of existing buildings and comply with the criteria contained in Policies C12 and C13 of this Local Plan. Planning permission for the conversion of a building for self-catering accommodation in such areas will be subject to a condition restricting the use to holiday accommodation only, or alternatively, a legal agreement under Section 106 of the Town and Country Planning Act 1990 will be required.

Hostels

- 9.90 The Countryside Agency has identified a need for basic low cost accommodation for long distance walkers and 'backpackers'. It suggests this can be in the form of bunkhouse barns. With an extensive rights of way network, including two long distance routes within the Local Plan area, the District Council supports the provision of such accommodation by the conversion of existing buildings, subject to such proposals having no adverse impact on the environment. In appropriate locations, the Council will favourably consider proposals to convert an existing rural building to a hostel or similar facility to provide low cost overnight accommodation for walkers and riders.

Static Holiday Caravan Sites

- 9.91 In view of the high quality of the rural landscape in the District, the Council considers that the creation of static holiday caravan sites in the countryside would be intrusive and out of character. Proposals for new or extended static holiday caravan sites will therefore not be permitted.

R17 The establishment of new or extended static holiday caravan sites within the District will not be permitted.

Touring Caravan and Camp Sites

- 9.92 There are a number of Certified Touring Caravan and Camp Sites within the District which are available for use by members of recognised organisations. Under the Town and Country Planning (General Permitted Development) Order 1995 and the Caravan Sites and Control of Development Act 1960 the larger camping and caravanning organisations have certain permitted development rights and are able to certify sites for use by up to 5 members' holiday caravans or tents. Government advice in PPG21 states that this 'is a useful means of providing small sites in sensitive rural areas where larger

sites would be unduly intrusive and should help to contribute to the local economy in those areas'. However, as tourism increases, it is likely that there will be demand for further sites for touring motorised caravans as well as tents and trailer tents. Touring caravan and camp sites are less intrusive than static caravan sites as they require few permanent buildings and are cleared when not in use. Any proposals for new sites, however, will need to be of a scale which is appropriate to their countryside setting, and sited so as not to be visually intrusive in the landscape, particularly in the open downland of the Sussex Downs AONB.

R18 Proposals outside defined built-up areas for touring caravan and camping sites will only be permitted if the site has an acceptable road access, a limited range of well designed on-site facilities are proposed and the site is well screened by existing or proposed vegetation. Proposals must be of a scale which is appropriate to their countryside setting, particularly in an Area of Outstanding Natural Beauty.

Information Provision and Signposting

- 9.93 Signposting and visitor information are important factors in the management and promotion of tourism. The County Council as the Highway Authority are responsible for local Highway signing which is important to assist traffic to reach tourist destinations along the most appropriate route. The County Council's policy on tourism signs allows for signing for visitor attractions if they meet a range of criteria, including number of visitors, location in relation to the road network, catchment area and opening times. The County Council will permit such signing in appropriate cases but at the site operator's cost. Strict control of all signing will continue in order to avoid the proliferation of signs. Wherever possible, in areas where more than one visitor attraction requires signage, the County Council will pursue a policy of joint signing. In line with their 'Stepping Ahead Policy' the County Council also propose to review the signing of places of interest for the benefit of pedestrians.
- 9.94 Tourist information centres provide focal points for visitors to obtain information on local facilities and broaden visitors' awareness of what sites of interest there are in the vicinity. The Council will support the provision of additional tourist information in appropriate locations. A recent innovation has been the installation of a number of electronic information booths located at various places around the District. The booths provide a range of up to date information about Mid Sussex and their provision is likely to increase in the future. As part of its Economic Development and Tourism Strategies, the District Council will also continue to promote the District in order to realise the tourism potential of the area.

Introduction

- 10.1 The quality of life of those who live or work in Mid Sussex, or who regularly visit the District, depends to a great extent on the provision of community facilities and public services appropriate to their needs.
- 10.2 The Council is committed to retaining and encouraging the improvement of existing community facilities wherever possible. It is concerned that this provision keeps pace with increasing demand and, subject to other planning considerations and financial constraints, supports the development of new, accessible community facilities in appropriate locations. Within new residential estates the Council considers local community facilities to be an important amenity. In many cases existing community buildings and facilities are extensively used. Where there is scope for increased use, such as use of school facilities in the evenings and holidays, this will be encouraged by the Council, subject to consideration of the effect on neighbouring properties.
- 10.3 Leisure and recreation facilities overlap considerably and in many cases community uses, such as youth work, will require sports grounds or other open space. Issues relating to open space, playing fields and other recreation facilities are dealt with in the Recreation and Tourism Chapter. Local shops and post offices which are also recognised as providing a valuable community service are the subject of policy guidance set out in the Shopping Chapter.
- 10.4 The Council is also concerned that the provision of services such as water, gas, electricity, sewerage and telecommunications keeps pace with new development and that the infrastructure required to service new development is in place by the appropriate time.
- 10.5 Within this chapter the provision of public services and the protection of natural resources are considered, although provision for the emergency services, courts, library services and places of worship are not specifically mentioned. However any proposals regarding these or similar issues would be considered in the light of other relevant policies in the Local Plan. A number of policies in the Countryside, Built Environment and Transport chapters in particular are relevant to the issues considered in this Chapter.
- 10.6 Policies relating to the provision of services by, and the needs of, the largely privatised public utilities and agencies are included in this Chapter. Also set out are policies relating to recycling, renewable energy, derelict land, pollution and hazardous substances and installations. Energy conservation in terms of new development is dealt with in the Built Environment Chapter.

Policy Background

- 10.7 Government guidance regarding issues relating to community facilities and services and the protection of resources is contained in a number of the recent Planning Policy Guidance Notes (PPGs). PPG12 (Development Plans) sets out in general the required contents of Structure and Local Plans. It states that "The capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all development plans." Paragraph 6.14 refers to infrastructure as including "services like education and health and other community facilities as well as transport facilities, water supply and sewers."
- 10.8 Guidance in PPG13 (Transport) seeks to reduce the need to travel and states (in paragraph 19) that a key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling.

- Development plans should give particular emphasis to locating such developments to ensure they will offer access by a range of transport modes and not just by car.
- 10.9 Relating to issues also included in this chapter the guidance in PPG8 (Telecommunications) recognises that modern telecommunications are now an essential and beneficial service both within the local community and nationally. The guidance, in conjunction with the Code of Best practice on Mobile Phone Network Development (2002), reflects the Government's general policy to facilitate the growth of new and existing systems, bearing in mind the wider environmental benefits of using telecommunications to reduce the need for journeys, whilst maintaining its commitment to environmental objectives. PPG14 (Development on Unstable Land) sets out guidance for making the most effective use of land which is unstable or potentially unstable. PPG22 (Renewable Energy) includes advice which seeks to balance the Government's policies for developing renewable energy sources with its continuing commitment to protect the environment. PPG23 (Planning and Pollution Control) sets out advice on the separate but complementary planning and pollution control systems. It aims to encourage close consultation and prevent unnecessary duplication and conflicts of interest between the two systems. PPG25 (Development and Flood Risk), published in July 2001, sets out how local planning authorities should consider flood risk at all stages of the planning and development process.
- 10.10 Under the Environment Act 1995 the functions of the National Rivers Authority, the Waste Regulation Authority (in this area West Sussex County Council) and Her Majesty's Inspectorate of Pollution were transferred to the Environment Agency. The responsibilities of the Agency include pollution control, waste management, flood warning and defence, management of water resources and fisheries, and ensuring the enhancement of the conservation of the water environment. The Agency will have an important enforcement/advisory role on these matters and also in respect of contaminated land. Through the Act the Government has set up the framework for securing an increase in the reuse, recovery or recycling of products or materials. The Act also places new duties upon local authorities with regard to the management of air quality in their areas, requiring them to carry out reviews of air quality and assessments of whether air quality standards or objectives are being met.
- 10.11 No specific community services and resources section is contained within the West Sussex Structure Plan Deposit Draft 2001 - 2016, however, relevant policies are contained within various chapters, in particular the Needs Chapter and the Environment, Resources and Assets Chapter.

Policy Aims

- 10.12 The policy aims of the Local Plan with respect to community services and resources are:
- (a) to seek the retention and encourage the improvement of existing community facilities and public services;
 - (b) to ensure the appropriate provision of land and/or facilities for community purposes in major new residential development;
 - (c) to make provision for additional community facilities to meet future needs;
 - (d) to encourage the dual use of educational facilities;
 - (e) to ensure that the infrastructure required to adequately serve development is available at the appropriate time;

- (f) to protect existing water resources and to encourage a reduction in the pollution of land, air and water;
- (g) to safeguard the land drainage system and where possible minimise the risk of flooding;
- (h) to promote recycling and encourage the provision of recycling facilities; and
- (i) to encourage the production of energy using renewable sources.

Education

- 10.13 As the Local Education Authority West Sussex County Council has the statutory responsibility to assess and make provision for education within the County. Within the District there is a combination of Local Education Authority maintained schools and private schools.
- 10.14 Major housing development recently completed in Burgess Hill and proposed in Haywards Heath has resulted in a need for additional primary school facilities. Sites have been reserved on land at Hammonds Ridge in Burgess Hill and to the south west of Haywards Heath. In addition the future need for an additional secondary school in Burgess Hill has been identified by the County Council and a site, adjacent to Jane Murray Way, is allocated. St Paul's Roman Catholic School, currently located in Haywards Heath, will relocate to this site for the start of the 2004/05 school year. Lindfield County Junior School has relocated to the site of Lindfield County Infants School at Beckworth to form a new two form entry primary school. Specific proposals regarding new or extended school facilities are contained within the relevant area Chapters of the Local Plan.

CS1 New educational facilities will be permitted within the built-up area; or, in exceptional circumstances, on sites adjacent to the built-up area, subject to environmental considerations.

New educational facilities serving a local catchment should be safely accessible by public transport, foot and bicycle.

Dual Use

- 10.15 Schools and other educational establishments can provide a valuable contribution towards the community, leisure and recreational facilities in an area. The Council supports the principle of 'dual use' of existing educational facilities wherever possible and appropriate; these facilities could include sports halls, playing fields and swimming pools. Regarding new educational developments the Council will seek to ensure that the Local Education Authority and private bodies make provision for community use in designing new facilities.

CS2 New educational facilities and extensions should be designed to enable their dual use for community purposes.

Reuse of Educational Land and Facilities

- 10.16 Within the built-up areas, the Local Planning Authority will permit the development or change of use of land and/or buildings used by educational institutions to community or recreational uses. Where an educational institution plans to relocate in the local area, or where it is established that an educational institution is no longer viable in its existing form, proposals for the change of use or development of land and/or buildings used by the institution within the built-up area other than for community or recreational purposes will be permitted, subject to other Local Plan policies. Proposals for the change of use or redevelopment of educational land and buildings outside the built-up area will also be considered against the provisions of Policy C14.

CS3 Proposals for the change of use or redevelopment of land and/or buildings used for the provision of educational facilities to uses for community purposes or recreation will be permitted subject to other Local Plan policies. Proposals for the change of use or redevelopment of land and/or buildings used for the provision of educational facilities other than for community or recreational use will be permitted subject to other Local Plan policies, and provided that:

- a) the educational institution is relocating to similar or improved facilities within the locality, or**
- b) it is established that the educational institution is no longer viable in its existing form.**

Pre-school Education Facilities

- 10.17 The Council recognises that there is a growing demand for child care and pre-school educational facilities such as child minding, crèches, play schools and nurseries. This reflects the increasing importance being placed on pre-school education and also the requirement for child care by working parents.
- 10.18 Whilst the Council wishes to support the provision of pre-school education it is concerned that such facilities, often located in residential areas, should not have a detrimental impact on the amenity of local residents particularly through noise and traffic generation. Where proposals for such use are within an existing residential dwelling consideration should be given to the provision of outside play space and the disturbance likely to be caused to immediate neighbours. Delivering and collecting children frequently involves car journeys; adequate off-street parking spaces should be available, preferably with a separate entrance and exit allowing for a through flow, so that a nuisance is not caused to neighbours in terms of loss of on-street parking and resulting congestion. The predominant use of the property as a residential dwelling should also be retained. Where non-residential buildings, not already in community use, are proposed the suitability of the premises in terms of access, parking and noise should be considered. The loss of other uses should be considered in terms of relevant policy guidance in this Local Plan (see The Economy and Shopping Chapters).

CS4 Proposals for child care and pre-school educational facilities will be permitted in residential dwellings only where:

- (a) adequate parking and access is available;
- (b) private open space is available;
- (c) there is no detrimental impact on the amenity of the neighbours through excessive noise or traffic generation;
- (d) the location is easily accessible by foot and public transport; and
- (e) the childcare activities are subsidiary to the use of the property as a private residence.

Health Services

10.19 Mid Sussex District (in terms of the Local Authority area) comes within the West Sussex Health Authority formed in April 1995; this in turn is part of the South Thames Regional Health Authority. The Health Authority purchases health services from various NHS Trusts and other providers. Medical practitioners also come under the auspices of the West Sussex Health Authority. Within Mid Sussex the provision of health services is primarily the responsibility of two Trusts: the Mid Sussex NHS Trust (The Princess Royal Hospital) in Haywards Heath, which currently includes Hurstwood Park Neurological Centre and the Queen Victoria Hospital NHS Trust in East Grinstead. As part of the Government's reforms of the NHS the Mid Sussex Primary Care Trust was established and became operational in April 2001. The Trust is responsible for improving health, developing primary care and community services and ensuring that the health services people need are provided in the District.

10.20 In recent years several hospitals within the District have closed. Cuckfield Hospital has been redeveloped for a mixture of residential and office purposes, St. Francis Hospital has been redeveloped for residential purposes and Haywards Heath Hospital has been redeveloped to provide residential health care. The need to provide additional health care facilities in the future will be assessed in conjunction with new residential development proposals and considered against Policy CS8.

Medical Practitioners

10.21 Medical practitioners, including doctors, dentists and therapists, are frequently located within converted residential dwellings. Where a proposal for change of use from residential to a medical use does not conflict with other policies in the Local Plan such a proposal may be acceptable. The Council would need to be satisfied that the residential amenity of the area would not suffer due to increased activity, traffic generation and parking demands, and adequate parking would be required. Subject to the policies in the Shopping Chapter medical uses may also be appropriately located within town centres adding to the diversification and vitality of the area.

CS5 Proposals for the change of use of existing dwelling houses to use by a medical practitioner will be permitted where:

- (a) adequate parking is available;
- (b) there is no unacceptable impact on the amenity of the immediate area through excessive traffic generation and increased activity;
- (c) the location is easily accessible by foot and public transport; and
- (d) the proposal does not conflict with the relevant housing policies (particularly H6) or shopping policies.

Community Facilities

- 10.22 The Council recognises the importance of health, social service and other community facilities to serve the residents of the District. The Council supports the maximum use of existing facilities and is keen to encourage their retention by resisting proposals for alternative use or redevelopment which would result in their loss to the community.
- 10.23 The value of local shops, village halls and public houses, is also recognised, particularly where these serve the local community. The Council will generally resist their loss and subsequent redevelopment. Public houses fall within Class A3 food and drink use and could be used as restaurants or other such uses without the need for planning permission. However, where there are proposals for alternative forms of development or a change of use Class, the Council will seek to protect the facility unless it can be shown to be no longer viable. Policy CS7, which seeks to control the loss of public houses, will be applied particularly rigorously where there is only one public house remaining within a small settlement. Changes of use to another community facility, a residential use or a mixed use which includes the public house function will be supported. The loss of individual shops is considered in the Shopping Chapter of this Local Plan.
- 10.24 The Council also supports the provision of new, extended or improved community facilities where appropriate. It is important for new buildings to be flexible in design in order to accommodate a variety of needs and all should provide access and facilities for disabled users. New community facilities should normally be located within the built-up area. However, within the smaller settlements and villages there may be exceptional circumstances where facilities essential to the needs of the local communities cannot be accommodated within the built-up area. Such proposals would be sensitively considered in relation to other appropriate policies regarding development in the countryside. (See Policy C1 in the Countryside Chapter of this Local Plan).

CS6 Proposals for the change of use or redevelopment of health, social service, library or other community facilities will only be permitted where the community use is relocating, or improved facilities are to be provided in the locality.

CS7 Proposals for a change of use or redevelopment which would result in the loss of a public house will not be permitted other than in exceptional circumstances where a change of use to another community use or residential use will be permitted provided that:

- (a) it can be shown that the existing use is no longer viable; and
- (b) the proposal would not have an unacceptable impact on the amenity of the area.

Proposals for the retention of public houses which include proposals for a mixed use, combining the public house function with that of a shop, post office, bed and breakfast or self-catering facility, will be supported.

CS8 Within the built-up area boundary proposals to develop, extend or improve education, health, social service, library and other community facilities will be permitted where:

- (a) there is no unacceptable impact on the residential amenity of nearby properties;
- (b) any new building or extension is in character with the surrounding area;
- (c) the location is easily accessible by foot, bicycle and public transport; and
- (d) adequate parking, including provision for the disabled, is provided.

10.25 As part of large residential proposals the Local Planning Authority will seek the provision of land for community facilities from the developer. These may include local shops, a community hall and possibly a school. Specific policies regarding required community facilities are included in the housing proposals in the relevant area sections. In some cases, residential development may generate a need for improvements or extensions to existing facilities and financial contributions may be sought.

CS9 Where residential developments create a need for new community facilities, the provision of such facilities, or a contribution towards their provision, will be sought from the developers before planning permission is granted.

Allotments

10.26 Allotments are located on District, Town, Parish, Parochial Church Council and privately owned land throughout the District. These are mostly administered by Parish Councils although often managed by voluntary bodies. The existing provision is considered to be adequate, although demand varies slightly across the District and over time. The Council considers that the existing allotments provide a valuable facility contributing to the 'greening' and quality of residential environments and will therefore resist their development for alternative uses other than in exceptional circumstances.

CS10 Proposals which would result in the loss of existing allotments will not be permitted.

Cemeteries and Church Yards

- 10.27 Within the District most of the cemeteries which are still in use are run by Town and Parish Councils. Church yards which are still in use come under the auspices of the church. Once full church yards can be declared 'closed' by the Department of the Environment, Transport and the Regions, it is then the District Council's responsibility to maintain them. The adequacy of burial ground provision during the Plan period will vary in different parts of the District and where localised deficiencies have been identified these are considered in the town or village chapters of the Local Plan.

Utilities

- 10.28 In order to enable any new development, particularly major development, to take place the appropriate infrastructure will be necessary. In most cases this will include roads, utilities such as water and power supplies, sewerage and land drainage, and community services to meet the social, educational and medical needs of the potential users of the development. (See also policy G3 in the Plan Strategy Chapter).
- 10.29 In order to avoid the problems which are likely to arise if development takes place before the adequate infrastructure is available to serve it, the Local Planning Authority will consider either requiring the infrastructure to be in place before development is allowed to start or phasing the provision of infrastructure with the development. The developer will be required to provide the necessary infrastructure themselves or to make a contribution towards any capital works.

CS11 Developments which create a need for new or improved infrastructure will not be permitted unless such infrastructure is provided, or a contribution is made towards its provision, by the developer. The commencement of the development will be required to be co-ordinated with the provision of the necessary infrastructure.

Water Supplies

- 10.30 South East Water is responsible for the supply of water throughout most of Mid Sussex and Southern Water Services is responsible for water supply to a small area in the southern part of the District. Although water supplies are currently sufficient to meet existing demands, developers are advised to contact the appropriate water company as soon as possible to ensure that an adequate water supply can be provided to meet the increased demand. Developers will be required to fund the off-site costs of supplying new development. Developers should also provide fire hydrants and an adequate water supply for fire fighting in new developments.

Wastewater Treatment and Foul Sewerage

- 10.31 The Water Act 1989 gave responsibility for sewerage to Statutory Sewerage Undertakers (the privatised Water Companies). Within Mid Sussex these comprise of Southern Water Services and Thames Water Utilities who are responsible for wastewater treatment and public sewerage. In addition the Environmental Agency has powers and/or duties with regard to wastewater (sewage) treatment.

Wastewater Treatment

- 10.32 Wastewater (sewage) treatment works are located at various sites throughout the District and these are continually monitored by the sewerage undertakers and the Environment Agency. The Local Plan will include allocations for residential and employment development in the District. It is the Local Planning Authority's intention that foul sewage from all new development should be connected to the public sewerage system. In accordance with DETR Circular 03/99 other options can only be considered if it can be clearly demonstrated by the developer that disposal to the public foul sewer is not feasible taking into account cost and/or practicability.
- 10.33 In general, waste water treatment required for new developments that accord with Local Plans will be provided by Southern Water Services to a reasonable programme. Where it is not physically possible to provide additional capacity as soon as developers might wish, occupancy of a new development may need to be restricted by the District Council. Where large development areas are being considered, it is essential that a technical consultation is carried out with Southern Water Services to enable a full assessment to be made for the provision of additional process plant and works capacity if required.

Public Sewerage

- 10.34 In cases where public sewers or sewer capacity are not available to serve new development sites, developers will be expected to requisition or otherwise fund new sewers either to connect to the sewerage system or connect to a point on the sewerage system where capacity exists, so that new occupiers are provided with a satisfactory level of service. The sewer requisition procedures are set out in the Water Industry Act 1991. This requirement will depend upon individual circumstances and developers are advised to consult Southern Water Services or Thames Water Utilities at an early stage.
- 10.35 Where public sewers cross development sites, these will need to be retained in or diverted into adoptable highways to ensure that sewers are accessible for maintenance and accessible by others for the purpose of making connections.
- 10.36 Where basements are converted to habitable rooms or new properties are built with basements, reference should be made to Southern Water Services to ensure that these can be adequately drained where necessary. Implications of possible high groundwater levels should also be taken into account as these could lead to the flooding of basements.

CS12 Development will only be permitted where the Local Planning Authority, in consultation with the Environment Agency and the statutory water and sewerage undertakers, is satisfied that:

- (a) adequate water resources and infrastructure are available;**
- (b) provision has been made for adequate waste water treatment;**
and
- (c) adequate sewerage capacity is available.**

Land Drainage

- 10.37 The Environment Agency has powers with respect to flood defence, land drainage and for the policing and protection of the quality of the water environment. This includes responsibility for flood defence, land drainage, pollution control, environmental quality, water resources, conservation and recreation. New development can increase surface water runoff as impermeable surfaces such as roofs, roads and car parking areas replace more porous surfaces such as grass. The Environment Agency has advised that the cumulative impact of increased runoff can lead to a greater risk of flooding, ecological damage and pollution. Where existing watercourses are considered to be inadequate to accommodate the increased surface water run-off resulting from new development, developers will be required to control the run-off from the developed site or, where possible, and subject to their being no detriment to the natural water habitat, provide improvements to the watercourses. Government Guidance in PPG25 'Development and Flood Risk' recognises the need for effective management of surface water in flood prevention, including the use of sustainable drainage systems (SUDS). The approval of SUDS in new development will be subject to appropriate location; standards for design; maintenance; and legal responsibility to the satisfaction of the Local Planning Authority, as advised by the Environment Agency. Guidelines for such standards are the subject of national multi-agency discussions, and any approval of SUDS systems will be consistent with these guidelines, when available. Any new development will be expected to comply with the requirements of the Environment Agency with regard to its impact on the overall water environment.

CS13 Planning permission will not be granted for development unless the Local Planning Authority, in consultation with the Environment Agency, is satisfied that the site can be adequately drained. Developers will be required, where necessary, to provide facilities to control the rate of surface water run-off from development sites or, subject to there being no detriment to the natural habitat, carry out improvements to the receiving watercourses. Proposals for the design and long term maintenance of any engineering works (eg balancing ponds) must be submitted to and approved by the Local Planning Authority.

- 10.38 Development, including land raising, will be resisted within areas known to be at risk from flooding, such as river floodplains. As recommended in PPG25- Development and Flood Risk (2001)- areas within the District which are considered by the Environmental Agency to be at risk of flooding are shown on the Proposals Map. It should be noted that these maps show approximate extent of floodplain associated with larger rivers and streams and do not include smaller watercourses which may also be at risk of flooding. In addition to the risk of flooding to the proposed development itself, development in such locations may increase the risk of flooding elsewhere by reducing the storage capacity of the floodplain and/or impeding the flow of flood water. It is also important to ensure that development, and landscaping, does not interfere with the effectiveness of river defences or channels.

CS14 Planning permission will not be granted for development which would be detrimental to the protection of river defences or river channels or would impede access to and along these for future maintenance and improvement.

CS15 Planning permission will not be granted for development (including redevelopment and intensification of existing development) in areas at risk of flooding or for land raising within river floodplains unless environmentally acceptable flood mitigation measures to protect the floodplain can be provided by the developer to compensate for the impact of the development. Where insufficient information is available regarding suspected flood risks, the developer will be required to carry out a detailed technical investigation to evaluate the extent of the risk.

Water Quality

- 10.39 The Environment Agency seeks to ensure that development does not threaten the quality of underground and surface waters and encourages initiatives that result in an improvement in surface water quality. Development which disturbs contaminated land is of particular concern and preventative measures to ensure that contamination does not result would be required. The retention of natural river corridors, the protection and enhancement of the conservation of the natural water environment and, where appropriate, recreation will be promoted through the planning process, including the use of wet ponds/lakes for the control of surface water run-off from new development.

CS16 Development will not be permitted which would:

- (i) have an adverse impact on the nature conservation or recreational value of rivers or other water features;
- (ii) lead to the deterioration in the quality of underground and surface waters;
- (iii) lead to a reduction in ground water levels; or
- (iv) lead to reduced flows in water courses.

Initiatives which seek to restore, conserve, or enhance the water environment and improve the water quality will be promoted and supported.

Pylons and Overhead Lines

- 10.40 Pylons and overhead lines can, either individually or cumulatively, substantially impact upon an attractive landscape. However, their impact can be reduced to some degree by using natural features such as tree lines to conceal their presence. The statutory authorities are required to consult the Local Planning Authority about most proposals for new and replacement lines; such proposals will be considered in terms of their environmental impact and the scope for rationalisation of lines. Pylons and overhead power lines should, where possible, be sited away from sensitive locations of landscape and townscape importance. Any proposals that require planning permission will be subject to rigorous examination in order to mitigate any potential negative impact on amenity. In relation to major new development the Local Planning Authority will require lines to be laid underground wherever practicable.

Telecommunications

- 10.41 PPG8 (Telecommunications - 2001) and the Code of Best Practice on Mobile Phone Network Development (2002) are the principle sources of Government guidance on telecommunications developments. The guidance supports the need for modern communication development whilst also highlighting some of the conflicts with the environment and amenity. It sets out the benefits of modern telecommunications to the local and national economy and the growing demand for improved services. The guidance also clearly states the need to protect the best and most sensitive environments and to minimise the impact of telecommunications development. Early consultation between Local Planning Authorities and telecommunication operators is encouraged. The Council keeps and updates a register of all known telecommunications developments. The register is available to operators and members of the public.
- 10.42 Mobile phone coverage by the main operators is now up to 98% of the UK. The Council appreciates the important contribution of telecommunications and will participate in consultations with telecommunications operators to establish the local requirements for sites, types and sizes of equipment and the potential for site and mast sharing, which will allow the technology to operate and develop efficiently and safely. The Council is, however, concerned about the visual intrusion and impact caused by equipment, such as overhead lines, masts, junction boxes and the new microcell 'lamp post' style masts and will adopt a more rigorous approach in order to minimise the impact and intrusiveness of such development. The Council is concerned that under Permitted Development Rights additional antennae may be attached to masts so worsening the appearance and impact of the apparatus. Where this proliferation is of particular concern the Local Planning Authority may impose planning conditions in order to restrict any attachments to the permitted apparatus. It is a requirement of the Code Systems Operators Licence that all equipment is removed once it is no longer in use.
- 10.43 In new housing developments the Council will expect, where possible, that telecommunications cables are laid underground. In existing developments the Council will seek the co-operation of telecommunication cable laying companies to ensure that works are carried out in a satisfactory manner, that street trees are fully protected and surfaces reinstated to match the surrounding area. Consideration does however need to be given to minimising the impact of future maintenance.
- 10.44 Under the Town and Country Planning (General Permitted Development) Order 1995 (as amended) telecommunication code systems operators are in some circumstances able to carry out certain forms of development relating to the installation, alteration or replacement of telecommunications apparatus, on private land, in accordance with the operator's licence without requiring planning permission. Generally the Local Planning Authority will not seek to restrict the permitted development rights for minor telecommunications development. Any development which affects the character or appearance of a Listed Building will require Listed Building Consent. (See policies in the Built Environment Chapter; in particular Policy B25 which deals with the installation of satellite dishes and antennae).
- 10.45 Growing concerns over the potential health risks associated with mobile phone masts has prompted the Government to set up an independent study into the use of this technology. The resulting Stewart Report (May 2000) concludes that 'the balance of evidence does not suggest that mobile phone technologies are a risk to health', although it acknowledges that there are 'gaps in scientific knowledge' and considers that there is an urgent need for further research. A precautionary approach to the use of mobile phone technologies was advised. The Government's acceptance of this precautionary approach (as set out in

PPG8 2001) is limited to specific recommendations.

These include:

- (i) the emissions from mobile phones base stations to meet the ICNIRP guidelines for public exposure, with clear exclusion zones around base stations;
- (ii) a national database be set up by Government giving details of all base stations and their emissions;
- (iii) an independent audit of emissions to be established;
- (iv) in relation to macrocell base stations, the beam of greatest intensity should not fall on any part of a school grounds or buildings without agreement from the school and parents; and
- (v) further research to be undertaken and reviewed.

In an answer to a Parliamentary Question (March 2001) the Planning Minister, Nick Raynsford stated that, "it remains the Government's view that the planning system is not the appropriate mechanism for determining health safeguards. In the Government's view, if a proposed development meets the ICNIRP guidelines it should not be necessary for a local planning authority, in processing an application, to consider health aspects further."

CS17 The development of telecommunications equipment associated with the code system operators' networks will be permitted provided that the following criteria are met:

- (a) the siting, design and colour of equipment is such that the visual impact on the landscape and townscape and on the amenity of the locality is minimised;
- (b) existing buildings or other suitable structures are used to accommodate equipment, and for mounting antennae, where practicable;
- (c) site and/or mast sharing is used where practicable;
- (d) necessary operating heights and sizes for masts, antennae and other equipment are minimized;
- (e) landscaping and screening are carried out where necessary;
- (f) the applicant has demonstrated to the local planning authority that all technically feasible alternatives have been explored and that the application proposal results in the least harm; and
- (g) the development will not be unduly detrimental to the appearance of the locality, particularly in sensitive locations of landscape and townscape importance such as Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Sites of Nature Conservation Importance, Conservation Areas and the setting of listed buildings.

Waste Disposal and Recycling

- 10.46 West Sussex County Council is currently responsible for waste planning, waste regulation and the disposal of collected household waste. The County Council's waste strategy is set out within the Waste Local Plan (Deposit Draft February 2003), the Waste Management Strategy and the Structure Plan.
- 10.47 In line with Government advice to minimise the amount of waste produced and in order to meet the Government's target to recycle half of the Country's recyclable household waste by the end of year 2005 (this is equivalent to 25% of all household waste) the District Council operates a kerbside collection for mixed cans, plastics and paper. Within the District the County Council has public recycling centres at London Road, Burgess Hill and Imberhorne Lane, East Grinstead. These take a very wide range of used materials including car batteries, cardboard, household appliances, furniture, metal, newspapers, textiles and used lubrication oils. Extensions to these civic amenity sites and possible additional sites may be required to serve the needs of the District; in addition sites for recovery/transfer, composting and waste to energy facilities will need to be carefully investigated and considered. These will be the subject of the West Sussex Waste Local Plan. Locally, the District Council provides recycling facilities for textiles, cans, paper and glass throughout Mid Sussex. The Council will continue to promote the recycling of waste materials and encourage the development of recycling facilities.

CS18 The inclusion of a suitable area for recycling facilities will be sought within all major new retail, industrial, commercial and residential developments. These facilities should be located safely and conveniently and should not result in a detrimental impact to residential amenity.

Renewable Energy

- 10.48 Renewable energy refers to the sources of energy which occur naturally in the environment - the sun, wind and water, as well as plant material and combustible or digestible industrial, agricultural or domestic waste materials. Government policy, as set out in PPG22: Renewable Energy, is to stimulate the development and use of renewable energy sources wherever they have prospects of being economically viable and environmentally acceptable. The Government's White Paper on energy, 'Our Energy Future – Creating a Low Carbon Economy' and the Regional 'Harnessing the Elements' strategy document linked to Regional Planning Guidance (RPG9) were published in 2003. Both of these documents make it clear that the use of sustainable energy must increase in order to assist in reducing the consequences of global climate change. Renewable energy sources can help to reduce harmful greenhouse gas emissions and alleviate the problems associated with waste treatment and disposal. No form of energy is without environmental implications and every effort should be made to ameliorate any adverse effects. Renewable energy resources can usually only be developed where they occur naturally. In Mid Sussex the most viable potential for renewable energy lies with the re-use of waste materials, although some wind and solar power may also be possible. The Local Planning Authority must decide at an early stage whether, for a particular proposal, an Environmental Assessment is required as set out in the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988. Even where an Environmental Assessment is not required the proposal should not conflict with Policy CS19 and other appropriate policies in this Local Plan. Where the environmental impact

of the proposal is uncertain it may be that the Local Planning Authority will consider granting temporary planning permission only in order to be able to assess the local effects before considering permanent permission.

CS19 Development of renewable energy sources will be supported where it is considered that these will not have a significant detrimental impact on the environment. Consideration of the wider environmental benefits will be balanced against any likely local effects on the environment, particularly in sensitive locations such as AONBs, SSSIs and SNCIs.

Derelict and Contaminated Land

- 10.49 Government guidance expressed in various PPGs encourages local authorities to promote the development of underused, vacant or derelict urban sites in preference to greenfield sites. It offers a sustainable approach to redevelopment and a means of regenerating specific areas. It also has the potential for delivering significant environmental benefits.
- 10.50 It is likely that some derelict sites are contaminated due to their previous industrial, landfill or other use. In considering the potential for developing such sites account must be taken of the possible threats to health, safety and the environment. PPG23 contains the caution that disturbance of contaminated land may put at risk both those working on the development of the site and those later using it. Contaminants may also escape from the site to cause air and water pollution and the pollution of nearby land, the emission of landfill gas may be particularly hazardous. A new statutory regime for the identification and remediation of contaminated land came into force on 1st April 2000 which requires local authorities to compile a public register of contaminated land, together with a strategy for dealing with contamination. This helps clarify the extent and nature of contamination within the District, thus providing potential developers of brownfield sites with a degree of certainty as to the nature of remedial works required.
- 10.51 Where a site is suspected or known to be contaminated this should be fully investigated. The Council will require the developer to carry out a detailed investigation and to state what remedial measures would be required before the application is determined. If there is thought to be a slight chance that a site is contaminated the Council may grant planning permission which is conditional upon the developer firstly carrying out an investigation and assessment and, secondly, carrying out remedial measures.

CS20 Where proposals for the development of previously used sites involves land which may be contaminated an investigation and assessment of the site will be required to form part of the planning application. The use of a planning condition may be imposed to ensure the implementation of any remedial works necessary. Planning permission will only be granted where the Local Planning Authority, in consultation with the appropriate agencies, considers that the proposal will not have any unacceptable effects in terms of the environment or human health.

Development on Unstable Land

- 10.52 In line with the Government's sustainable approach to making full and effective use of

land, sites which have been damaged by industrial activities or which are naturally unstable can often be put into productive use. Problems may arise, however, unless stabilisation measures are undertaken prior to developing unstable or potentially unstable land. In some cases development will be refused because the instability of the land is so great that it poses an unacceptable risk. The stability of the ground is, therefore, a material consideration to be taken into account when determining a planning application. Consequently, a slope stability report will be required by the Council before determining any application on a site that slopes 16 degrees or more, or 12 degrees or more in the case of clay subsoil. The report should take account of ancient landslides, geological faultlines, water courses/ditches and natural ground water routes.

- 10.53 However, the responsibility for determining whether land is suitable for a particular purpose rests primarily with the developer. The liability for safe development and secure occupancy of a site rests with the developer and/or the landowner. It is not the responsibility of the Local Planning Authority to investigate the ground conditions of any particular development site unless it is proposing to develop it.
- 10.54 Where development is proposed on land which the Council is aware is unstable or potentially unstable, it will seek to ensure that the following issues are properly addressed:
- ☐ the physical capability of the land to be developed;
 - ☐ possible adverse effects of land instability on the development;
 - ☐ possible adverse effects of the development on the stability of adjoining land; and
 - ☐ possible effects on local amenities and conservation interests of the development and of any remedial or precautionary measures proposed. (PPG14, paragraph 21).
- 10.55 Where developers feel land stability will be an issue, they should seek expert advice. Developers are also encouraged to contact the Council's planning and building control sections at an early stage to ensure that the requirements of both Planning and Building Regulations can be satisfactorily included within the scheme.

CS21 Development of an area of known or suspected land instability will be permitted only where it can be demonstrated that the site can be developed and used safely without adding to the instability of the site or adjoining land. Any necessary stabilisation measures must be environmentally acceptable.

Pollution

- 10.56 The Council, in line with government advice expressed in PPG12, is seeking to protect and improve the environment by minimising air, land and water pollution in the District. Pollution control is to a large extent regulated and implemented, through the Environmental Protection Act 1990 and the Environmental Protection Regulations 1991, by the Environment Agency in consultation with the Health and Safety Executive and other bodies. The Council will, however, use its planning powers where appropriate to determine the location of any development which may give rise to pollution and to control new development near to existing pollutants. Where necessary it will impose conditions on developments to minimise disturbance from dust, noise, vibrations, fumes and light and will refuse proposals which are likely to have unacceptable environmental impacts.
- 10.57 Certain generators of noise, light, heat, fumes and vibration such as industrial, retail and

recreational uses may produce levels of pollution which are acceptable during the day time but may need to be restricted in the early morning and evenings, and at weekends. In such circumstances the Council will use conditions to restrict operating and servicing hours. Noise and light pollution are considered in the Built Environment Chapter.

CS22 Development will only be permitted which does not cause unacceptable levels of pollution to land, air or water in terms of noise, dust, fumes, vibration, light or heat.

Permission will not be granted for development on a site adjacent to an existing use which, as a source of pollution, would have an adverse effect on the proposed development.

Hazardous sites and installations

- 10.58 The potential risks associated with the operation of certain sites and the storage or use of hazardous substances has long been a source of concern. New measures have gradually been introduced over time to tighten the degree of controls over such activities, culminating in the Planning (Hazardous Substances) Act 1990. Under this Act, *'the presence on, over or under land of any hazardous substance in excess of the controlled quantity'* requires the consent from the relevant 'Hazardous Substance Authority' whether or not it is associated with development requiring planning permission. Within Mid Sussex the Hazardous Substance Authority is normally the District Council.
- 10.59 The presence of certain uses, or the storage of hazardous substances can increase the risk of fire explosion or toxic or atmospheric pollution. The introduction of such controls means that the local authority can assess the degree of risk arising from such new installations or the storage of substances.
- 10.60 In considering any proposals for new potentially hazardous installations or the storage or use of hazardous substances the Local Planning Authority will consult closely with the Health and Safety Executive (HSE) and any other relevant bodies before granting permission. It will wish to be satisfied that adequate safeguards will be introduced to minimise the potential risks arising from such development or use. The Council will have particular regard to the location of such development in relation to residential areas or other sites to which the public will have access. It will refuse proposals where it considers that there are unacceptable risks arising from the proposed location of such development. Where possible such uses will normally be restricted to existing industrial or commercial sites. Hazardous Substances Consent is normally given for the site and not the occupier, it does not have to be reapplied for should the use cease and then re-start.
- 10.61 Some existing sites and pipelines are designated as notifiable installations by the HSE due to the quantities of hazardous substances stored or used. The HSE is responsible for notifying the Local Planning Authority of the extent of the consultation zone around the hazardous installation or site where dangerous fumes or substances may be present. The Council will seek the advice of the HSE on any proposals for development on land near or adjacent to a notifiable installation.

CS23 Permission for development involving the storage, use or transport of hazardous substances, as defined in the Planning (Hazardous Substances) Act 1990, will only be granted if it would

cause no extra risk to the public or to the natural environment and would not prejudice the use or development of other land. Permission will only be granted for such a proposal on a site in, or allocated for, industrial or business use.

Development in the vicinity of a site known to be used for the storage, use or transport of hazardous substances will not be granted permission if there would be an unacceptable risk to the life or health of its users.

Introduction

- 11.1 Burgess Hill is the fastest growing settlement in Mid Sussex. In the 50 years between 1951-2001 the population of the town increased more than threefold, from 8,500 to 28,803. This increase in population has been matched by the growth of local employment and the expansion of the Victoria Industrial Estate which has become one of the major employment sites in the county.
- 11.2 The topography surrounding the town has served to contain development, and ridgelines to the south and east in particular provide important definition and a vital setting to the town. Overall, the gentle slopes and low lying relief of the area tend to emphasise the importance of even minor ridges, for example to screen development or to provide views in and out of the town. One of the important environmental assets of the town is the distinct boundaries that exist between the built up areas and the countryside, which often extend right up to the urban edge.
- 11.3 The town is visible in the middle distance of views from the South Downs, and from this direction the east/west ridge running south of the town screens much of the development to the north and west. To the east of the town the land form and tree cover provide the visual setting for Ditchling Common, an important 'Country Park'. The protection of the character of the Common has been a long standing objective of planning policy and the area between the built up area boundary and Ditchling Common is given the same status and protection in this Local Plan as a Local Countryside Gap (see Policy C3 in the Countryside Chapter). Other parts of the town are also prominent in views from the surrounding countryside.
- 11.4 In addition to the topography, Burgess Hill is separated from neighbouring towns and villages by two narrow and vulnerable Strategic Gaps, Burgess Hill-Haywards Heath to the north and Burgess Hill - Hurstpierpoint/Keymer/Hassocks to the south (see Policy C2 in the Countryside Chapter).
- 11.5 The boundaries of the Strategic Gaps have been determined using criteria set down in a Technical Report and are shown on the Burgess Hill Inset Map.
- 11.6 During the 1970s, substantial housing development occurred on the east side of the town following the release of land north of Folders Lane by the then-local planning authority, East Sussex County Council. Very little provision was made for public open space and other local infrastructure to serve this development and deficiencies remain today.
- 11.7 During the 1980s and 1990s, planned development has occurred on the west side of the town in accordance with the non-statutory Burgess Hill District Plan (1983) and the statutory Burgess Hill Local Plan (1992). This development has delivered or secured land for substantial new infrastructure to serve the town, including a new Western Distributor Road (Jane Murray Way), the A2300 link road to the A23 at Hickstead, the Triangle Leisure Centre at West End Farm and a local centre, also at West End Farm. A new building for St Paul's School has been constructed on land reserved for a secondary school opposite the Triangle Leisure Centre. A new sewage treatment works has been constructed at Goddards Green to serve the town and surrounding villages.
- 11.8 Over 2,000 houses have been built on allocated sites since the 1983 Plan was adopted, together with further industrial/commercial development and a Tesco superstore at Hammonds Farm.
- 11.9 In the town centre, the Martlets Shopping Centre was developed in the early 1970s. A second phase, Market Place, was completed in 1991. These developments trebled the shopping floorspace in the town centre.

- 11.10 Notwithstanding the relatively recent development of the town, three Conservation Areas have been designated. These are shown on the Inset Maps.

Future Development of Burgess Hill

- 11.11 The Burgess Hill Local Plan allocated land on greenfield sites for up to 1,500 dwellings at Hammonds Farm, Malthouse Lane and West End Farm. The Plan anticipated that 500 of these dwellings would be built in the period 1991-1996 and 1,000 in the period 1996-2006. In fact, the development of all the allocated sites was virtually complete by the end of 1999. With the exception of 50 units of social housing developed at West End Farm by Hyde Housing Association, all the development has been open market housing.
- 11.12 Although the new development areas have generally been well supported with infrastructure, there are areas where planned facilities have yet to be provided and ensuring these are developed will be an important objective for the Council. The priorities are a new primary school at Hammonds Farm, community buildings, further playing fields and road links on the Victoria Industrial Estate.
- 11.13 In the town centre, environmental improvements are required and there is an opportunity for a limited amount of redevelopment.
- 11.14 While access on the west side of the town has benefited from the new development, east-west movements across the town are hampered by the railway and the limited number of crossing points. A number of roads in the area lying to the east of the railway have restricted capacity and suffer from serious congestion at peak periods. There are no simple solutions to these problems and efforts will be made to encourage the increased use of local bus services.
- 11.15 The further development of Burgess Hill is severely constrained by the two Strategic Gaps which lie to the north and south of the town and Ditchling Common to the east. All these gaps are relatively narrow and their continued protection is essential.
- 11.16 More than half of the circumference of the town is bounded by a 'Green Crescent' of land designated as informal public open space, most of which is in public ownership. This land extends from Batchelors Farm in the south east to Bedelands Farm in the north east. This is also an important constraint to further development.

Policy Aims

- 11.17 The aims of the Local Plan with regard to Burgess Hill are as follows:
- (a) to provide a period for consolidation following the extensive development which has occurred on the west side of the town during the past 15 years;
 - (b) to protect the separate identity of Burgess Hill by maintaining the Strategic Gaps between the town and Hurstpierpoint/Keymer/Hassocks to the south and Haywards Heath to the north, and protecting the area between the built up area and Ditchling Common to the east;
 - (c) to provide for a modest amount of additional housing and commercial development as far as possible on previously developed land;
 - (d) to secure improvements to Burgess Hill and Wivelsfield stations;

- (e) to complete the road links on the Victoria Industrial Estate;
- (f) to secure the redevelopment of the Martlets multi-storey car park and adjoining land;
- (g) to provide a new burial ground to serve the town;
- (h) to provide additional playing fields;
- (i) to consolidate and extend the 'Green Crescent' as a strategic area of informal public open space;
- (j) to safeguard and where possible to enhance the character and appearance of the Conservation Areas;
- (k) to stimulate a debate about the future of the Keymer Tileworks;
- (l) to secure the community facilities identified in the Plan; and
- (m) to maintain and where possible enhance the range and provision of community, recreation and leisure facilities within the town, including the protection of existing areas of open space.

The Built Environment

11.18 Although Burgess Hill is a relatively young town, with the majority of development having taken place during the latter half of the 20th century, it has three Conservation Areas. The boundaries of these are shown on the Burgess Hill Inset Maps.

Silverdale Road/Birchwood Grove Road Conservation Area

11.19 This area was designated a Conservation Area in 1982 in recognition of its special character. The development of a station in 1889 attracted wealthy new residents to the town who built large new houses with large gardens, in contrast to the existing artisans' cottages to the north and west of the town centre which were occupied mainly by employees of the local brick manufacturing companies.

11.20 Although some infilling has taken place, the character of this area has remained largely intact. The buildings, mostly in Victorian and Edwardian styles, are generally in good repair and are set in large gardens with many mature trees. The character of the area which the Council wishes to conserve depends upon the relationship between the buildings and their settings.

11.21 The following features contribute to the character of the Conservation Area:

- ☐ the variety in styles of the substantial Victorian and Edwardian houses, set in spacious gardens;
- ☐ the predominant use of traditional building materials e.g. brick, clay tile hanging and render;
- ☐ the use of ornamental roof ridge tiles;

- ☐ the abundance of trees and hedges in the area;
- ☐ the grass verges dotted with trees alongside Birchwood Grove Road, which has the appearance of a semi-rural lane;
- ☐ the impressive buildings of the Burgess Hill School for Girls set in extensive and attractive grounds; and
- ☐ the views from within the Conservation Area, particularly looking to the west from Keymer Road.

St. John's Conservation Area

11.22 The area around St. John's Park immediately to the north of the town centre was designated a Conservation Area in 1989. The area includes St. John's Park and the residential areas to the east. It contains two Listed Buildings, St. John's Church and the Providence Strict Baptist Chapel in Park Road. It contains some of the oldest buildings in Burgess Hill. There are also more modest residential properties in Church Road and Crescent Road.

11.23 An important feature of the area is the park and remaining trees which survived the 1987 storm. The park is particularly important not only for recreation, but for the views into and within the Conservation Area. It provides an attractive setting for the two Listed Buildings and allows long views to the South Downs. Trees are also abundant within private gardens and they also contribute to the special interest of the area.

11.24 Marle Place and its grounds also lie within the Conservation Area. As well as being an important recreational resource, the grounds - which have a considerable number of trees covered by a Tree Preservation Order - contribute to the local amenity and special character of the area by providing an attractive area of open space within a relatively densely built up area.

11.25 The features which contribute to the character of this Conservation Area are:

- ☐ St. John's Church and Providence Chapel, which are both listed as Buildings of Special Architectural or Historic Interest;
- ☐ the well spaced reasonably large town houses along Park Road and Crescent Road;
- ☐ the views of the South Downs;
- ☐ the variety of substantial residential properties dating from most of the periods of the town's development from the latter half of the 19th century to the present day;
- ☐ the attractive brickwork on several of the buildings;
- ☐ the tree-lined park, which enhances views of St. John's Church and creates a feeling of openness and spaciousness close to the town centre; and
- ☐ the quiet, secluded northern end of Upper St. John's Road with its large buildings set in spacious gardens.

Fairfield Conservation Area

- 11.26 This area was also designated a Conservation Area in 1989. It is located to the west of the London Road. This was one of the earliest parts of the town to develop during the 19th century and is of considerable historic interest. The predominant building material is brick and this is a reminder of the origins of Burgess Hill as an important centre for the manufacture of bricks.
- 11.27 The area north of Royal George Road comprises the largest concentration of small Victorian terraced housing in Mid Sussex and has a distinctive atmosphere and character of its own.
- 11.28 In Portland Road, the houses are larger, but the road is reminiscent of a country lane and has an attractive semi-rural character.
- 11.29 The features which contribute to the character of the Conservation Area are as follows:
- ☐ the use of brick in the construction of most of the buildings;
 - ☐ the concentration of small Victorian terraced houses, many of which are bay-fronted, with small front gardens enclosed by low boundary walls;
 - ☐ the semi-rural character of Portland Road due to its narrowness, unevenness and lack of footways;
 - ☐ the extensive views out of the area of distant undulating countryside, particularly looking south down Livingstone Road and Fairfield Road from where there are views of the South Downs and Jack and Jill windmills;
 - ☐ the predominantly high density residential character of the area; and
 - ☐ the strong sense of enclosure of the area.

Housing

- 11.30 In view of the constraints outlined above and the substantial level of new development which has occurred in Burgess Hill in recent years, only a small amount of new housing is proposed for the town in this Local Plan. Wherever possible, the Council is promoting the use of previously developed land for new housing in locations which are accessible to public transport and close to town centre or local facilities.
- 11.31 These sites are considered in the following paragraphs and are identified on the Proposals Map. In total, they have an estimated capacity of approximately 260 dwellings. The particular circumstances of each site will affect the nature of their development and these are considered in the following paragraphs and policies. In addition to these specific requirements, all proposals for these sites will be expected to have regard to the policies contained in the topic chapters of the Local Plan.

Open Air Market, Cyprus Road, Burgess Hill

- 11.32 This is a 0.4 hectare site which forms part of the Cyprus Road car park. It was, until recently, also in use as the site for the open air market, but the market has now been relocated to a site at the rear of Church Road. It is expected that this site will remain in

- use as a car park while Burgess Hill station site is being redeveloped, in order to help offset the temporary loss of parking facilities in the town. This site should therefore not be developed until the development of the station site has been completed.
- 11.33 The site is bordered by residential development to the north and east. The layout should respect the amenity of existing residents through careful design. There is scope for some three storey development on the site through the use of dormer windows in the roof slope. However, care should be taken to avoid overlooking, particularly of those properties in Crescent Road.
- 11.34 Access will be from Middle Way to the east, where at present there is only pedestrian access. The existing public right of way which runs through the site should be incorporated within the development to enable pedestrian access to continue through to the town centre. The formation of the access should retain the hedge on the eastern boundary as far as possible. The mature oak trees in the north east corner should also be retained.
- 11.35 The proximity of the car park to the west should be taken into account with any layout in order to avoid disturbance to future residents, and the provision of appropriate screening along the western boundary will be required.

BH1 Land at the former open air market, Cyprus Road, Burgess Hill (approximately 0.4 hectares) is allocated for residential development to provide approximately 25 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access from Middle Way to be formed, removing minimum amount of hedgerow to meet highway standards;
- (b) retention of the existing public right of way within the development;
- (c) the provision of a comprehensive landscaping scheme which shall include the retention and protection of the mature trees on the site and, in particular, the provision of screening along the western boundary; and
- (d) financial contributions towards the provision of additional secondary school places, enlarging Burgess Hill library and civic amenity facilities.

The Oaks Centre, Junction Road, Burgess Hill

- 11.36 This is a 0.4 hectare site close to the centre of Burgess Hill which is currently used for open storage. It lies between two railway lines and satisfactory noise attenuation measures will be required in order to protect new residents.

- 11.37 An electricity substation is situated to the rear of the site and the layout will need to ensure that vehicular access to this facility is retained. The site is considered to be suitable for a development of two storey flats, to complement the existing development to the south. Access to the site will be from Junction Road.

BH2 Land at The Oaks Centre, Junction Road, Burgess Hill (approximately 0.4 hectares) is allocated for residential development to provide approximately 12 flats. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access from Junction Road;
- (b) the provision of suitable noise attenuation measures throughout the development;
- (c) the site should be checked for possible contamination and any necessary remediation shall be undertaken by the developer before building commences;
- (d) the provision of a comprehensive landscaping scheme;
- (e) the retention of vehicular access to the electricity substation at the rear of the site; and
- (f) financial contributions towards the provision of additional secondary school places, enlarging Burgess Hill library and civic amenity facilities.

Station Yard And Car Park, Burgess Hill

- 11.38 This is an important 1.4 hectare site in the centre of Burgess Hill, comprising the station yard to the west of the railway line and the adjacent Council-owned and Connex station car parks. A comprehensive redevelopment of the area is proposed, comprising the following elements:

- ☐ a new station building and entrance
- ☐ up to 60 dwellings
- ☐ improved car and cycle parking facilities
- ☐ public transport interchange
- ☐ highway improvements, including a mini-roundabout and/or traffic signals at the junction of Wolstonbury Way and Station Road.

- 11.39 Care should be taken to minimise disruption, particularly ensuring that there is no significant impact on parking provision during the construction period. Development of this site will therefore need to be co-ordinated with the development for housing of the former open air market site in Cyprus Road which is now in use as a car park. That site

should not be developed until work has been completed at the station and parking is available.

- 11.40 The development should respect the amenities of existing residents, particularly those in Wolstonbury Court through careful design. Some three storey development will be acceptable. Access to the allotments immediately to the south should be maintained.

BH3 Land at Burgess Hill station (approximately 1.75 hectares) is allocated for a mixed use development including provision of approximately 60 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) a new station building and entrance;
- (b) improved access for pedestrians and cyclists;
- (c) provision of an integrated public transport interchange;
- (d) access to incorporate highway improvements, including the provision of a mini-roundabout and/or traffic signals;
- (e) the rationalisation of the existing car parks into a single long stay car park, providing at least as many spaces as are available at present, to serve both the town centre and the station;
- (f) the provision of adequate noise attenuation measures within the development;
- (g) the provision of a comprehensive landscaping scheme which shall include the retention and protection of existing trees on the site;
- (h) the retention of pedestrian access to the adjoining allotments;
- (i) the site should be checked for possible contamination and any necessary remediation shall be undertaken by the developer before building commences; and
- (j) financial contributions towards the provision of additional secondary school places, enlarging Burgess Hill library and civic amenity facilities.

Cants Lane, Burgess Hill

- ~~11.41 This is a 0.3 hectare site which forms part of the Keymer Tileworks, fronting Cants Lane. It is no longer used for clay extraction. The land slopes steeply to the south and some regrading of the land will be necessary. Developers will be required to demonstrate that the land is stable and can be used safely before development commences.~~
- ~~11.42 Cants Lane is often congested and it will be a requirement that each new dwelling has off-street parking. The developer will also be required to investigate measures to relieve existing traffic congestion caused by onstreet parking. These could include lay-bys.~~

~~**BH4** Land at Cants Lane, Burgess Hill (approximately 0.3 hectares) is allocated for residential development to provide approximately 15 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).~~

~~— Additionally permission will be subject to the following requirements:~~

- ~~(a) provision of measures to relieve existing congestion problems in Cants Lane caused by on-street parking;~~
- ~~(b) the regrading of the site to a safe and stable level prior to commencement of the development;~~
- ~~(c) the site should be checked for possible contamination and any necessary remediation shall be undertaken by the developer before building commences;~~
- ~~(d) the provision of a comprehensive landscaping scheme; and~~
- ~~(e) financial contributions towards the provision of additional secondary school places, enlarging Burgess Hill library and civic amenity facilities; and~~
- ~~(f) preparation of a wildlife survey.~~

Land at 86 Junction Road, Burgess Hill

- 11.43 This is a 0.2 hectare site which is currently occupied by two commercial premises, adjacent to The Junction public house. It backs onto the railway line and appropriate noise attenuation measures will be required throughout the development in order to protect new residents.
- 11.44 Through careful design, the site would be suitable for a development of two storey flats. The amenities of existing residents, particularly at 78 Junction Road, should be protected.

- 11.45 The woodland to the rear of the site forms an important feature which contributes to the local environment and those trees which back onto the site should be protected, particularly during the course of the development.

BH5 Land at 86 Junction Road, Burgess Hill (approximately 0.2 hectares) is allocated for residential development to provide approximately 12 flats. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) the provision of suitable noise attenuation measures throughout the development;
- (b) the provision of a comprehensive landscaping scheme including the retention and protection of those trees which abut the north east corner of the site;
- (c) the site should be checked for possible contamination and any necessary remediation shall be undertaken by the developer before building commences;
- (d) access from Junction Road; and
- (e) financial contributions towards the provision of additional secondary school places, the enlargement of Burgess Hill library and civic amenity facilities.

Land North of Faulkners Way, Burgess Hill

- 11.46 This is a 1.26 hectare site on the northern edge of Burgess Hill which is currently in use as informal public open space. A public footpath crosses the site and the layout should be designed to ensure that it is incorporated within the development. Provision should also be made for future pedestrian access to land to the north, which is allocated for use as playing fields. Access to the development shall be from Faulkners Way but vehicular access through the housing development to the playing fields will not be acceptable.
- 11.47 Landscaping will be required along the southern boundary to protect the amenities of existing residents. To the east, north and north west the site is bordered by hedgerows and mature trees and these features must be retained as they form an important screen.

BH6 Land to the north of Faulkners Way, Burgess Hill (approximately 1.26 hectares) is allocated for residential development to provide approximately 50 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design),

H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access from Faulkners Way;**
- (b) the provision of a comprehensive landscaping scheme paying particular attention to the southern boundary;**
- (c) the retention of the existing footpath within the development and the provision of a pedestrian link to land to the north;**
- (d) the site should be checked for possible contamination and any necessary remediation shall be undertaken by the developer before building commences;**
- (e) financial contribution towards additional secondary school places, enlarging Burgess Hill library and civic amenity facilities; and**
- (f) preparation of a wildlife survey.**

Land at Folders Farm, Folders Lane, Burgess Hill

- 11.48 This is a 4.1 hectare site on the eastern side of Burgess Hill which is currently in use as pasture land. It is triangular in shape, narrowing to the north. The layout of the development will therefore need to be carefully designed in order to maximise the use of the developable land.
- 11.49 Vehicular access is to be from Folders Lane and highway improvements will be necessary in the interests of road safety. These should include a right turn lane and a footway along the site frontage, together with other measures designed to reduce the speed of traffic in Folders Lane. A pedestrian/cycleway link through the site to the Folders estate to the west should also be provided. Traffic calming measures must be introduced to Folders Lane, in conjunction with the development so as to reduce the speed of traffic along Folders Lane.
- 11.50 The site is important for urban wildlife and contains two ponds. Developers should undertake a landscape and wildlife survey of the site to establish those features of particular significance. The development will be required to incorporate these features within the layout and to protect the line of trees along the western boundary adjacent to the existing footpath. Care should be taken to protect the amenities of the existing residents, particularly those to the south east of the site where additional landscaping will be required.
- 11.51 The proximity of the railway line will necessitate that adequate noise attenuation measures are included within the development to protect the amenities of new residents. Measures to prevent access onto the line will also be required. The existing level crossing should be closed for reasons of safety. Contributions towards improved community facilities to serve the Folders Lane area and an upgrading of public transport services in the locality will be required.

BH7 Land at Folders Farm, Folders Lane, Burgess Hill (approximately 4.1 hectares) is allocated for residential development to provide approximately 90 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access from Folders Lane, incorporating a right-turn lane and footway along the site frontage and other traffic calming measures in Folders Lane;
- (b) traffic calming measures to reduce the speed of traffic in Folders Lane;
- (c) the provision of a comprehensive landscaping scheme, paying particular attention to the south eastern boundary and the enhancement of planting along the eastern boundary with the railway line;
- (d) the provision of adequate noise attenuation measures within the development;
- (e) the provision of a pedestrian/cycleway route through to the Folders Lane estate to the west;
- (f) the retention and protection of significant landscape features particularly the trees along the western boundary;
- (g) the careful integration of the ponds and other wildlife features within the layout of the development;
- (h) the closure of the existing level crossing and the provision of other measures to prevent access onto the railway line; and
- (i) financial contribution towards the provision of additional secondary school places, the enlargement of Burgess Hill library, the provision of improved community facilities, the upgrading of public transport services and civic amenity facilities.

Gypsy Site

- 11.52 There are two residential gypsy sites in Burgess Hill which are located at Bedelands Farm and Fairbridge Way. Both fall within the category of 'sites for settled occupation', as defined by Department of the Environment Circular 1/94 'Gypsy Sites and Planning.' The Bedelands Farm site is adjacent to the railway line and is owned by the District Council. The Fairbridge Way site immediately adjoins the former sewage treatment works. This site is privately owned and is allocated in the Burgess Hill Local Plan for industrial development.

- 11.53 Both sites are managed by West Sussex County Council. The County Council originally leased the Fairbridge Way site from the former Southern Water Authority. The lease expired some years ago.
- 11.54 The current owners of this site wish to implement the Local Plan proposal for business development and it is therefore necessary to identify a replacement site.
- 11.55 In seeking a suitable replacement site, the Council has taken account of the advice contained in Circular 1/94, in particular the need for any site to be within a reasonable distance of local services and facilities. It considers that it is desirable for a replacement site to be in the same general area of the town to minimise disruption and dislocation for the residents. It has also been mindful of the need to identify a site which is available for development. The landholding at Freeks Farm satisfies these criteria. The precise location will be determined following further detailed investigations and negotiations with the landowner. The County Council considers the site is suitable and has advised that provision should be made for 12 pitches.
- 11.56 Access to the site will be from Freeks Lane. This is currently a public footpath but provides vehicular access to Freeks Farm and Lowlands Farm. Improvements to the lane will be required. These will involve surfacing and widening to allow vehicles to pass.

BH8 Land at Freeks Farm is allocated for the development of a residential gypsy site to replace the existing site at Fairbridge Way. Improvements to Freeks Lane will be required.

Employment

- 11.57 The rapid population growth of Burgess Hill has been matched by its development as an employment centre. While employment in the other Mid Sussex towns is predominantly in the service sector, Burgess Hill has established itself as an important manufacturing centre.
- 11.58 Employment is concentrated on the west side of the town on the Victoria/Maltings Park Industrial Estate which now covers an area of 57 hectares and is the second largest industrial estate in West Sussex. The estate is home to over 130 companies which employ over 4,700 people and have a turnover of £1,000m p.a.
- 11.59 The smaller Sheddingdean Industrial Estate was developed during the 1980s by the Council to provide a supply of small units for local companies unable to find suitable accommodation in the town.
- 11.60 One of the issues addressed by the Burgess Hill Local Plan was the very poor access to the industrial estates. The construction of the Burgess Hill Western Distributor Road (Jane Murray Way) and the A2300 link to the A23 at Hickstead has transformed the town's accessibility for local businesses. This has undoubtedly been an important factor in attracting new employers such as Ericssons, Notifier, Edwards High Vacuum and Sussex Enterprise to the town.
- 11.61 Although a substantial amount of office development was provided when the town centre was developed in the early 1970s, there has been little demand for office accommodation in the town in recent years. Indeed, several allocations for town centre office development which are included in the Burgess Hill Local Plan were not taken up and

have been reviewed as part of the Local Plan process.

Review of previous employment allocations in the town center which have not been implemented

11.62 Three sites in the town centre which were allocated in the Burgess Hill Local Plan for office development have not been implemented.

☐ Burgess Hill Station Yard (BH 4/2)

The station yard was allocated for small, self-contained office suites or an hotel. No proposals for the implementation of this allocation have come forward. In view of the location of the site in relation to public transport and other town centre facilities, it is considered that the site is suitable for residential development, together with improvements to the station (see Policy BH3).

☐ Land at rear of Church Road (BH 4/3)

Land at the rear of 2-22 Church Road and 2-14 Mill Road was allocated for the development of small, self-contained office suites, dependent upon the provision of a proposed rear service road. There is no likelihood of this service road being provided during the plan period and it is not a proposal of this Plan (see paras 11.91-11.94 below). In the light of recent government guidance and the strategy of the Plan, these sites would be more suited to redevelopment for housing. They are therefore not allocated for office development in the Plan.

☐ Meeds House, Station Road (BH 4/3(a))

Land at the rear of Meeds House was allocated for offices, subject to the retention of the existing house. The site has not come forward for development and it would also be suitable for residential development. It is therefore not allocated for office development in the Plan.

Industrial Development

11.63 The Burgess Hill Local Plan allocated land adjoining Maltings Park Industrial Estate and at the former sewage treatment works, Fairbridge Way, for industrial development. Recent investigations in the Maltings Park area have revealed extensive archaeological features which could extend to the new allocations on the western side of Burgess Hill.

Land South of Maltings Park

11.64 3.5 hectares were allocated for B1 and B8 development, subject to the construction of the Western Distributor Road. Planning permission has been granted for the site. Approximately 50% has been developed and is occupied by Notifier. The planning permission is subject to a S.106 agreement requiring a financial contribution towards the construction of the adjoining section of Jane Murray Way, which was pre-funded by the District Council.

BH9 1.8 hectares to the south of Maltings Park is allocated for B1, B2 and B8 development. Access should be from Charles Avenue.

Land to the North of Maltings Park

- 11.65 2.6 hectares were allocated for B1 and B8 development in the 1992 Plan. Although outline planning permission has been granted and a Development Brief has been prepared, no development has taken place. The Council reviewed this allocation following publication of PPG3 in 2000, but decided that the continuing requirement for land for industrial development in Burgess Hill outweighed any benefit which might accrue from the re-allocation of the land for residential development. The development of this site is dependent upon the provision of a new link road between Charles Avenue and Victoria Road, as shown on the Inset Map.

BH10 2.6 hectares of land to the north of Maltings Park Industrial Estate is allocated for business development. No development shall be occupied until the Charles Avenue-Victoria Road link has been constructed. Because of the sensitive location of this site, only low rise buildings will be permitted and uses will be restricted to those falling within Classes B1 and B8 of the 1987 Use Classes Order.

Land between York Road and the Pookebourne

- 11.66 0.5 hectares of land which lies between York Road and the Pookebourne, immediately to the east of Robin Road, was allocated as Informal Open Space in the Burgess Hill Local Plan. The use of this land has been reviewed in the light of objections to the Revised Deposit Draft Local Plan and the recommendations of the Local Plan Inspector who considered use of the land for B1 business development would be appropriate. The site has also been the subject of proposals for the development of a nursery and a doctor's surgery. The Council considers that any of these uses would be appropriate for this site, subject to access being taken from York Road, the retention of the existing tree screen alongside the Pookebourne and the provision of a landscaping scheme for the site. The design approach to this site should take account of its position at an important 'gateway' to the Victoria Industrial Estate.

BH11 0.5 hectares of land between the Pookebourne and York Road is allocated for B1 business development. The site is also considered to be suitable for the development of community facilities, for example a surgery and/or childrens' nursery. Development proposals should take account of the proximity of residential development immediately to the north of the site and the existing tree screen along the northern boundary must be retained. Access should be taken from York Road.

Land at the Former Sewage Treatment Works

- 11.67 The Burgess Hill Local Plan allocated the former sewage treatment works for a 'low density industrial/business development'. This allocation has not been taken up.
- 11.68 Although the Council has considered the option of re-allocating this site for housing, it has concluded that there are sound reasons for retaining it as a site for business development. There is a continuing demand for further industrial and warehousing accommodation in Burgess Hill. The site is the largest potential employment site in the District. The characteristics of the site and its location make it suitable for business development.
- 11.69 Development of the site will need to take account of the following matters:
- ☐ The residential gypsy site.
 - ☐ The exposed boundaries.
 - ☐ Accessibility.
 - ☐ The possibility that the site is contaminated.

BH12 12 hectares at the former sewage treatment works, Fairbridge Way, is allocated for B1, B2 and B8 business development. The development shall take account of the following requirements:

- (a) no development shall take place until the existing residential gypsy accommodation has been either replaced or refurbished in accordance with the appropriate standards and is available for use.
- (b) the existing belt of landscaping on the northern and western boundaries should be retained and strengthened with additional planting. This shall incorporate a bridleway specifically designed for use by walkers, cyclists and horseriders unless a suitable alternative route is provided elsewhere within the site.
- (c) the existing access from the A273 should be improved;
- (d) the layout and design of the buildings shall take account of the exposed nature of the northern and western boundaries of the site on the edge of the built-up area.
- (e) access to the existing uses on land adjoining the site shall be maintained or alternative access provided; and
- (f) provision should be made for improving access to the site by public transport.

- 11.70 The Council will prepare a development brief for the site setting out these requirements in more detail and will expect the developer to enter into a legal agreement.

Shopping

11.71 The shopping facilities in Burgess Hill comprise:

- ☐ The town centre, including The Martlets and Market Place shopping centres.
- ☐ London Road.
- ☐ The Tesco edge-of-town superstore at Hammonds Farm.
- ☐ Neighbourhood shopping centres at Worlds End, Sheddingdean, West End Farm and Royal George Road.

11.72 Recent developments include:

- ☐ The Market Place development, comprising 10,300 sq. m of floorspace and including a Waitrose supermarket, completed in 1991.
- ☐ A food superstore at Hammonds Farm, opened in 1993.
- ☐ The Halfords development on London Road.

11.73 These developments have significantly increased the shopping opportunities in the town. The Mid Sussex Household Shopping Survey undertaken in 2002 showed that 92% of Burgess Hill households used stores in Burgess Hill for their food shopping, this has risen from 86% in 1993. 66% of shoppers use the Tesco store, 18% Waitrose and 4% the Coop (which has since been closed).

11.74 As would be expected, far fewer households do their non-food shopping locally. The survey revealed that 31% used Burgess Hill for the majority of their non-food shopping, 31% used Crawley and 26% used Brighton.

Future Requirements

11.75 In view of the new shopping facilities which have been developed in the town in the recent past, the Council does not consider there is a quantitative requirement for a significant amount of additional shopping floorspace in Burgess Hill during the plan period. However, there is justification on qualitative grounds for a limited amount of further shopping to increase the range of choice available to local households for non-food shopping.

11.76 The Council considers that there is an opportunity for redevelopment of the area between The Martlets and Civic Way. This area includes the multi-storey car park, which is almost 30 years old and is substandard in terms of its overall design, layout and appearance by modern town centre standards. It is envisaged that any redevelopment scheme for this area will be predominantly retail, with a potential to include a further mix of uses if appropriate. There should be no reduction in the number of public parking spaces. A Development Brief will be prepared for the site.

BH13 Land adjoining The Martlets Shopping Centre, including the multi-storey car park, is allocated for redevelopment.

Appropriate uses would include:

- ☐ retail, including food superstore
- ☐ leisure/entertainment
- ☐ residential flats
- ☐ civic, public and voluntary services

Any scheme should include short stay town centre parking.

- 11.77 Any other sites which are proposed for retail development will be considered against the policies in the Shopping chapter. A Town Centre Shopping Policy Area is shown on the Town Centre Inset Map.
- 11.78 The Shopping Chapter also contains policies for Primary and Secondary shopping areas (Policies S3 and S4). The Primary and Secondary shopping frontages for Burgess Hill town centre are shown on the Town Centre Inset Map.

The Outdoor Market

- 11.79 In 1989, the Burgess Hill outdoor market was moved from the site currently occupied by Market Place to the eastern end of the Cyprus Road car park. It did not prosper in this location which is remote from the main town centre shopping area and a requirement for a more central location was identified. After consideration of a number of sites, the Council selected the car park at the rear of Church Road. A scheme to improve and extend this car park was carried out and the market moved in 2001.

Transport**Roads**

- 11.80 The Burgess Hill Local Plan included a number of important proposals for improving the highway infrastructure of the town. Most of these have been implemented, for example the Western Distributor Road (Jane Murray Way), which was constructed as an integral part of the recent development on the west side of the town, and the A2300 link road, which was built by the County Council with development funding.
- 11.81 The Plan also proposed two new road links between Jane Murray Way and the Victoria Industrial Estate, together with a new internal link between Victoria Road and the northern end of Charles Avenue. The latter was intended to provide a direct link between the oldest and least accessible part of the industrial estate and the new roads and to allow restrictions to be placed on the existing access to the estate from Victoria Avenue.
- 11.82 A southern extension of Charles Avenue was constructed by the District Council in 1996 following the confirmation of a Compulsory Purchase Order by the Secretary of State. This provided the first direct link between the industrial estate and the Jane Murray Way. A second link was created when the connection between York Road and Jane Murray Way was constructed by the District Council in 2002.

Victoria Road Link

- 11.83 Victoria Road is the oldest part of the industrial estate. A number of premises which had been vacant for several years have recently been refurbished and are now occupied. A large site at the western end of Victoria Road (known as the KDG site) was derelict for a number of years and has now been redeveloped.
- 11.84 Much of the traffic to and from the Victoria Road area at present travels along Victoria Avenue, which is a residential street. A new link from Victoria Road connecting to the northern end of Charles Avenue is required. This will provide direct access from this part of the estate via Charles Avenue and York Road to Jane Murray Way. When this access is available, the Council will explore means by which access between Victoria Road and Victoria Avenue can be restricted.

BH14 Land between Charles Avenue and Victoria Road is allocated for a new road link. When this link and the York Road extension are open to traffic, the Highway Authority will impose access restrictions on Victoria Avenue at the point shown on the Proposals Map in order to exclude lorries from the residential area.

Walking and Cycling

- 11.85 The Council is keen to promote walking and cycling as alternatives to the use of the car for local journeys in Burgess Hill. The layout of the new housing areas and the closure of existing roads (Gatehouse Lane and Malthouse Lane) provide opportunities for relatively safe journeys by cycle and on foot through the new developments to destinations such as local schools, the Triangle Leisure Centre and local shops. In 1998, the District Council constructed the Southway cycle track to improve access between the existing and the new residential areas.
- 11.86 In 1998 the County Council approved a Cycling Study of Burgess Hill. This put forward a number of specific proposals for improving opportunities for cycling in the town, to be implemented when resources permit. The proposals will need to be reviewed when the Urban Transport Plan for Burgess Hill is prepared.

Burgess Hill - Hassocks Cycle Track

- 11.87 Both the adopted Burgess Hill and South Mid Sussex Local Plans propose a cycle track/bridleway/footpath between Burgess Hill and Hassocks running along the eastern side of the railway. It has not been possible to reach agreement with the landowner over the routing of this cycle track/bridleway/footpath. In 1996, the County Council and District Council upgraded the existing footway along the eastern side of the A273 between Burgess Hill and Hassocks to a cycle track. Notwithstanding this, the Council considers that there is still a need for a recreational cycle track/bridleway/footpath between Burgess Hill and Hassocks. A suggested route is shown on the Burgess Hill Inset map.

BH15 A recreational cycle track/bridleway/footpath is proposed between Hassocks and Burgess Hill. The proposed route is shown on the Proposals Map.

Bus Services

- 11.88 Bus services in the town have been enhanced as a result of the local Buses-R-Us initiative introduced in 1998. This has involved a partnership between County, District and Town Councils, local businesses and the bus operator. The introduction of the service has resulted in a significant increase in patronage.

Rail Services

- 11.89 Burgess Hill is served by Burgess Hill and Wivelsfield stations. Many local residents rely upon services from these stations for commuting and other essential journeys. Expectations of improvements to rail services following the privatisation of the industry have generally not been fulfilled, although more people are travelling by rail than ever before. For Burgess Hill travellers, there are serious capacity problems during the morning and afternoon peaks which need to be addressed by Network Rail and the Train Operating Companies. Station facilities at Burgess Hill station are in urgent need of improvement. The redevelopment of the station yard and adjoining land will provide the opportunity to achieve these improvements (see paras 11.38-11.40 and policy BH3).

Burgess Hill Urban Transport Plan

- 11.90 During the plan period, the County Council will prepare an Urban Transport Plan for Burgess Hill. This will prove an opportunity for a holistic view to be taken of transport issues in the town. Preparation of the plan will involve extensive consultation with a wide range of stakeholders and interest groups.

Town Centre Pedestrianisation

- 11.91 The development of The Martlets and the construction of Civic Way in the early 1970s led to the pedestrianisation of Church Walk. At the time, it was envisaged that following the development of a second phase of the town centre, the remaining section of Church Road would be pedestrianised. A proposal to construct rear service roads and to pedestrianise Church Road was included in the Burgess Hill Local Plan.
- 11.92 The Council subsequently prepared a number of detailed options for implementing this proposal and these were the subject of public consultation in 1998. The proposals attracted significant levels of objection and the Council opted for the introduction on an experimental basis of a 'Saturday Closure' scheme which would exclude all traffic, including buses, from Church Road between 10.00 am and 4.00 pm on Saturdays. This scheme cannot be introduced until arrangements for the re-routing of buses have been agreed with bus operators and the County Council.
- 11.93 The Council will continue to work with the bus companies and the County Council so that the Saturday Closure scheme can be introduced as soon as possible.
- 11.94 The Council believes that it is unlikely that a permanent pedestrianisation scheme will be achievable during the period covered by this Local Plan. Consequently, it is not included

as a proposal in the Local Plan. The Council anticipates that traffic circulation within the town centre, the future of Church Road and pedestrian priority schemes will be important issues for the forthcoming Urban Transport Plan to consider.

Car Parking

- 11.95 The Council operates five off-street public car parks in the town centre. These provide 406 short stay spaces and 333 long stay spaces. In addition, the privately-operated Market Place shopping centre car park provides 345 short stay spaces and South Central provide approximately 70 long stay spaces at the station.

Car Park	Short Stay	Long Stay	Total
Cyprus Road	176	60 (Mon – Friday)	236
Martlets	186		186
Queens Crescent		155	155
Station Road		118	118
Market Place	345		345
South Central (Station)		70	70
Church Road	44		44
Total	751	403	1154

Burgess Hill Station

- 11.96 Land at the station is allocated for residential development (see paras 11.38-11.40 and policy BH3).
- 11.97 The Council believes that it would be beneficial if, as part of the redevelopment, the two existing car parks - the Council's Queens Crescent car park and the station car park - were to be rationalised into a single long stay car park to serve both the town centre and the station. In addition, land to the east of the station is suitable for commuter parking. There will be no reduction in the overall amount of parking currently available.

Martlets Multi-Storey Car Park

- 11.98 The Martlets multi-storey car park is almost 30 years old and is substandard by modern town centre standards in terms of its overall design, layout and appearance. It is located in an area which is identified on the Town Centre Inset as an 'Area of Development Opportunity' (see para 11.76 and policy BH13). Any redevelopment scheme will need to incorporate at least as many parking spaces as exist at present.

Wivelsfield Station

- 11.99 There is a long-standing proposal in the Burgess Hill Local Plan for the development of a small car park to serve Wivelsfield Station on land immediately to the west of the station. In 1990, British Rail obtained planning permission for the car park. This permission has not been implemented. In view of the serious on street parking problem in the World's End area caused by daytime parking, the Council believes that the provision of this car

park is an important objective and it will press for its implementation by National Rail and/or the Train Operating Company which leases the station.

BH16 Land immediately to the west of Wivelsfield Station is allocated for a long stay commuter car park.

Recreation, Sport and Leisure

11.100 The 1992 Burgess Hill Local Plan highlighted the failure of recreation and open space facilities in Burgess Hill to keep pace with the rapid increase in population. As a result, the town had become seriously deficient in terms of the minimum standards of the National Playing Fields Association, especially in respect of playing fields.

11.101 This Local Plan included a number of proposals to redress these deficiencies.

11.102 PPG17 'Planning for Open Space, Sport and Recreation' was published in July 2002. This was too late for the Guidance to be taken into account when the proposals in this Local Plan were prepared. The Guidance requires Local Authorities to undertake robust assessments of existing provision and future requirements for open space and recreation. This work will be undertaken by the Council as part of the review of this Local Plan. Until this work has been carried out, the proposals in this chapter will represent the policy of the Local Planning Authority in respect of open space and recreation in Burgess Hill.

Indoor Recreation: The Triangle Leisure Centre

11.103 The Burgess Hill Local Plan allocated a 5 hectare site at West End Farm for a major, fully integrated leisure complex, incorporating a full range of indoor facilities (wet and dry) as well as a floodlit all-weather pitch and tennis courts. This facility was intended to serve Burgess Hill and the southern parts of Mid Sussex. The Triangle Leisure Centre was opened in April 1999 and replaces the former Swim Centre and Sidney West Centre, both of which have been demolished.

11.104 Approximately 1 hectare of land at The Triangle is available for further development and the Council, as owner and operator of the site, wishes to promote development which will complement the existing facilities. It considers that appropriate uses for this land could include further leisure facilities, for example, ten pin bowling or a hotel/travel lodge.

BH17 Land at The Triangle is allocated for leisure or leisure-related development to complement the existing recreational facilities on the site.

Sidney West Site

11.105 The Council has recently undertaken a public consultation exercise to help it determine the most appropriate use of the land previously occupied by the Centre.

BH18 The playing fields at the Sidney West Centre are retained for recreational use. The land occupied by the former leisure centre building is reserved for leisure/community purposes.

Playing Fields

- 11.106 The 1992 Burgess Hill Local Plan allocated five sites for the development of new playing fields. One of these was at Marle Place, where the future of the community facilities, including playspace, had been put in doubt following the County Council's decision to sell the site for housing. Following the dismissal of a planning appeal, the land has been secured for community use and now provides a junior football pitch and a floodlit multi-use area.
- 11.107 Land at West End Meadows has been laid out for playing fields. None of the three remaining playing field allocations have been implemented due mainly to difficulties over land acquisition. It is proposed to retain all these allocations in this Local Plan.
- 11.108 Apart from West End Meadows, no new playing fields have been provided within the new development areas on the west side of the town. Instead of on-site provision, the Council has negotiated financial contributions with the developers. These contributions have provided a substantial element of the funding of the Triangle leisure centre.
- 11.109 Land at West End Farm is allocated in the Burgess Hill Local Plan for a new secondary school. This allocation is retained (see policy BH23 below). The site is linked to The Triangle by a pedestrian underpass beneath Jane Murray Way. The site is large enough to accommodate a substantial area for formal sport and the Council would expect this to be made available for shared use with the public in conjunction with the Triangle Leisure Centre.

BH19 Land for playing fields and associated facilities is allocated at the following locations:

- (a) land to the east of Kingsway;
- (b) land to the north east of Sheddingdean;
- (c) land to the south of Southway; and
- (d) as an integral part of the development of a new secondary school at West End farm.

- 11.110 The Council recognises that there is still a need for a substantial area of additional playing fields to serve the town and it will continue to seek opportunities.

Equipped Play Area

- 11.111 The Council intends to provide an equipped children's play area on the 'Railway Land' informal public open space to serve the residential area to the east of Mill Road.

BH20 Land immediately to the north of St. Wilfrid's Road is allocated for a Local Equipped Area of Play (LEAP).

Informal Public Open Space

- 11.112 The recent housing development on the west side of Burgess Hill has enabled the Council, by means of planning agreements with developers and landowners, to bring substantial areas of land into public ownership as informal public open space. This land, together with land previously acquired by the Council and land owned by Burgess Hill Town Council, forms the basis of what has become known as the 'Green Crescent' of open space which now extends around approximately two thirds of the circumference of the town. Much of the 'Green Crescent' is situated in the parishes of Hassocks, Hurstpierpoint and Sayers Common and Cuckfield Rural. Routes for walkers, cyclists and horseriders will be provided.
- 11.113 The extensive area of public open space immediately to the west of the railway also provides a valuable local amenity.

BH21 The following areas are allocated as Informal Public Open Space:

- (a) Batchelors Farm;
- (b) Land south of Nightingale Lane;
- (c) Land adjoining Jane Murray Way, York Road and Sussex Way;
- (d) Land to the north of Sheddingdean and Leylands Park, including Bedelands Farm; and
- (e) The 'Railway Land' to the north and south of Wivelsfield Station.

- 11.114 The District Council will seek opportunities to extend the 'Green Crescent' and to bring into public ownership land allocated as Informal Public Open Space.

Community Facilities

Education

- 11.115 As a result of the recent residential development which has taken place in Burgess Hill,

the County Council has identified a requirement for two new schools. The locations are shown on the Burgess Hill Inset Map.

BH22 Land at Hammonds Ridge is allocated for the development of a primary school.

BH23 Land at West End Farm is allocated for the development of a secondary school. The development should include recreational facilities designed for shared use with the local community.

Community Buildings

11.116 There is a requirement for three community buildings to serve existing residential areas. The locations are shown on the Burgess Hill Inset Map.

BH24 Land is allocated for the development of community buildings:

- (a) on land at Hammonds Ridge;
- (b) on land to the west of Robin Road; and
- (c) on land to the east of Kingsway.

11.117 The sites at Hammonds Ridge and Robin Road are owned by the District Council. The land at Kingsway is in private ownership and the Council will seek to acquire it.

Keymer Tileworks and Claypit

11.118 One of the greatest environmental and planning challenges facing Burgess Hill over the next 20-30 years is the long term future of the Keymer Tile Company's works and claypits. Although this timescale is well beyond the period covered by this Local Plan, the Council considers the issues need to be aired and fully debated so that a 'vision' for the future of the site can be developed.

Location and History of the Site

11.119 The site is located between Cants Lane and the Burgess Hill-Lewes railway line. It covers an area of 20.5 hectares (51 acres). Production of building materials on the site pre-dates the development of Burgess Hill and the town has expanded to the point where the site is now surrounded on all sides by houses.

- 11.120 Brick making ceased many years ago and handmade clay tiles only are now manufactured on the site. These are first class building materials which are held in very high regard by the building industry. The site represents a strategically important mineral resource. Recent surveys undertaken by the company suggest that there are sufficient reserves of suitable clay to enable production to continue for a further 20-30 years. Some parts of the site are no longer required by the company for operational purposes.
- 11.121 The only access to the site is via Nye Road, which is a narrow residential street.
- 11.122 The site is effectively a large sump which collects rainfall. The company maintains water levels by pumping. When pumping ceases, the pit will fill with water.
- 11.123 The current planning permission for the site requires the owners to implement a restoration scheme when production comes to an end. This restoration scheme will involve the creation of a large lake covering virtually the entire site.
- 11.124 In 1985, planning permission was refused for filling the site with domestic refuse and developing recreation facilities.
- 11.125 The 1992 Burgess Hill Local Plan allocated as Informal Public Open Space a small area in the north east part of the site where clay extraction has ceased. This proposal has not been implemented and there is no public access to any part of the site for reasons of security and public safety.

Keymer Tileworks Working Party

- 11.126 In 1998, the company appointed new management and initiated a dialogue with the local authorities. The company's objectives were to review the existing restoration proposals, which they do not believe are appropriate, to try to agree a long term strategy for the site and to obtain planning permission for residential development of parts of the site which are surplus to operational requirements.
- 11.127 A Keymer Tileworks Working Party was established, comprising officers and councillors from Burgess Hill Town Council and West Sussex County Council, officers from Mid Sussex District Council and representatives of the company. In 1999, the company held an Open Day for local residents and organised a public meeting to discuss the future of the site.
- 11.128 The Working Group has identified a large number of issues which are fundamental to any consideration of the future of the site. These are set out below.
- ☐ Is a large lake the most appropriate after use for the site? The proposal raises serious concerns over safety in view of the likely depth of the water and the steepness of the slopes. Who will be responsible for the site when production ceases?
 - ☐ Any alternative to a lake will involve importing inert fill material (by definition, material which cannot decompose i.e. not domestic refuse). The most likely source of suitable inert material is spoil from new development sites. To fill the south eastern part of the site (some 4 hectares) would require about 330,000 cubic m of material. If brought in by road, this would represent about 25,000-30,000 lorry movements. If properly handled and compacted, the filled areas could be built on.
 - ☐ Investigations have revealed that although the site adjoins the railway, it would

be extremely difficult to bring fill material in by rail due to the cost of installing a siding and the fact that the network locally is already operating at capacity providing passenger services. This option would only become a possibility if a large source of suitable fill material could be identified which is readily accessible to an existing railhead and which could be transported in large quantities on a regular basis.

- ☐ If transport by rail is not an option, which would be the best route for lorries? Access from Junction Road or Cants Lane would raise major concerns in view of the restricted width and capacity of the roads. In highway capacity terms, Kingsway is a modern distributor road and might be considered suitable for a temporary period, in spite of the fact that it serves a large residential area. Use of the proposed Haywards Heath Relief Road, the B2112 and the eastern section of Folders Lane would avoid the need for movements through the town centre.
- ☐ What would be the most appropriate land uses for the site in the long term? Government and local planning policy is to maximise the use of previously developed 'brownfield' land for new housing, and this site could eventually accommodate several hundred houses. Alternatively, should the site be used to help rectify the existing severe shortages of open space and recreation land in this part of the town?
- ☐ Could development of the site ease the current traffic congestion in Cants Lane by providing new road links?
- ☐ Could small parts of the site which are surplus to the company's requirements be released for development while production of tiles continues? (50 houses have been built following the grant of planning permission on appeal in June 2001).
- ☐ At present, the site is of considerable nature conservation interest. How can this interest be safeguarded and enhanced? Conservationists believe that the current restoration scheme - the lake option - would very largely destroy this interest.

Need for a Masterplan

11.129 These are complex and sometimes conflicting issues. However, a 'vision' for the future of the site is urgently needed which all those with interests in the site, especially the company, can work towards achieving.

11.130 The Council therefore intends to prepare a Masterplan for the site which will provide this 'vision'. A large number of stakeholders will need to be involved in this process, including the company and local residents.

Introduction

- 12.1 East Grinstead is one of the three main towns in Mid Sussex and with a population of around 25,000 is the largest settlement in the northern part of the District. It is also one of the oldest towns in the County, and its importance as a market, industrial and commercial centre dates back to medieval times. In common with other towns its character and role has evolved gradually over many centuries as economic and social circumstances have changed. Nevertheless, it retains its historic core, centred on the High Street, where many buildings date back as far as the 14th and 15th centuries.
- 12.2 The town is set in very attractive countryside, which extends to the edges of the built up area and which includes, to the south and east, part of the High Weald Area of Outstanding Natural Beauty. The town has been developed on a flat topped ridge which extends from Ashurst Wood in the south east to Imberhorne Lane in the west. A ridge also extends along Holtys Road to the north east, and southwards towards Saint Hill Green. These ridges are dissected by steep-sided wooded river valleys to the south of the town. This physical form has given the town a distinctive character and setting in relation to the surrounding area. It has been a major factor in shaping the nature of the past development of the town and also acts as a constraint for the future.
- 12.3 East Grinstead went through a period of expansion in the 1980s and early 1990s. New housing estates were developed within and on the outskirts of the town, the latter extending the built up area into the surrounding countryside. A number of major office developments were built in the town centre, and industrial estates were extended to the north west of the town. Since then the pace of development has slowed considerably, reflecting the environmental and infrastructure constraints which affect the town and which are considered further below.

Future Development at East Grinstead

- 12.4 Two important constraints have affected the amount of new housing and commercial development which the town has been able to accommodate in recent years. The first constraint is environmental, reflecting the character and high visual quality of the area, and in particular the surrounding countryside. Three designations restrict the potential for future development at East Grinstead. Firstly, the areas to the south and east of the town fall within the High Weald Area of Outstanding Natural Beauty (AONB), the limits of which extend to the edges of the built up area. The primary purpose of AONB designation is the conservation of natural beauty. Significant new development could prejudice this objective and would therefore be inappropriate. Secondly, the area to the west of the town between East Grinstead and Crawley, and the area to the east between East Grinstead and Ashurst Wood, both fall within strategic gaps. While not necessarily of the same high quality as the AONB these areas of countryside are nevertheless very attractive and fulfil a vital role by preventing the coalescence of these settlements and maintaining their separate identity. Thirdly, the area to the north of East Grinstead lies within the adjoining County of Surrey where it is designated as Metropolitan Green Belt. Here development will normally only be permitted in exceptional circumstances.
- 12.5 The second major constraint relates to infrastructure and, in particular, roads. New highway provision at East Grinstead has not kept pace with the rate of earlier development and general traffic growth and the existing highway network is no longer adequate to cope with the traffic demands now being placed upon it. Unless significant improvements are made further large scale development would only exacerbate this situation and would not be appropriate. Whilst the District and County Councils are currently studying a range of roads and transport issues at East Grinstead, new road

provision sufficient to cater for major new development is unlikely to be achieved in the near future. Until these studies have been completed, the existing infrastructure will continue to be a firm constraint on the amount of future development at East Grinstead in the short term, and certainly for the period covered by this Local Plan.

- 12.6 As a result of these environmental and highway constraints, and the current uncertainties relating to future highway and transport provision the overall strategy for the future development of East Grinstead is one of restraint. It is proposed that there are only very modest amounts of new housing or business development at East Grinstead over the Plan period, with only a small number of allocated sites, mostly within or adjacent to the existing built up area. In the case of housing, five sites are allocated which together are estimated to have a capacity of up to 179 dwellings. The amount and location of this new development are considered in the following sections of this Chapter.

Policy Aims

- 12.7 The aims of the Local Plan with regard to East Grinstead are as follows:

- (a) to safeguard the character and appearance of the setting of East Grinstead, and in particular to protect the landscape of the Area of Outstanding Natural Beauty;
- (b) to protect the separate identity of East Grinstead by maintaining the strategic gaps between the town and Crawley to the west and Ashurst Wood to the east;
- (c) to restrict new development to within the defined built up area boundary of East Grinstead other than in exceptional circumstances;
- (d) to provide for only a limited amount of new housing and business development;
- (e) to improve the quality of the environment and traffic conditions at East Grinstead by seeking ways of minimising congestion and reducing the amount of traffic passing through the town centre;
- (f) to maintain and increase existing shopping facilities and enhance the attractiveness of the town centre as a location for shopping, leisure, recreation and other activities, and as a place to live and work;
- (g) to improve the attractiveness of parts of the High Street and London Road by seeking ways of minimising the impact of traffic, of reducing the danger and inconvenience to pedestrians, and of improving the physical environment;
- (h) to safeguard and enhance the character and appearance of the High Street Conservation Area and Areas of Townscape Character within East Grinstead;
- (i) to improve the range of car parking facilities; and
- (j) to maintain and where possible enhance the range and provision of community, recreation and leisure facilities within the town, including the protection of existing areas of open space.

The Built Environment

- 12.8 The undulating pattern of ridges and valleys in and around East Grinstead gives the area a distinctive character and appearance. This topography and the extensive tree cover provide an attractive setting for the town and, in places, also help to screen new development and to minimise its impact. East Grinstead's ridge-top location also affords extensive views both into and out of the town. As a result, some buildings are prominent features on the skyline and are clearly visible from outside the town, particularly from the south. Some of these buildings, such as the tower of St Swithun's church, are long-standing features on the skyline and are readily accepted as part of the townscape. Others, such as some of the more recent office developments, do not blend in so well and are prominent when viewed from outside the town.
- 12.9 There is a designated Conservation Area in the town centre, and this Local Plan also identifies eight new Areas of Townscape Character. These areas are considered in more detail below. In addition there are a number of other features within the town which make an important contribution to the quality of the local environment. These include:
- ☐ the tree lined approaches to the town, particularly London Road, West Hill, and Lewes Road;
 - ☐ the fingers of woodland which extend into the town (including for example along the disused railway lines), and the trees and tree groups which help soften building lines and act as a foil to new development;
 - ☐ the outcrops of sandstone in road cuttings such as in Hermitage Lane and Blackwell Hollow; and
 - ☐ the attractive grounds of East Court which provide a very important and accessible local amenity, close to the town centre and the neighbouring residential estates.
- 12.10 The Council will seek to protect and enhance this setting and the important visual characteristics outlined above. It will also resist development which would be visually obtrusive when viewed from outside the town.

EG1 Development which would detract from the overall appearance and character of the town or its setting or that of a part of the town will not be permitted. Particular care will be taken to ensure that new development within East Grinstead does not appear visually intrusive when viewed from outside the town or from its approaches.

High Street Conservation Area

- 12.11 The Conservation Area centred on High Street was originally designated in 1969 and was identified as 'outstanding' by the Department of the Environment in 1976. As well as the High Street it includes Middle Row, parts of Ship Street and West Street, and the east side of Church Lane. It was extended in 1985 to include an area known as 'The Portlands' to the south, and again in 2003 to include properties on the west side of Ship Street.
- 12.12 The High Street contains the longest continuous run of 14th century timber-framed

buildings in England. Other buildings date from the 15th and 16th centuries, together with examples from the Georgian and Regency periods. Particularly notable buildings include St. Swithun's Church and Sackville College, the latter being a Grade 1 listed building dating from Jacobean times. Despite the intrusive effects of traffic the High Street has retained its outstanding distinctive and historic character and appearance.

12.13 The following features in particular contribute to the character of this Conservation Area:

- ☐ the varied mix of building styles and ages;
- ☐ the wide range of building materials, including timber frame, brick, sandstone, tile hanging, timber cladding and Horsham stone, slate and tiled roofs;
- ☐ the almost continuous run of outstanding timber framed buildings on the south side of High Street;
- ☐ the width of the High Street- almost 30m- contrasting with the sense of enclosure at the ends, due in part to Middle Row, an island of buildings dividing the eastern end of High Street in two;
- ☐ the raised brick pavements on either side of High Street reflecting the original medieval ground level, up to 2m above the current road;
- ☐ the prominent tower of St. Swithun's Church on the skyline;
- ☐ important individual buildings including Sackville College, a Grade 1 listed building;
- ☐ the narrow burgage strips of land (known as the Portlands) to the south of High Street;
- ☐ the importance of tree planting and other landscaping; and
- ☐ the range of attractive street furniture and the war memorial.

Estcots Conservation Area

12.14 Land at East Court and Estcots, College Road, was designated as a Conservation Area in 2003. The boundaries are shown on the Proposals Map. The area includes East Court mansion and its parkland, East Court Lodge at the entrance to East Court and the area of Estcots Farmhouse, Estcots Barn and Estcots Cottage. The following features in particular contribute to the character of this Conservation Area:

- ☐ Its open rural quality on the edge of the town
- ☐ East Court, a Grade II listed building, its attractive and extensive grounds, landscaped gardens and extensive views across the High Weald
- ☐ The attractive sunken lane leading to Estcots and
- ☐ The attractive grouping of Estcots Farmhouse, Estcots Barn (both listed) and Estcots Cottage.

The Portlands

12.15 The area to the south of 58-84 High Street is known as the 'Portlands', and is a very important legacy of the medieval layout of the town. There were originally 47 long strips of land extending behind each property to the south of the High Street. Their primary use was for domestic agriculture comprising mostly arable farming with some animal

husbandry. The Portlands began to be enclosed in the 14th century and buildings were constructed on some of them. The section to the rear of Nos 58-84 represents the only surviving block of whole and undeveloped medieval Portlands within the town and as such is an important surviving feature of the early urban landscape. Their undeveloped character and appearance is an important visual feature of the town centre and the High Street Conservation Area.

- 12.16 The Council is concerned that this area may become vulnerable to development pressures. Part has previously been the subject of proposals for new housing. These have been refused by the Council. It is considered that development here would destroy the important medieval character of this area, would detract from the setting of the adjacent listed buildings in the High Street, and would adversely affect the Conservation Area.
- 12.17 The Portlands are an extensive area, parts of which have become overgrown. They are also in private ownership with no public access. The Council considers that the amenities of the town would be greatly enhanced if such public access could be secured to those areas which are currently unused. It will therefore investigate the feasibility of part of the Portlands being used as informal public open space for the benefit of the community at large, at the same time ensuring their protection from development. This would also open up extensive views of the countryside to the south as well as of the rear elevations of the buildings in High Street which are themselves of architectural importance.

EG2 In view of their character and appearance, historic importance, and contribution to the Conservation Area, proposals for the development of the Portlands to the rear of 58-84 High Street will not be permitted.

Areas of Townscape Character

- 12.18 The Council has identified eight Areas of Townscape Character (ATCs) in East Grinstead in accordance with policy B16 of the Built Environment chapter in this Local Plan. These areas are identified on the Proposals Map.

EG3 Areas of Townscape Character have been designated at:

- ☐ North End/Furze Lane/Sackville Lane;
- ☐ Grosvenor Road/Crescent Road/Maypole Road;
- ☐ Copyhold Road/Brooklands Way;
- ☐ West Hill/West Lane;
- ☐ De La Warr Road;
- ☐ College Lane/Old Road;
- ☐ Holtye Road; and

□ Furzefield Road, Baldwins Hill.

Housing

- 12.19 As outlined above, due to significant highway and environmental constraints on the level of new development East Grinstead can make only a modest contribution to future new housing provision during the period covered by this Local Plan. Large scale housing development could only be considered in principle in the event that the highway constraints are satisfactorily resolved. Even then the outstanding environment on the edges of the town will continue to limit the extent of new housing development beyond the existing built up area. Within this built-up area, the attractive townscape, the density of existing development, the need to avoid over-intensive development and the need to retain existing areas of open space will limit options for further development within the town. However, all opportunities to use previously developed sites or vacant buildings will be fully explored.
- 12.20 As a result of the housing strategy and constraints outlined above only a small number of sites are specifically allocated for residential development at East Grinstead. These sites are considered in the following paragraphs and are identified on the Proposals Map. Together they would have a total estimated capacity of up to 179 dwellings. The particular circumstances of each site will affect the nature of their development and these are considered in the following paragraphs and related policies. In addition to these specific requirements, all proposals for these sites will be expected to have regard to the policies contained in the topic chapters of this Local Plan.

~~Former Gas Works, Moat Road~~

- ~~12.21 This site has an area of 0.6ha and comprises a former gas works. It is bounded by housing to the north and east and south east. To the south and south west are the Council owned car park and a number of commercial properties including a large DIY store. The railway line adjoins the site to the west. In view of its size and location close to the town centre the site is considered to be suitable for a mix of residential units including a proportion of affordable housing. The site is allocated for residential development to provide 59 dwellings, 30% to be affordable housing units. Planning permission has been granted for 59 units, with a financial contribution for the provision of affordable housing offsite.~~

~~**EG4** Land at the Former Gas Works, Moat Road (approximately 0.6ha) is allocated for residential development to provide 59 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).~~

~~Additionally, permission will be subject to the following requirements:~~

- ~~(a) the provision of vehicular access from Tower Close, including the construction of a turning head to regularise traffic movements and a study of traffic impact on the wider road network and junctions;~~
- ~~(b) the provision of adequate noise attenuation measures within~~

~~the development;~~

~~(c) a detailed investigation into possible sources of on-site contamination and the completion of any remedial works required before building works commence; and~~

~~(d) a financial contribution towards the provision of additional library, primary school and civic amenity facilities.~~

East Grinstead Lawn Tennis and Squash Club, Ship Street

- 12.22 This site has an area of approximately 0.7ha. It is currently occupied by the East Grinstead Lawn Tennis and Squash Club and comprises buildings used by the club and a number of outside tennis courts. It also includes a small area of unused land to the north of the tennis club site. It is bounded by housing on its north-west, south and east sides. To the north it adjoins properties located on the south side of High Street, including a doctors' surgery and car park. Vehicular access to the allocated site is from Ship Street. The site is located in the town centre and has excellent access to existing services and facilities, including public transport and especially buses.
- 12.23 In view of its location and its relationship to neighbouring properties, the site could accommodate a relatively high density development up to three storeys and in the form of one or two bedroom flats. It is estimated that it could accommodate up to 40 dwellings. This should include a proportion of affordable dwellings.
- 12.24 Redevelopment of the site will be an opportunity to secure other benefits. These include the provision of a footway along the Ship Street frontage of the site; and the provision of vehicular access through the site to the doctors' surgery and car park at the rear of the High Street, subject to safeguarding the right of way to other neighbouring properties and to that part of the allocated site to the rear of 6 High Street. This will allow the existing unsatisfactory vehicle access to the surgery at Judges Close to be closed. This will greatly enhance the environment and safety of pedestrians in this part of the High Street.
- 12.25 Redevelopment of the site for housing will require the relocation of the existing lawn tennis and squash club to a site elsewhere. This is considered further in paragraphs 43.21 - 43.23 and policy RA7 in Chapter 43 of this Local Plan.

EG5 The site of the East Grinstead Lawn Tennis and Squash Club together with adjacent land to the north (approximately 0.7ha) is allocated for residential development to provide approximately 40 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) satisfactory resolution of the relocation of the Lawn Tennis and Squash Club to an alternative location elsewhere;

- (b) the provision of vehicular access to the site from Ship Street;
- (c) the provision of vehicular access through the site from Ship Street to the doctors' surgery and car park at Judges Close;
- (d) the provision of a 2m wide footway along the length of the Ship Street boundary of the site; and
- (e) a financial contribution towards the provision of sustainable transport and traffic management measures, off site play space, additional primary school places, library facilities and civic amenity facilities.

Car Park, Railway Approach

~~12.26 This site has an area of approximately 0.5ha. It is owned by the District Council and is currently used for public car parking. It is steeply sloping and is bounded on three sides by residential development. The Council considers that this site is suitable for redevelopment and is prepared to consider a range of potential uses, including housing. However, in view of the importance of this site for car parking it will seek an increase in the overall provision of public car parking as part of a mixed use redevelopment of the site. Other potential uses include community uses, leisure, offices or a combination of these. It is estimated that this site can accommodate up to 28 dwellings, and that flats are likely to be the most appropriate form of housing having regard to the character of the surrounding area and the mixed use nature of any redevelopment. These are to be affordable housing units. This site is also considered further in paragraphs 12.41-12.42 and policy EG12 below.~~

~~**EG6** Land at Railway Approach Car Park (approximately 0.5ha) is allocated for mixed use development comprising public car parking together with a range of other potential uses including community uses and housing. (See also policy EG12 below) It is estimated that this site can accommodate up to 28 flats as part of a mixed use redevelopment. Permission for development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwellings Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).~~

~~Additionally permission for redevelopment will be subject to the following requirements:~~

- ~~(a) the provision of an overall increase in the amount of public car parking on the site;~~
- ~~(b) the provision of a comprehensive landscaping scheme for the site, including the retention of important existing trees and the provision of screening along the southern boundary; and~~
- ~~(c) financial contributions towards off site play space, primary school, civic amenity and library facilities.~~

2-4 Orchard Way

- 12.27 This site has an area of 0.17ha and is occupied by two no. two storey buildings which are currently in use by West Sussex County Council as a social services centre and a day centre. The site is surrounded by residential development consisting mainly of a mixture of four and five storey blocks of flats. The site slopes down steeply from the north and it is likely that this will affect the form of development. In view of its location close to the town centre and public transport facilities, it is felt that a high density development comprising flats would be most appropriate for this site. It is estimated the site can accommodate approximately 12 flats.

EG7 Land at 2-4 Orchard Way (approximately 0.17ha) is allocated for residential development to provide approximately 12 flats. Permission for development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwellings Mix), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) the provision of vehicular access onto Orchard Way, including on site turning space;
- (b) the retention of important on site trees, and
- (c) a financial contribution towards off site play space, primary school, civic amenity and library facilities.

Stonequarry Woods

- 12.28 This site is approximately 1.8ha and is located on the northern edge of the built up area of East Grinstead. The site includes part of Stonequarry Woods, some open hospital land and the garages to the rear of St. Margaret's Road. It is allocated for residential development and it is estimated it can accommodate approximately 35 dwellings, 40% to be affordable housing. Residential development would involve the loss of some woodland. However, the woodland area to the east of the site, at present in common ownership, will be retained and secured, by means of a legal agreement, as public open space. Upon completion of the development the remainder of the woodland shall be conveyed to the District Council. Woodland and the pond at the south of the site should also be retained and the ecological survey should be used to identify requirements for the mitigation of any ecological impact and the enhancement of the site. In view of the size and location of the site, it is considered suitable for a mix of dwelling types.

EG8 Land at Stonequarry Woods (approximately 1.8ha) is allocated for residential development to provide approximately 40 dwellings, 40% to be affordable housing units. Permission for development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwellings Mix), H4 (Affordable Housing), T4 (New Development), R3 and R4 (Outdoor Playing Space) and R6 (Informal Open Space).

Additionally permission will be subject to the following requirements:

- (a) the provision of vehicular access from Oakfield Way, including the provision of a lay-by along Oakfield Way and a mini-roundabout at the junction with Blackwell Farm Road/Hackenden Lane;**
- (b) the provision of a comprehensive landscaping scheme, including the retention of tree screens to minimise the impact on neighbouring residents and, where practicable, the retention and protection of all mature trees;**
- (c) the provision of an area of public open space to the east of the development site;**
- (d) financial contributions towards management of the public open space, the provision of off-site play space, and contributions to primary school, civic amenity and library facilities; and**
- (e) the provision of a wildlife survey**

Other Housing Development

- 12.29 While other, currently unidentified, sites will continue to come forward over the Plan period, the sites considered above are the only ones specifically allocated for residential development at East Grinstead in this Local Plan. Proposals for other sites will be assessed against the policies set out in the topic chapters of this Local Plan.

Business Development

- 12.30 East Grinstead is an important centre for business - defined here as encompassing offices, industry, warehousing and storage - and is the focus for employment in the northern part of the District. There is a wide range of businesses in the town and a number of firms have established their main or regional headquarters here. Among the attractions of the town for business are its location midway between London and the south coast, its road and rail links, and its proximity to other important centres such as Crawley and Gatwick Airport.
- 12.31 Although the majority of employment is in the service sector there is still a significant manufacturing base. However, while East Grinstead is an important source of jobs for many people in the town and the surrounding area, it has to compete with other employment centres nearby as well as further afield. A number of local residents work elsewhere, commuting to centres such as London, Crawley and Gatwick Airport.
- 12.32 A number of commercial developments took place in the town during the 1980s and early 1990s, including new office buildings in the town centre and extensions to the industrial estates on the periphery. More recently the rate of development has slowed down.
- 12.33 Due to the environmental and infrastructure constraints affecting the level of future development at East Grinstead the town can make only a modest contribution to the overall provision of new business development in the District over the Local Plan period.

The following paragraphs consider those sites which are allocated for business development.

Birches Industrial Estate

- 12.34 Located to the northwest of East Grinstead the Birches Industrial Estate is part of the town's largest industrial complex. Previously allocated extensions to the estate have now been implemented, together with associated infrastructure improvements. While there is no numerical requirement to allocate additional business floorspace during the Local Plan period, it is accepted that it would be appropriate to make some limited provision for further expansion of the local economy in the short term. This will help to provide a degree of flexibility and choice of sites for firms wishing to relocate to or expand within East Grinstead.
- 12.35 It is considered that the Birches Industrial Estate is the most appropriate location in East Grinstead for such an expansion, and a site to the west of the existing estate is allocated for business development. However, this is a large site, with an area of 5.3ha and an estimated floorspace capacity of up to approximately 23,000 sq m. Development of the whole site over the relatively short timescale of this Local Plan would represent a significant addition to the overall total business floorspace within the town, out of step with the rate of housing development in the area. Therefore while the whole site is allocated for business use, development will be phased, with a maximum of approximately 9000 sq m being permitted during the Local Plan period.

EG9 Land adjacent to the Birches Industrial Estate is allocated for development within Use Classes B1, B2 and B8. Development of the site will be phased, with a maximum of 9000 sq m being permitted during the Local Plan period.

Land in Christopher Road

- 12.36 The western section of Christopher Road includes a group of six detached dwellings (Nos 16-26) and a single building comprising four flats (Jubilee Court). In 1990 the Council resolved that a supplementary policy to the 1985 Local Plan be adopted with regard to these properties. This informal policy stated that, subject to the provision of car parking and the satisfaction of other development control criteria, favourable consideration would be given to the change of use (but not the redevelopment) of these properties to offices within Use Class B1(a) of the Use Classes Order 1987. This allocation reflected the particular circumstances of this part of the town, having regard to the unsatisfactory relationship of these dwellings to surrounding existing and future land uses. Planning permission has subsequently been granted for the change of use of four of the detached houses to offices.
- 12.37 As outlined below, the Council is considering the possibility of a comprehensive redevelopment of the area centred on King Street at some time in the future. That area includes this part of Christopher Road. However, until such a scheme comes forward, the previous informal policy should be retained in order to allow for the change of use (but not redevelopment in isolation) of these properties.

EG10 Nos 16-26 Christopher Road and Nos. 1-4 Jubilee Court are allocated for a change of use to Class B1(a). Redevelopment of these properties will not be permitted other than as part of a comprehensive scheme covering the potential area of development opportunity as defined in Policy EG11 below.

London Road / King Street / Christopher Road

- 12.38 The Proposals Map identifies a part of the town centre as an area of development opportunity. This area comprises part of London Road (between Nos. 61 and 133), together with King Street and the western end of Christopher Road. The range of existing land uses includes secondary shopping in London Road, two Council owned surface car parks, a leisure complex, a car showroom and repair garage, housing and offices. Whilst the housing and the leisure complex are of a high standard some parts of this area are unattractive and of poor townscape quality. Although the car showroom is an attractive building, the related repair garage is not ideally located here in the town centre.
- 12.39 The Council therefore considers that there is an opportunity here for a comprehensive form of development which would enhance the character and appearance of this important part of the town centre and at the same time improve the range of services, facilities and infrastructure within the town. Appropriate land uses could include additional shopping and leisure facilities together with business uses such as offices. In addition, any development should include a significant increase in off street public car parking spaces to replace the current inadequate surface level provision. Development here would also provide an opportunity to secure additional benefits. These could include rear servicing to London Road shops; improved pedestrian links between the town centre and other areas, including eastwards via Institute Walk and northwards to the Kings Leisure Centre and Moat Road areas north of the Inner Relief Road; and improved bus and taxi facilities. It would also be an opportunity to relocate the car repair garage to a more suitable site outside the town centre. It is emphasised that, in view of the size of the area subject to this allocation, not every building will necessarily be included in redevelopment proposals. Indeed, some, including the car showroom, may be worthy of retention as part of a comprehensive scheme.
- 12.40 Any large scale development in this location would clearly have significant implications for local traffic generation, access, public transport and other highway related issues, and it is unlikely that this could be accommodated by the existing highway network in the town centre. Any proposals may therefore be medium to long term, although they may still come forward within the life of this Local Plan. In these circumstances it is considered appropriate to put forward these broad proposals at this stage in the Local Plan process in order to assess reaction to such a scheme in principle. The Council will prepare a development brief to help guide future development proposals for this extensive area.

EG11 An area comprising King Street and parts of London Road and Christopher Road is identified as an Area of Development Opportunity. Appropriate uses for this site include a mix of shopping, leisure facilities, offices and housing. Proposals for this area should include provision for:

- (a) additional off street public car parking;
- (b) rear servicing to existing and proposed properties in London Road;

- (c) enhanced pedestrian routes via Institute Walk and between the town centre and the area to the north of Beeching Way; and
- (d) improved public transport facilities.

Any major development of this area, which should be on a comprehensive basis, should await the implementation of appropriate and complementary traffic management measures in the town centre. Any scheme must also have regard to the relationship with surrounding development, and in particular with neighbouring residential properties. Prospective developers will be required to consider the retention of the best buildings within this area as part of any scheme, including the existing car showroom building. The Council will prepare a development brief for the site.

Railway Approach

~~12.41—Railway Approach is located to the north-west of the town centre and comprises a mix of commercial, residential and secondary shopping land uses. There is also a large surface level public car park. It serves as an important link between the main town shopping area at one end and the railway station and Sainsbury's foodstore at the other. This role will be further enhanced upon completion of the extension of the Bluebell Railway to East Grinstead, which is expected to occur during the Local Plan period. However, the Council considers that the current quality of the townscape of Railway Approach does not adequately reflect its important role of linking these two parts of the town centre, and that it should be enhanced. The Council will therefore investigate the potential for environmental improvements in Railway Approach in association with the Town and County Councils and relevant landowners, with a view to carrying out a townscape enhancement scheme during the period of this Local Plan. This could be implemented in association with other enhancement schemes in the town centre.~~

~~12.42—There is an existing surface level car park in Railway Approach which contains around 80 car parking spaces. The District Council, which owns the site, considers that this site could accommodate a sizeable development in view of its steeply sloping nature and the relationship with neighbouring properties. The 1985 Local Plan allocated the site solely for car parking. However, in view of the major capital cost involved in developing the site because of its topography, the Council recognises that car parking alone would not be economically feasible and considers that a mixed development of car parking with other uses would be the most appropriate form of development. Redevelopment of this site would also represent an opportunity to help with the townscape enhancement of Railway Approach referred to above. In addition to public car parking the Council considers that a range of other potential uses may be appropriate including housing, community uses, shopping, leisure or offices, or a combination of some of these. Whatever the form of the development the Council will seek an increase in the overall public car parking provision currently on the site. It will also seek the provision of public conveniences as part of any development. (See also paragraph 12.26 and Policy EG6 above).~~

EG12—The site of the existing surface level public car park in Railway Approach is allocated for a mixed development comprising public car parking together with housing, community uses,

~~shopping, leisure or offices, or a combination of these. Any development will be expected to provide an overall increase in off-street public car parking provision, together with public conveniences.~~

Shopping

- 12.43 East Grinstead is the most important retailing centre in the northern part of Mid Sussex. Ranked as a district shopping centre it provides a range of shops in both the food and non-food retail sectors. The main shopping frontage is in London Road between the High Street and King Street junctions, and includes a small pedestrianised area, Queens Walk. To the north of King Street, London Road and Railway Approach comprise an important secondary shopping area, while the High Street, the historic core of the town and a Conservation Area, provides a very attractive area of speciality shopping mixed with a range of other uses.
- 12.44 Studies carried out in 1999 show that East Grinstead is generally performing well as a district level shopping centre. Shop vacancy rates are low, there is continued demand for premises from prospective retailers and shop rental values are rising. It is the dominant centre for the local population for convenience shopping, and the independent and specialist retail provision is a particular strength and attraction. It performs less well in terms of comparison shopping and has to compete with larger centres elsewhere, such as Crawley and Tunbridge Wells. Nevertheless, overall it is a healthy centre for its size and type.
- 12.45 However, these studies and a subsequent public consultation exercise relating to town centre enhancement also indicated that there are some issues which need to be addressed in order to ensure that the attraction of the town as a shopping centre is maintained and enhanced. These relate primarily to the effects of traffic in the town centre; the amount of car parking; improvements to the physical environment; and enhanced shopping provision. These aspects are considered in the following paragraphs and subsequent sections.

Enhanced Town Centre Shopping Provision

- 12.46 The Council will seek to maintain the shopping function of East Grinstead, and where possible improve the range and quality of shopping facilities. With the exception of minor developments in local shopping parades or appropriate neighbourhood shopping proposals, all new retail development will be concentrated within the town centre. In accordance with national planning policy guidance and the policies in the Shopping chapter of this Local Plan, new shopping proposals outside the town centre will have to satisfy the “sequential” test and will need to demonstrate that a suitable town centre site is not available if they are to be considered favourably. Proposals for large scale shopping developments outside the town centre or on the edge of the town's built up area will normally be strongly resisted. For the purposes of this policy approach to new shopping development the area defined as the town centre shopping policy area is indicated on the Proposals Map.
- 12.47 With regard to new shopping provision at East Grinstead, this Local Plan identifies land at Queens Walk for development of additional shopping, and for public car parking. This is considered further below (paragraphs 12.49 to 12.51). In addition parts of London Road, Christopher Road and King Street are identified as an area of development opportunity on the Proposals Map. Shopping is one of a range of potential uses for that site when future circumstances permit. This is considered further in paragraphs 12.38 to 12.40 and

Policy EG11 above.

- 12.48 The Council considers that these allocations, together with policies to retain the existing shopping frontages within the town centre (see below), will significantly enhance the quality and range of shopping provision at East Grinstead.

Land at Queens Walk

- 12.49 Queens Walk is a small pedestrianised shopping mall located on the west side of London Road. It adjoins the Queens Road public car park, which is owned by the District Council. The 1985 Local Plan identified the mall and adjoining land as a site for a mixed development of shopping and offices, together with multi-storey car parking. Planning permission was subsequently granted in 1989 for a new pedestrianised shopping precinct with car parking on three levels, but this was not implemented. Following the relocation of the Sainsbury's foodstore to a new site elsewhere in the town centre the south side of Queens Walk was refurbished with new shop units. In 1996 outline planning permission was granted for a comprehensive retail development on the remainder of the allocated site, which this time also comprised an enlarged surface level car park. This scheme comprised a range of shop units of varying size, and totalling approximately 4,900 sq.m. of new retail floorspace. Since then new shop units have been developed on the London Road frontage, and Queens Walk itself has been partially upgraded with new surfacing, entrance canopy and kiosks. However, it has not been possible to implement the remainder of the approved retail scheme, and so the redevelopment of this area remains unfinished. As a result, while its overall appearance has improved recently, Queens Walk is still relatively unattractive, and its full potential as a shopping mall remains unrealised.
- 12.50 The Council has consistently supported the redevelopment of Queens Walk for retail purposes and believes that this is vital to the future success of East Grinstead as a shopping centre. It will not only enhance considerably the amount of shopping provision in East Grinstead, but will also greatly improve the environment and appearance of the town centre. The degree of the District Council's support is such that in March 2000 it resolved to compulsorily purchase the land still required to enable the approved retail redevelopment scheme to go ahead. It is intended that this will resolve any continuing impasse and that it will enable progress on the redevelopment to be made as soon as possible.
- 12.51 While the previous Local Plan allocation was for a mixed development of shopping and offices, the approved scheme is for shopping only. The Council considers that this is the most appropriate use for this site, coupled with enhancements to the existing public car park adjoining the site, including if possible an increase in the numbers of spaces, together with specific provision for motor cycles and bicycles and the provision of public conveniences and mother and baby changing facilities.

EG13 Land between Queensway, Queens Road and London Road, including the north side of Queens Walk, is allocated for shopping, and enhanced public car parking. The first stage of any development shall include the provision of public conveniences and mother and baby changing facilities. Development of the site should pay particular regard to safeguarding the amenities of neighbouring dwellings and to the provision of appropriate access and shop servicing arrangements.

Non-Shop Uses in the Town Centre

- 12.52 The Council remains committed to the view that, in order to secure a lively and successful shopping centre in East Grinstead, it is essential to retain a degree of control over the introduction of non-shop uses. Some non-shop uses undoubtedly have their place in the town centre. However, it is important to ensure that their number and distribution does not reach a level which would damage the shopping character and function of a particular frontage.
- 12.53 The town centre shopping area has been divided into three distinct areas of retailing character. These are:
- ☐ London Road south (i.e. between King Street and High Street), and Queens Walk;
 - ☐ High Street and Middle Row; and
 - ☐ London Road north (i.e. between King Street and Station Road), Railway Approach, King Street, West Street (part) and Ship Street.

London Road (south) and Queens Walk

- 12.54 The section of London Road between King Street and High Street, together with Queens Walk, comprises the principal retailing area in the town centre. It is important to protect these frontages from uses which may detract from their function and attractiveness as the primary shopping area in East Grinstead, a role which will be reinforced following the proposed redevelopment of Queens Walk, and the implementation of town centre enhancements in this part of London Road. Any new development at Queens Walk arising from its allocation in this Local Plan will be regarded as primary shopping frontage and will be similarly protected from the introduction of any changes to non-shop uses which would detract from the attractiveness of the shopping centre. These areas are therefore subject to Policy S3 in the Shopping Chapter of this Local Plan.

High Street / Middle Row

- 12.55 The High Street has been at the heart of the commercial life of the town since medieval times. Today it retains much of its historic character and forms the focus of a very attractive Conservation Area with a large number of listed buildings. The area to the rear of Middle Row has been pedestrianised and this has improved its character and appearance. Although London Road and Queens Walk are now the main retailing areas, High Street and Middle Row still fulfil a valuable shopping role, providing a range of speciality shops not found elsewhere within the town. These speciality shops have been shown to be one of the main attractions of the town centre. There are also a number of A3 food and drink establishments which for the most part contribute to the character and atmosphere of this part of the town centre. Overall this area provides an attractive shopping experience in an area of historic character. These areas are allocated as secondary shopping frontages and so are subject to Policy S4 in the Shopping Chapter of this Local Plan. However, while the variety of land uses contributes to the character of High Street and Middle Row, the Council will seek to ensure that the introduction of further non-retail uses in the High Street or Middle Row will enhance their vitality and viability and not jeopardise their shopping character and function, to the detriment of the attractiveness of the town centre as a whole.

**London Road (north) / Railway Approach / King Street
West Street / Ship Street**

- 12.56 These frontages include those sections of London Road between the King Street and Beeching Way junctions, and between Beeching Way and Station Road together with Railway Approach; and the short shopping frontages in King Street, the eastern end of West Street and the northern end of Ship Street. Some changes to non-shop uses have been allowed, but shopping generally remains the predominant land use in these locations. The Council considers that these areas should continue to serve mainly as secondary shopping frontages. However, it will consider favourably changes to non-retail uses where these accord with Policy S4 in the Shopping Chapter of this Local Plan.
- 12.57 Railway Approach is considered further in paragraphs 12.41 to 12.42 above.

East Grinstead Market

- 12.58 East Grinstead has a long history as a market town and received its first charter in the 13th Century. More recently, a Saturday market was held in Cantelupe Road until 1982 when the site was redeveloped, and the market transferred to Railway Approach where it continues today, although on a reduced scale. The Council supports the continuation of a market in East Grinstead since it is an attraction in its own right and complements the range of shopping facilities in the town centre. The nature of the market and its location will be considered as part of the Council's consideration of the future enhancement of the town centre.

Transport

- 12.59 As outlined earlier in this chapter, the nature of the existing highway network has a significant impact on East Grinstead and on its potential for future development. The principal highway issue is the relief of traffic congestion on the way into and within the town, and the removal of through traffic from the built up area. Whilst the Council has previously supported the provision of a bypass or relief road, this is not included in the Local Transport Plan covering the period up to 2006. The District and County Councils will be assessing possible options for dealing with a range of highway and transport issues at East Grinstead, including investigations into possible relief road options. However, that particular aspect will be for implementation beyond the timescale of this Local Plan. In the meantime this Local Plan considers a number of other measures designed to address roads and transport issues in the short and medium term.
- 12.60 The District Council is a member of the East Grinstead Transport Forum which comprises a wide range of organisations under the chairmanship of the County Council. This Forum is consulted on highways and transport related issues affecting East Grinstead and has contributed to the preparation of the Urban Transport Plan (UTP) for the town. The UTP contains a package of measures relating to all aspects of roads and transport in East Grinstead and formed the basis of a successful 'package' bid for funding from the then Department of the Environment, Transport and the Regions in 1998. The UTP in turn contributes to the County-wide Local Transport Plan prepared by the County Council.

Specific Measures

- 12.61 The Council will support the implementation of a variety of highway related improvements designed, for example, to enhance the environment for pedestrians or to provide better facilities for cyclists. Owing to their short term nature, and their dependence on annual funding, it is not possible to detail such measures in this Local Plan. Such schemes will, however, continue to come forward, including through continued liaison between the highway and planning authorities, and in consultation with the Transport Forum. Examples of previous measures of this type include the provision of dropped kerbs to aid pedestrians; high quality “finger-post” signing for pedestrians to local places of interest and facilities; provision of cycle parking stands; and various footway improvements. The Council will continue to support the implementation of appropriate works of this nature over the Plan period.
- 12.62 Among other measures being considered for implementation during the local plan period is the completion of a series of junction improvements along the A22. A number of these junctions suffer from regular traffic congestion which impedes the flow of both through and local traffic, and also adversely affects highway safety and the quality of the local environment. Whilst it may no longer be possible or desirable to satisfy all the demands of road traffic, relieving the worst effects of congestion will be of benefit to road conditions and highway safety generally, as well as to the environment and the local economy. The Council therefore supports the principle of improvements to some junctions along the A22 as part of a wider programme of traffic management in the town as a whole. These junctions include those at London Road/Station Road, London Road/Moat Road, Station Road/Park Road, London Road/Lingfield Road, Lewes Road/Herontye Drive/Bourg-de-Peage Avenue and Lewes Road/Woodbury Avenue. The feasibility and effectiveness of any such improvements as well as their precise nature will need to be the subject of further study in association with the Highway Authority. (A proposed improvement to junction of Lewes Road with Hammerwood Road is considered in the Ashurst Wood Chapter below).
- 12.63 In order to avoid congestion and delay on main roads, some traffic uses minor roads within the built up area instead. This ‘rat-running’ on roads not designed for it compromises road safety. It also has a significant environmental impact since many of the affected roads pass through residential areas. The Council supports the introduction of traffic calming and management measures in appropriate locations in the built up area in order to deter rat-running traffic. In association with the Highway Authority and the Transport Forum, the Council will continue to investigate those locations where it would be appropriate to introduce traffic calming and signing measures and will press for their early implementation. The details of any proposed measures will be the subject of full public consultation.

Cycling

- 12.64 The Highway Authority has commissioned a study for a potential cycle route network within East Grinstead and in association with the Council it will endeavour to identify safe and secure cycle routes. Such studies will continue to be developed as part of the Urban Transport Plan for East Grinstead.
- 12.65 The Worth Way, which links East Grinstead with Crawley, and the Forest Way, which runs south east from the town to Forest Row and into East Sussex, are important long distance bridleways. Both have been designated as part of the sustainable transport charity Sustrans’ national cycle route from Inverness to Dover. A programme of upgrading and resurfacing has been carried out on these two sections of the route. Further work is required to define the line of the national cycle route where it passes through East Grinstead town centre, and this will be considered as part of the wider traffic

and highway studies into the town referred to above.

- 12.66 The Council supports the increased use of cycling as a sustainable means of transport and as an alternative to the private car. It therefore supports the completion of the national cycle route through East Grinstead, together with other appropriate measures to improve the safety and convenience of cycling at East Grinstead.

Car Parking

- 12.67 Where practicable the Council will encourage the greater use of alternative means of transport at East Grinstead. However, in view of the nature of the town, its relationship to the surrounding villages and rural area and, currently, the limited availability of public transport, many residents, employees, shoppers and visitors to East Grinstead will continue to rely on the use of the private car. Indeed, the recent public consultation exercise relating to town centre enhancements identified a local demand for increased public car parking provision. For all these reasons, and in view of the need to protect and enhance the local economy, the Council will continue to seek the provision of adequate public car parking space at East Grinstead.

Future Parking Provision

- 12.68 There are currently approximately 1350 off-street public car parking spaces in East Grinstead town centre, including those at the railway station, plus on-street parking in and around the centre, much of which is within the controlled parking zone (see paragraph 12.72 below). Previous surveys have shown that town centre car parking provision has been under some pressure with some car parks being operated at or near capacity for most of the day, especially the short stay car parks. This in turn has led to difficulties in on-street parking and associated congestion in the town centre.
- 12.69 For the reasons outlined in paragraph 12.67 above the Council considers that there will be a requirement for some additional off street parking provision in East Grinstead town centre during this local plan period. The 1985 Local Plan identified two sites where additional off street car parking provision should be made: at Railway Approach, on the site of the existing car park; and at Queens Walk, where increased public car parking provision was included as part of the allocation for redevelopment. Both these sites are the subject of specific policy proposals elsewhere in this chapter, and in each case the Council considers that any redevelopment should aim to provide a net increase in the amount of off-street public car parking.
- 12.70 The Council has also identified land at London Road/Christopher Road/King Street as an area of development opportunity, and which could include a mix of potential uses (see Policy EG11 and paragraphs 12.38 to 12.40 above). Any comprehensive development arising from this allocation should include additional off street public car parking provision. This would replace and enhance the existing car park in King Street and would provide a valuable facility at the heart of the town centre.
- 12.71 The Council also considers that the provision of additional car parking facilities at East Grinstead station is vital, both for commuters and other railway users and also for visitors to the Bluebell Railway when the line to East Grinstead is ultimately completed. The Council will therefore initiate studies in association with other interested parties, in order to identify a suitable location for the provision of such additional parking space.

EG14 The following sites are identified as locations for the provision of additional off street public car parking space:

- ☐ Land at Railway Approach (see also policy EG12);
- ☐ Land at Queens Walk (see also policy EG13); and
- ☐ Land at King Street/London Road/Christopher Road (see also policy EG11).

The Council will also seek to identify a suitable location for the provision of additional off-street car parking at East Grinstead station.

12.72 In May 2000 the Highway Authority introduced a Controlled Parking Scheme in East Grinstead town centre following extensive consultation with the community. This is designed to improve the efficiency and effectiveness of parking on street, and at the same time to help to prevent unauthorised or inappropriate parking and relieve traffic congestion within the town centre. This scheme has been introduced with the full support of the Council. It is seen as an important component of the future traffic management and enhancement strategy for East Grinstead considered elsewhere in this Local Plan.

Recreation, Sport and Leisure

Outdoor Playing Space

12.73 The Council has adopted the NPFA minimum standards for the provision of outdoor playing space and is committed to meeting this provision as far as is practicable. In East Grinstead there is a variety of open space provision including formal sports grounds and playing fields, children's casual play areas and equipped children's playgrounds. Currently 70% of the NPFA standard for outdoor playing space is met at East Grinstead. However, this figure masks wide variations in the level of provision of different types of open space and its location within the town. For example 88% of the NPFA requirement for the provision of children's playgrounds and casual space is satisfied, but only 62% of the standard for formal sports provision. Also, the provision of such playing space varies between wards within the town.

12.74 These figures are derived from the District Council's detailed survey of outdoor playing space carried out in 2000.

12.75 PPG17 'Planning for Open Space, Sport and Recreation' was published in July 2002. This was too late for the Guidance to be taken into account when the proposals in this Local Plan were prepared. The Guidance requires Local Authorities to undertake robust assessments of existing provision and future requirements for open space and recreation. This work will be undertaken by the Council as part of the review of this Local Plan. Until this work has been carried out, the proposals in this chapter will represent the policy of the District Council in respect of open space and recreation in East Grinstead.

Children's Playspace

12.76 As indicated above, under the NPFA standard for East Grinstead 88% of the required provision is met, although there are local variations within the town. Three sites are identified for equipped children's playspace- two on the Estcots estate and one at

Sackville Gardens. No other sites are allocated at this stage but the Council will continue to investigate the feasibility of further provision, having regard to the location and suitability of available sites, in order to secure as wide a distribution of outdoor playing space as possible within the built up area.

EG15 Land for children's equipped outdoor playing space is identified at the following locations:

- ☐ Estcots Estate, off Court Crescent;
- ☐ Estcots Estate, off Estcots Drive; and
- ☐ Sackville Gardens.

Sports Provision

~~12.77 There is currently provision for a range of formal sporting activities in and around East Grinstead. These include, for example, playing fields at East Court and King George's Field, and provision for cricket, rugby and hockey, including a synthetic pitch, at Saint Hill to the southwest of the town. However, the minimum NPFA standard is not met at East Grinstead and research conducted by the Council in the production of the Mid Sussex Playing Pitch Strategy has confirmed a shortfall in playing pitches in the area. Investigations will continue in an attempt to address this shortfall.~~

~~12.78 With regard to indoor sports provision, there is a local authority leisure complex at the Kings Centre between Moat Road and Beeching Way. A number of other indoor sports facilities are also available provided by the private and voluntary sectors. This includes a sports hall available for community use at East Grinstead Sports Club at Saint Hill.~~

~~12.79 An opportunity for the dual use of school sports facilities by the community has arisen at Imberhorne School, Imberhorne Lane, which has received National Lottery funding to construct an all weather athletics and training facility and multi-use sports area on part of the school playing fields. Although intended primarily for use by the school, these facilities will also be made available to athletics clubs, youth associations and the local community. The Council supports this development, subject to suitable controls safeguarding neighbouring residential properties and the site is allocated for sports and recreation purposes.~~

~~**EG16 Land at Imberhorne School is allocated for leisure and recreation facilities, for use both by the school and by the community. Use of the facilities outside school hours will be strictly controlled in order to safeguard the amenities of neighbouring residents.**~~

Dunnings Mill

12.80 The area generally known as Dunnings Mill is actually a group of buildings located on the southern edge of the town on the west side of Dunnings Road. Centred on the former Mill building this is a privately owned sports and leisure complex and comprises facilities for a range of activities including swimming, squash, snooker, health and fitness and indoor bowls. It also includes a restaurant and a public house. The Council considers

that this is an appropriate use in this location; and the site is allocated for sports and leisure. It also adjoins an area allocated for informal public open space. However, in view of its location outside the proposed built up area boundary of the town, the inclusion of part of the site within the High Weald Area of Outstanding Natural Beauty, and the proximity of neighbouring residential properties, proposals for further sports and leisure development will be subject to particularly close scrutiny. The Council will only permit further intensification of use or new development where it is satisfied that this would have no adverse impact on the amenities of the locality and of neighbouring residents.

EG17 At the area referred to in this Local Plan as Dunnings Mill only proposals for additional leisure and recreation related development that would have no adverse impact on the amenities of the countryside, the Area of Outstanding Natural Beauty or neighbouring residential properties will be permitted.

Informal Public Open Space

- 12.81 As well as children's play areas and more formal sports facilities, there are extensive areas of land used for informal recreation. These vary in size but provide an important and highly valued element in the range of recreational facilities available within the town. A number of sites are allocated for informal open space. These include land at Ashplats Wood, an extensive wooded area adjoining East Court; land between Southlands and Dunnings Mill, where consideration will also be given to a new footpath link between the site and the adjoining housing; land at the junction of Holtye Road and Blackwell Farm Road; land between St Leonard's Park and Brooklands Park where consideration will also be given to the provision of a footpath link and where the existing trees and stream will be retained as landscape features; and land at Spring Copse. The Council will also investigate the possible use of part of the Portlands as informal public open space (see paragraph 12.17 above).
- 12.82 In the case of Ashplats Wood, this is also designated as a Site of Nature Conservation Importance. It will therefore be important to ensure that there is no conflict of interest arising from its allocation for informal public open space. Any such use, including cycling, must be managed in such a way that the interests of nature conservation are safeguarded.

EG18 Land at the following locations is identified for informal public open space:

- ☐ Ashplats Wood;
- ☐ between Southlands and Dunnings Mill;
- ☐ at the junction of Holtye Road and Blackwell Farm Road;
- ☐ between St Leonard's Park and Brooklands Park; and
- ☐ at Spring Copse.

- 12.83 Where appropriate the Council will also encourage cycling in areas of informal open space where this will not conflict with other users.
- 12.84 A particular feature of East Grinstead is the geographical arrangement of some important areas of formal and informal open space. For example, it is possible to walk from King George's Field in the town centre to the open countryside beyond Ashplats Wood using an almost unbroken chain of open spaces. This is an important feature of the town which the Council will safeguard. It will also investigate opportunities for further linking these areas.
- 12.85 The Council will also investigate the feasibility of the development of a strategy for the management of informal open space, to maximise the potential for urban wildlife / nature conservation, informal recreation, education, enhancement of the local landscape and community involvement. This should be implemented with a view to linking with the wider countryside.

St Margaret's Loop Railway Cuttings

- 12.86 The disused railway cuttings, also known as St Margaret's Loop, are situated to the west of the town centre and are large and prominent features in the townscape. They have become largely overgrown and now contain a number of substantial trees, many of which are subject to a Tree Preservation Order. Public access to them is restricted at present. Nevertheless, because of their very attractive appearance and their location in the heart of the built up area, they represent an opportunity to enhance informal open space provision, including perhaps a linear walkway and cycleway. The Council will investigate whether these areas can practicably be made available for use as open space by the public. In the meantime it will seek to safeguard them from development and, because of their visual importance within the town, protect their existing character and appearance.

Worth Way and Forest Way

- 12.87 East Grinstead is particularly fortunate in that two long distance bridleways, the Worth Way and Forest Way, lead from the town into the surrounding countryside. Both follow the trackbeds of disused railway lines. The Worth Way extends westwards to Crawley while the Forest Way runs southeast to Forest Row and beyond towards Hartfield. The Worth Way is also designated as a Site of Nature Conservation Importance. These bridleways are well used and are a highly valued recreational amenity for the residents of the town. The Council will safeguard them from development and will, in association with the County Council, which manages them, seek ways of further enhancing their recreational value. It will also investigate ways in which the two routes can be linked, if not physically, at least by appropriate signposting, in order to provide an improved recreational route into and through the town.

EG19 The Worth Way and Forest Way are identified as linear open spaces. These routes will be safeguarded and any development which would inhibit or detract from their function as recreational footpaths and bridleways will not be permitted.

East Court

- 12.88 The area generally known as East Court lies to the east of the town, outside the built up area. The buildings are used for a variety of purposes including the Town Council offices, a multi- purpose hall and meeting room, town museum, and police and ambulance stations. These buildings are set in very attractive and extensive grounds, which include formal landscaped gardens, with extensive views eastwards across the High Weald. East Court itself is a Listed Building dating back to the 18th century. To the east of the complex of buildings is a large area of playing fields. These are an important visual amenity as well as providing for formal sports. In the northern part of this area is East Grinstead Football Club which lies to the south of neighbouring dwellings.
- 12.89 This area has become established as the focus for the town's civic functions, and the grounds fulfil a valuable role as a particularly attractive area of informal public open space within easy reach of the town. These, together with the playing fields also provide a semi-rural setting to the town. Having regard to these various factors the Council considers that this range of low intensity uses is appropriate and should be retained in this location. The area at East Court is therefore identified for civic, cultural and recreational use on the Proposals Map and changes to other uses will be resisted other than in exceptional circumstances. In view of its sensitive location proposals for development associated with the existing uses will only be permitted where the Council is satisfied that there will be no adverse impact on the character or appearance of the site or the setting of the town. Particular attention will be paid to proposals for any intensification of the use or development at East Grinstead Football Club. The Council will resist proposals which would have an adverse impact on neighbouring dwellings.

EG20 The land and buildings at and around East Court are allocated for civic, cultural and recreational use. Proposals for additional development in association with these uses will only be permitted where there will be no adverse impact on the character or appearance of the site or the setting of the town. Proposals for development or intensification of use of East Grinstead Football Club will be subject to particularly close scrutiny. Proposals which would have an adverse impact on the amenities of neighbouring residential properties will not be permitted.

Changes to other uses within the area covered by this policy will not be permitted other than in exceptional circumstances.

'The Atrium', King Street

- 12.90 Following the grant of planning permission in 1990 an entertainment centre has been located on the site of the former cinema in King Street. 'The Atrium' includes ten pin bowling, restaurants, a night club and two cinemas. The use of the entertainment centre is subject to a condition restricting the hours of opening, imposed to safeguard the amenities of neighbouring dwellings. Proposals to relax these restrictions have been refused by the Council and subsequently dismissed on appeal by the Secretary of State.
- 12.91 The Council considers this is an appropriate use for this site having regard to its location in the town centre, its accessibility and its former use as a cinema over many years. The

site is therefore allocated for entertainment and leisure purposes in this Local Plan. Although in the town centre, the site is close to housing and the Council wishes to ensure that the amenities of local residents are adequately safeguarded from inappropriate uses and activities at the site. Therefore proposals for new development or intensification of use at the site will only be permitted if the Council is satisfied that there will be no adverse impact on the amenities of those properties. This site is also included within the Area of Development Opportunity which is considered in paragraphs 12.38-12.40 and policy EG11 above.

EG21 Proposals for further development or the intensification of use of The Atrium, King Street beyond that already agreed will only be permitted where there will be no adverse impact on the amenities of neighbouring residential properties.

Tourism

- 12.92 Tourism is increasing in its importance in terms of its contribution to the local economy. East Grinstead is promoted as a tourist destination in its own right and as a centre for the surrounding area. The Council will consider favourably proposals which enhance provision and facilities for tourism at East Grinstead, including new serviced accommodation, provided there is no adverse impact on the amenities of the area. The Council will also support the provision of enhanced tourist information facilities at East Grinstead.

EG22 Proposals at East Grinstead for tourism related development, including the provision of additional serviced accommodation, will be permitted where there will be no adverse impact on the amenities or environment of the surrounding area.

Bluebell Railway

- 12.93 Planning permission was granted in 1985 for the extension of the Bluebell Railway line to East Grinstead, where it will connect with the existing rail network and station. The precise nature of any new station is not currently known and will be the subject of future proposals. In view of its importance to the local and regional tourist economy the Council supports the completion of the extended railway line to East Grinstead. An area for the development of a new station or railway related facilities is allocated on the Proposals Map (Town Centre Inset). The Council will resist development or change of use of that area for any other purpose. However, in view of the location of the site close to the town centre and its proximity to existing housing the Council will scrutinise railway related proposals particularly closely. Such development will only be permitted where there will be no unreasonable adverse impact on the environment of the surrounding area and in particular on neighbouring residential properties. The District Council will prepare a development brief for the station area, in association with other interested parties.

EG23 Land adjacent to the existing station at East Grinstead is identified for the extension of the Bluebell Railway and the development of a new or replacement station. Permission for a

station and any other related facilities will be permitted where there will be no unreasonable adverse impact on the amenities of neighbouring residential properties. Development or use of this land for purposes other than those associated with railway use will not be permitted.

- 12.94 As the Bluebell Railway line approaches East Grinstead it will pass over a viaduct which crosses Garden Wood Road. This is a particularly impressive structure which is very prominent in the landscape. It is anticipated that historic trains passing over this viaduct will become an attraction for visitors to the area. In order to protect the amenities of neighbouring residents and to prevent difficulties on surrounding roads due to on-street parking by visitors, the Council considers that some provision will need to be made for a viewing and parking area close to the viaduct. It will therefore seek to address this issue, in association with landowners, the Bluebell Railway and the Town and County Councils, in order that suitable provision can be made.
- 12.95 The route of the extended Bluebell Railway line itself is safeguarded from other forms of development and this, together with general issues relating to the Railway, is considered in more detail in the Tourism and Recreation chapter of this Local Plan.

Green Belt

- ~~12.96 Following changes to the boundary between West Sussex and Surrey in 1993 five small sections of Metropolitan Green Belt north of East Grinstead were transferred to Mid Sussex District. The Council has considered whether these Green Belt designations should be retained in the new Local Plan, and has concluded that it would be unnecessary and inappropriate to do so. These areas, plus others at Copthorne, would be the only areas of Green Belt in the whole of West Sussex. The Structure Plan contains no policies relating to the Green Belt and the County Council is opposed to the retention of this designation. The District Council considers that to retain this designation would be an anomaly in planning policy terms, and that, since other policies in this Local Plan provide equal protection for these areas, its retention would be unnecessary. The Council therefore proposes to seek the deletion of these Green Belt designations at East Grinstead from this draft Local Plan. They will be re-designated as falling within the Countryside Area of Development Restraint.~~

~~EG24 Areas of Metropolitan Green Belt at East Grinstead as indicated on the Proposals Map shall be removed from the Green Belt and shall instead be included in the Countryside Area of Development Restraint.~~

Introduction

- 13.1 Haywards Heath is the smallest of the three main towns in Mid Sussex with a population of approximately 22,000. It is the largest settlement within the central part of the District and forms an important local administrative, shopping and service centre. The town is set within an attractive area of countryside, with a rich variety of landscape available in every direction.
- 13.2 The rapid post-war expansion of the town has been relatively well contained physically by the topography of the area, with the ridgelines to the north, south and east providing particularly important definition to the setting of Haywards Heath. Consequently, the built up area has been tightly drawn, being bounded to the north by the wooded ridge of the High Weald, and to the south, east and west by three relatively narrow and vulnerable Strategic Gaps.
- 13.3 The quality of the town's urban environment has been subject to past criticism, particularly in relation to the large scale developments of the 1960s and 1970s. Nevertheless, there are still many attractive features within the town, notably its Conservation Areas and Areas of Townscape Character, open spaces, urban wildlife and the extensive tree and woodland cover.
- 13.4 In line with much of the rest of the region, the economy of the town is relatively healthy. Employment is dominated by the service sector, however, there is also a small manufacturing base concentrated on the town's two industrial estates.
- 13.5 Many of the town's residents also work outside of the locality, for example in London and Brighton, or to an increasing extent in the vicinity of Gatwick Airport. As has been the case historically, commuting is made easier by the town's position on the main London to Brighton railway line.

Future Development of Haywards Heath

- 13.6 There have been two principal, but interrelated, development issues facing Haywards Heath in recent years. The first, in common with other areas of the District is the extent and location of house building. The second is the need to achieve a measure of traffic relief through the town centre, which has arisen from the fact that the A272, a major east-west route, passes through the town's main shopping and residential areas. The key aim is to utilise the residential development which is required in order to bring forward the provision of road improvements, including new road construction, thereby bringing wider benefits to the town as a whole.
- 13.7 In accordance with these objectives, the 1995 Haywards Heath Local Plan allocated land involving a phased development of up to 980 dwellings in the period up to 2006, linked to the construction of an outer relief road. This involves two distinct development areas, commonly known as the south western (up to 800 dwellings) and south eastern sectors (up to 220 dwellings). The south western sector now includes land at Weald Cottage, Bolnore Farm Lane for 16 dwellings. Paragraph 13.54 explains the current situation particularly with respect to residential development being permitted at a higher density than anticipated at the time of the Haywards Heath Local Plan.
- 13.8 Significant recent progress has been made in achieving these objectives. Outline planning permission has been granted for the major part of the land allocated within the south-western sector, which is linked to the provision of the most westerly section of the relief road. This application is subject to a comprehensive legal agreement which

- requires all prospective developers and land owners to provide a wide range of community benefits (see Housing section below for more detail).
- 13.9 Development of the south western section commenced in September 2000. Stage 1 of the relief road was completed and opened to traffic in June 2001.
- 13.10 Planning permission has also been granted for improvements to the section of Rocky Lane to the east of the railway line, and for the construction of a new road bridge across it as part of the Haywards Heath Relief Road.
- 13.11 Planning permission for the comprehensive development of the south eastern sector was granted in March 2003 by the First Secretary of State following a Public Inquiry. The planning permission comprises a full permission for the section of Relief Road between Wivelsfield Road and A272/ Lewes Road and outline permission for the housing (220 dwellings) and associated infrastructure development. The permission is subject to a legal agreement.
- 13.12 In view of the commencement of development in the south western sector, the various housing, infrastructure and other related allocations in the Haywards Heath Local Plan are brought forward in amended form in the Housing section of this chapter.
- 13.13 There are a number of constraints on additional development at Haywards Heath during the Plan period. The major constraint is environmental, reflected by the restrictive designations that apply to much of the countryside which surrounds the town. For example a significant proportion of the town's built-up area boundary abuts the Haywards Heath - Cuckfield, Haywards Heath - Burgess Hill and Haywards Heath/Lindfield - Scaynes Hill Strategic Gaps. The Gaps fulfill a crucial role in maintaining the separate identity of settlements in this part of the District. Also, the High Weald Area of Outstanding Natural Beauty is situated in close proximity to the northern, and in particular the north-western, part of the town. The primary purpose of the Area of Outstanding Natural Beauty designation is the preservation of natural beauty. Significant new development within or immediately adjacent to this area would conflict with this objective, and would therefore be inappropriate.
- 13.14 The second major consideration is the inability of the town and its existing infrastructure to sustain development over and above those allocations being brought forward from the 1995 Haywards Heath Local Plan (see above).
- 13.15 Given the nature of the environmental constraints outlined above, together with the significant scale of the housing and associated infrastructure allocations to be brought forward, the overall strategy for the remainder of the town over the plan period is one of comparatively modest additional housing and business development. The strategy for the town does, however, retain scope for optimising the potential of previously developed sites, in accordance with the Local Plan Strategy.
- 13.16 The amount and location of new development, together with the range of other environmental, economic and community issues specific to the town are considered in the following sections of this chapter.

Policy Aims

- 13.17 The aims of the Local Plan with regard to Haywards Heath are as follows:
- (a) to safeguard the character, appearance and the setting of Haywards Heath;

- (b) to protect the separate identity of Haywards Heath by maintaining the Strategic Gaps between the town and the settlements of Burgess Hill, Cuckfield and Scaynes Hill;
 - (c) to restrict new development to within the defined built up area boundary of Haywards Heath other than in exceptional circumstances;
 - (d) to provide for only a limited amount of new housing and business development in addition to the unimplemented allocations being brought forward from the 1995 Haywards Heath Local Plan;
 - (e) to achieve improvements to the primary road network of Haywards Heath, and in particular to achieve the completion of the A272 Relief Road;
 - (f) to improve the attractiveness of the town centre, particularly by the implementation of environmental improvements in South Road, following construction of the Relief Road;
 - (g) to safeguard and where possible enhance the character and appearance of the Conservation Areas and Areas of Townscape Character within Haywards Heath;
 - (h) to improve the range of car parking facilities within both the town centre and station areas;
 - (i) to maintain and where possible enhance the range and provision of shopping, community, recreation and leisure facilities within the town, including the protection of existing areas of open space; and
 - (j) to provide a new burial ground to serve the town.
- 13.18 The rest of this chapter examines a range of issues relating to Haywards Heath in detail. All the policies and proposals in this chapter should be considered in association with the general topic chapters of this Local Plan. Reference should also be made to the Proposals Map, including the Town Centre Inset.

The Built Environment

- 13.19 Some of the modern architecture associated with recent development, particularly in relation to many of the town's large and prominent office and residential developments, has been previously criticised for detracting from the quality of the townscape.
- 13.20 Nevertheless the town contains many attractive features including, most notably, a rich legacy of fine Victorian and Edwardian buildings and many attractive open spaces.
- 13.21 Through the application of its policies, the Council will seek to ensure the retention of the best parts of the town's urban and natural environment, whilst at the same time taking a positive stance towards securing environmental improvements elsewhere.
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Conservation Areas

- 13.22 The District Council has designated six Conservation Areas within the town, the boundaries of which are identified on the proposals map.

Location	Date Designated
Muster Green	June 1979
Franklands Village	March 1989
Lewes Road	March 1989
Lucastes	March 1989
The Heath	March 1989
Mill Hill Close	January 2000

- 13.23 The following paragraphs contain a brief description of each of the Conservation Areas, highlighting those features which make a particular contribution to their character.

Muster Green

- 13.24 The special character of Muster Green is derived both from its distinctive appearance, especially when viewed from the western approach to the town, and from its historic connections. It is understood that its name derives from the area's use as a muster point for the militia at the time of the English Civil War.
- 13.25 The area is characterised by substantial Victorian and Edwardian houses set in large mature gardens, to the north and south of a wedge of tree lined open space which retains the character of a village green. At the western end of the Green lies one of the area's two listed buildings, The Dolphin public house. This is a well known landmark and forms the focus of the Conservation Area.
- 13.26 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the attractive grouping of buildings around the tree lined Green;
 - ☐ the variety of buildings of different ages and styles, in particular those which date from the town's 'railway age';
 - ☐ the presence of trees and hedges around and between buildings;
 - ☐ the predominant use of natural and traditional building materials;
 - ☐ the important grouping of trees in the eastern section of the Conservation Area; and
 - ☐ its two listed buildings (The Old House and The Dolphin Public House), believed to date from the sixteenth century.

Franklands Village

- 13.27 Franklands Village was founded in the 1930s by the local branch of the International Rotary Club, and was established to provide homes for young people and work for local builders. The area retains the character of a 'model village' with a distinct community

spirit, representing an important historic link in the evolution of the town.

13.28 The following features contribute to the character of the Conservation Area:

- ☐ the uniformity of the distinctively designed buildings which gives the area its “model village” character;
- ☐ the spacious layout of the village with wide grass verges, mature trees and hedges and areas of open space;
- ☐ the picturesque village pond; and
- ☐ the unusual timber church.

Lewes Road

13.29 Lewes Road (A272) is situated on the east side of Haywards Heath, and is the main approach for westerly travelling traffic. The area is characterised by low density development, and represents the gradual transition from the countryside to the urban area.

13.30 The following features make a particular contribution to the character of the Conservation Area:

- ☐ the variety of age and style of the buildings, most of which are large properties set well back from the road within spacious grounds;
- ☐ presence of trees and hedges around and between the buildings;
- ☐ the presence of grass verges, hedges and ‘fingers’ of agricultural land between dwellings which contribute to the rural character of the Area; and
- ☐ the low density of development which creates a gradual transition from the countryside to the urban area.

Lucastes

13.31 The Lucastes Conservation Area is predominantly residential in nature, with the majority of buildings dating from the 1950s and 1960s. There are also several substantial Victorian dwellings.

13.32 There are a number of features which contribute to the special character of the Conservation Area:

- ☐ the variety of buildings which represent a range of age types and architectural styles;
- ☐ the spacious nature of development, which is characterised by buildings set back from the road frontage, with wide grass verges along Lucastes Avenue and Lucastes Road;
- ☐ the presence of trees, hedges and ponds;
- ☐ the late sixteenth century farmhouse called Lucas’s and the barn which are listed

as being of special architectural and historic interest; and

- ☐ the absence of on-street parking and a low traffic flow.

The Heath

13.33 The Heath Conservation Area is predominantly residential in nature and includes parts of Heath Road, Sydney Road and Oathall Road. The Heath Recreation Ground is also an important feature. The Heath itself is the last remaining part of the original 'Haywards Heath' and retains a unique character as an area of woodland in the heart of the town.

13.34 The following features contribute to the special character of the Conservation Area:

- ☐ large residential properties along Oathall Road and Heath Road, set back from the road in spacious, secluded gardens;
- ☐ the presence of trees and hedges around and between buildings which contribute to the creation of an attractive approach to the town centre;
- ☐ the Heath itself which comprises an attractive area of woodland in the heart of the town;
- ☐ the cricket ground at the northern end of the park which is set in an impressive grass amphitheatre;
- ☐ the use of natural and traditional materials on many of the buildings in the Area; and
- ☐ the attractive Victorian semi-detached properties located on Sydney Road which provide older style accommodation, and also serve to protect the setting of the recreation ground.

Mill Hill Close

13.35 The Mill Hill Close Conservation Area comprises approximately 30 flats and houses, built in the late 1930s and set around a communal landscaped garden and rectangular pool. The Close was designed by locally renowned architect Harold Turner for the purpose of housing needy members of the Institute of Civil Engineers and their dependants. It is understood that Sir Edward Lutyens acted as Honorary Adviser to the scheme.

13.36 There are a number of features which contribute to the special interest of the Conservation Area:

- ☐ the estate's distinctive character which incorporates dwellings laid out around an impressively landscaped communal garden. It represents an attractive example of the uniquely English concept of the garden suburb, bringing the idyll of the cottage and cottage garden into a planned suburban format;
- ☐ the whole ensemble of this private estate is remarkably well preserved, and there is very little which jars with the original design concept. There is general absence of clutter, parking areas and vehicles from the landscaped areas; and
- ☐ the high quality of the estate's building design, layout and landscaping.

Particular features include the use of locally manufactured narrow bricks, steeply pitching roofs, substantial chimneys, tile hanging, staggered frontages and attractive wall and archway detailing. The central garden area incorporates a long rectangular pool spanned by a wooden bridge, paved walkways with generous planting, retaining walls and steps.

Areas of Townscape Character

13.37 The Council has identified eight Areas of Townscape Character in Haywards Heath where the townscape merits additional protection. These are listed in policy HH1 below and their boundaries are identified on the Proposals Map. In accordance with general policy B16, the Local Planning Authority will pay particular attention to retaining the special character and appearance of the townscape in all respects, and will resist proposals which it considers would adversely affect these qualities.

HH1 Areas of Townscape Character have been designated at:

- ☐ **Lucastes Lane/Bluntswood Road;**
- ☐ **Balcombe Road;**
- ☐ **College Road/Portsmouth Lane/Summerhill Lane/ West Common/Sunte Avenue/Hickmans Lane (partially within Lindfield Parish);**
- ☐ **Fox Hill;**
- ☐ **St. John's Road;**
- ☐ **Triangle Road; and**
- ☐ **Haywards Road/Gower Road.**
- ☐ **Boltro Road Area**

Landscape Protection Areas

13.38 The 1995 Haywards Heath Local Plan identified a number of areas within, or adjacent to, the built up area which were felt to warrant special protection in view of their contribution to the urban scene and to local amenity. These included open spaces within the town such as commons and village greens, together with larger areas of woodland on the edge of the built up area which served to help define the urban-rural boundary.

13.39 Whilst the importance of these areas has not diminished, it is no longer considered that a dedicated planning policy is required in order to ensure their protection. Many of the previously allocated areas are now owned and managed by the District Council and/or they are already subject to protection under other sufficiently restrictive designations, such as Conservation Areas, Strategic Gaps and Informal Open Space.

- 13.40 Therefore, whilst the Council will, where appropriate, continue to negotiate with landowners and developers in order to bring such areas under Local Authority Control, the previous allocations are not brought forward in this plan.

Area of Special Control of Advertisements

- 13.41 Alongside all the land falling outside the built-up area, Muster Green has been designated as an 'Area of Special Control of Advertisements'. Muster Green is a particular case for additional control because, although it is included in the built up area, it comprises a significant area of open space, around which lies some attractive and spacious built development.
- 13.42 The policies against which proposed advertisements will be considered are set out in the Built Environment Chapter of this Local Plan.

Archaeological Sites

- 13.43 The Haywards Heath Relief Road and part of the proposed housing development to the south-west of Haywards Heath will cut across the line of a known Roman Road. The relevant developers will be required to facilitate the investigation of the road and to fund the conservation and display of the remains.

Local Nature Reserves

- 13.44 Two areas of land at Blunts Wood and Scrase Valley have been designated as Local Nature Reserves and are shown on the Proposals Map. This statutory designation places an obligation on the Council to manage them in the interests of nature conservation. Developments which affect these areas will be considered against Policy C5 in the Countryside Chapter of this Local Plan.

Housing

- 13.45 As set out above, the previously allocated sites to the south-west and south-east of the town, which are linked to the provision of an outer Relief Road, are brought forward in this Plan. In order to meet the District's housing requirements over the Plan period, a number of other sites have been allocated. The sites are shown on the Proposals Map.
- 13.46 The particular circumstances of each site will affect the nature of their development and these are considered in the following paragraphs and related policies. In addition to these specific requirements, all proposals for these sites will be expected to have regard to the general policies contained in the general topic chapters of this Local Plan.

The South-Western Sector

- 13.47 The land to be developed consists of 80 hectares in total, from Bolnore Road in the north to Rocky Lane in the south. The site was allocated for residential development of up to

- 780 dwellings in the 1995 Haywards Heath Local Plan and was subject to detailed scrutiny at the Public Inquiry. The Plan contained a number of other related policies which required the provision of various infrastructure and other community benefits as an integral part of the development.
- 13.48 In 1997 the District Council published a Development Strategy for the site. This supplementary planning guidance built on the principles established in the 1995 Plan, detailing the proposed alignment of the relief road, the broad distribution of land uses and the Council's requirements in terms of community benefits and phasing of the development.
- 13.49 A number of planning permissions have subsequently been granted on the site. As stated above, outline consent was granted in 1998 for the major part of the site (60ha), including the construction of a section of the relief road from Tylers Green to Rocky Lane. This consent is subject to a comprehensive legal agreement under Section 106 of the Planning Act (1990) which requires prospective developers and landowners to provide the various infrastructure and community benefits set out in the previous Plan and Development Strategy. These benefits include the retention of significant areas of woodland for public use, the provision of a frequent bus service into the site, the laying out of an area for formal sport, a contribution towards either the construction of a new school on the site or of additional primary school places at one or more existing schools within the primary school local area, a contribution towards improved library facilities in Haywards Heath and the reservation of land for a local centre comprising shops, a health centre and a building for community use. In addition, the Council has secured a large element of subsidised housing and the extensive provision of play areas, open space, footpaths and cycleways throughout the site as part of the comprehensive legal agreement.
- 13.50 Development of the relief road and the housing commenced in September 2000.
- 13.51 Permission has also been granted for the improvements to the section of Rocky Lane to the east of the railway line and for the construction of a new road bridge across it as part of the Haywards Heath Relief Road.
- 13.52 Further supplementary planning guidance has been published by the Council. This includes a Design Brief for the whole of the south-western sector, together with a further detailed Design Brief relating to the first phase of the development. Design Briefs for subsequent phases of the development will be prepared by the Council in due course.
- 15.53 The Inspector recommended that Land at Weald Cottage, Bolnore Farm Lane (Omission Site 24) is allocated for housing as part of the south western sector development. Policy HH2 and Inset Map 33 have been amended to include the site. The Inspector recommended that the site should be developed at a minimum of 30 dwellings per hectare, which equates to approximately 16 dwellings.
- 13.54 Although the site (including land at Weald Cottage) is allocated for approximately 800 dwellings, the Council has followed guidance in PPG3 and has allowed higher densities than were envisaged when the Haywards Heath Local Plan was prepared. As a result, the total number of dwellings in the south west sector will exceed the figure of 800, although not all will be built before 2006. Depending upon market conditions, the Local Planning Authority expects approximately 700 dwellings to be built in the south western sector by 2006. This will be achieved without extending the allocated areas which are contained by existing woodland.

HH2 Land is allocated to the south-west of Haywards Heath (including land at Weald Cottage, Bolnore Farm Lane) for approximately 800 dwellings. Developers shall have regard to supplementary planning guidance including design and infrastructure requirements.

Particular attention is drawn to the following general requirements:

- (a) All vehicular access to the site will be from the Haywards Heath Relief Road in the general locations shown on the Proposals Map. There will be no vehicular access to any of the new housing areas from the existing residential road network.
- (b) Individual housing areas will be developed by making good use of existing tree belts and hedgerows and other natural features, and by careful attention to the design and layout of the road network and individual dwellings.
- (c) The development will include provision for landscaping and areas of informal public open space between the housing areas in the general locations shown on the Proposals Map. Where appropriate these areas will be restored and enhanced through additional tree and hedgerow planting and will be adopted by the Council.
- (d) Within the development site land is allocated for a primary school and for community uses including shops, a health care facility and a community building.
- (e) The District Council will seek financial contributions towards secondary school provision, primary school provision, civic amenity facilities, library facilities and bus services in the locality of the development.
- (f) In addition to the above requirements, the development will include:
 - (i) 30% affordable housing units;
 - (ii) footpaths and cycleways linking the development to the existing network; and
 - (iii) outdoor playing space in accordance with the NPFA standards of 2.4ha per 1000 population, in addition to the areas referred to in (c) above.

The South-Eastern Sector

13.55 The land to be developed consists of two sites, each approximately 4ha in area separated by an area of woodland and existing playing fields. The 1995 Haywards Heath Local Plan allocated the land for up to 200 dwellings, with approximately 100 units on

each site. As with the south-western sector, construction of the housing was linked to the provision of the Haywards Heath Relief Road. The existing playing fields will be safeguarded. This will retain the views to and from the main facade of the former St Francis Hospital buildings.

- 13.56 The western allocation is situated within Anscombe Wood, an area designated as Replanted Ancient Woodland. This area was largely cleared of timber following severe damage caused by the 1987 storm. Approximately 1.5 ha (3.7 acres) of the former woodland will remain outside the line of the Relief Road and responsibility for its future management will pass to the District Council under the terms of the legal agreement. It will provide a buffer between the Relief Road and the nearest existing residential properties on Fox Hill.
- 13.57 Planning permission for the comprehensive development of the site was granted in March 2003 by the First Secretary of State following a Public Inquiry. The planning permission comprises a full permission for the section of Relief Road between Wivelsfield Road and A272/ Lewes Road and outline permission for the housing (220 dwellings) and associated infrastructure development. The permission is subject to a legal agreement.

HH3 Land to the south-west and south-east of the former St Francis Hospital is allocated for approximately 220 dwellings. Particular attention is drawn to the following general requirements:

- (a) All vehicular access from the housing sites will be from the Haywards Heath Relief Road in the general locations shown on the Proposals Map. Footpaths and cycleways will be provided in order to link the development to the existing network.
- (b) Individual housing areas will be developed by making good use of existing woodland, hedgerows and other natural features and by careful attention to the design and layout of the road network and individual dwellings.
- (c) The existing playing fields between the two areas of housing shall remain undeveloped so as to retain the setting of, and views to and from, the former St Francis Hospital buildings. This area is allocated for open space/recreation purposes and will be protected from encroachment by the Relief Road to ensure the pitch's integrity is retained.
- (d) The development will include provision for landscaping and areas of informal open space in the general locations shown on the Proposals Map. Where appropriate these areas, including the area of Anscombe Wood which is to be retained, will be restored and enhanced through additional planting and adopted by the Local Planning Authority.
- (e) The development will include provision for outdoor play space in accordance with the NPFA standards of 2.4 ha per 1000 population, in addition to the areas referred to in (b) above.

- (f) **The Council will seek financial contributions towards the provision of the following services and facilities in the locality of the development:**
 - (i) **formal sports facilities;**
 - (ii) **additional primary school places;**
 - (iii) **additional library facilities;**
 - (iv) **a community building; and**
 - (v) **civic amenity facilities.**
- (g) **40 of the dwellings should be key worker accommodation administered by a Registered Social Landlord.**

Access

The Haywards Heath Relief Road

- 13.58 The need for a measure of traffic relief for Haywards Heath is long established and, accordingly, the 1995 Haywards Heath Local Plan contained proposals for a relief road to the south of the town, thus by-passing the principal shopping and residential areas. The need for a relief road was subject to rigorous examination at the Local Plan Inquiry. The road will be constructed as an integral part of the proposed large scale housing developments to the south-west and south-east of the town which are set out above.
- 13.59 Policy T1 in the Transport Chapter of this Local Plan establishes the District Council's continued support for the provision of the relief road.
- 13.60 Since allocation in the 1995 Haywards Heath Local Plan, the detailed alignment of the road and the phasing of its construction has been clarified through a number of planning applications submitted to the Council (see paragraphs 13.48 to 13.50, and 13.57 above). Construction of the road started at Tylers Green in September 2000.
- 13.61 It commences at Tylers Green in the west, and will run south east through the Bolnore Estate before crossing Rocky Lane to the south of High Bridge and linking back to Rocky Lane. Rocky Lane itself will be improved as far as Fox Hill, from where the new road will run to the south of St Francis and Hurstwood Park Hospitals before rejoining the A272 at the junction of Lewes Road and Hurstwood Lane. This road will be the sole means of access to the new housing. No vehicular access will be made available to these sites from any part of the existing road network.
- 13.62 In order to provide satisfactorily for traffic movements the development of the various housing areas will require a number of points of access to the new outer relief road. With regard to the land to the south of the former St Francis Hospital, the Anscombe Wood area will be served by a new roundabout adjacent to Fox Hill junction, while the area to the east of the playing field will have a junction directly from the relief road. There will be no means of access to those areas from Colwell Road although that road would continue to serve the existing and new hospital sites, together with any new housing permitted under Built Environment and Housing policies on the land between the former St. Francis Hospital and Colwell Road.

- 13.63 A diagrammatic alignment of the relief road, which also indicates likely access points to the various housing areas, is shown on the Proposals Map.

HH4 The provision of an outer relief road for Haywards Heath, including a new bridge over the railway and the improvement of existing roads and junctions, and the provision of new road links and junctions will be permitted. The detailed alignment of the road has been determined in the light of environmental assessments and engineering studies and is set out in paragraph 13.61 above. A diagrammatic alignment for the Relief Road is shown on the Proposals Map.

- 13.64 The construction of the relief road will be the responsibility of the developers of the various sites and will be phased in accordance with the proposals set out in paragraphs 13.65 to 13.71 below. Developers will be required to enter into detailed legal agreements with the Local Planning and Highway Authorities setting out these matters before consent for development is granted.

Phasing of Housing Development and Road Construction

- ~~13.65 It is essential that the construction of this number of dwellings is carefully phased in order to achieve a steady rate of building over time. Furthermore, the Planning and Highway Authorities attach great importance to the need to co-ordinate the housing developments with the construction of the outer relief road. The relief road is the only means of access to these development areas and, consequently, it is essential that the various sections are completed and in operation at the appropriate times.~~
- ~~13.66 The question of the phasing of the housing and road construction is the subject of detailed legal agreements between the developers / landowners of both sectors and the Planning and Highway Authorities. These agreements secure the entire length of the relief road.~~
- ~~13.67 The Local Planning Authority envisages an orderly progression of development founded on the principle that the eastern section of the relief road south of the hospital complex must be complete and open to traffic prior to the final opening of the Tylers Green/Rocky Lane section. This is essential in order to prevent through traffic from using Colwell Road at any stage.~~
- ~~13.68 At the eastern end, development to the southwest of the former St Francis Hospital will not commence until the construction of the roundabout at the Foxhill – Rocky Lane junction, the closure of the western end of Colwell Road and the improvement of the Colwell Road – Wivelsfield Road link has been completed.~~
- ~~13.69 The legal agreement restricts the number of dwellings that may be occupied in the south eastern sector until the section of relief road between Wivelsfield Road and A272/Lewes Road has been completed.~~
- ~~13.70 Phasing in relation to the south-western sector, including provision of the section of relief road from Tylers Green to Wivelsfield Road, is set out in the comprehensive legal~~

~~agreement referred to in paragraph 13.49 above. In summary, this provides for the phased release of individual areas for housing development, with each linked to the construction of successive sections of the relief road. Construction of this section of the relief road will, in broad terms, progress in a north-south direction. As stated above, the final link through to Wivelsfield Road cannot be made until the Wivelsfield Road to Lewes Road section has been completed and opened for traffic.~~

- ~~13.71 The legal agreement in respect of that part of the south-western sector for which planning permission has been granted contains a provision whereby, when certain conditions have been fulfilled in respect of the remaining part of the allocation, rights of access to the relief road will be granted. Those conditions include the completion of a legal agreement and the payment of a fair and reasonable proportion of the total infrastructure costs.~~

~~**HH5** The release of the land allocated for residential development will be phased over the period up to 2006 in accordance with paragraphs 13.65 – 13.71 of this Local Plan in order to ensure that the necessary highway and other essential infrastructure is available and to ensure a steady supply of new dwellings throughout the Plan period.~~

Implementation

- 13.72 In accordance with the provisions of the Infrastructure Policy G3, which is set out in the Introduction to this Local Plan, developers will be required to provide all the necessary infrastructure for the development of the allocated sites including the Haywards Heath Relief Road. This will involve carrying out or financing (by means of financial contributions to Local Authorities and statutory undertakers) certain off-site works. Mention has been made above of the relief road, open space, the primary school and community facilities. Satisfactory arrangements will also be required regarding the supply of essential services, including water, together with measures such as foul and surface water disposal. These requirements will be the subject of legal agreements between the developers/landowners and the Council before consent for development is granted.

HH6 Developers will be required to provide all necessary infrastructure for the development of the allocated sites, both on and off site, in accordance with the policies contained elsewhere in this Plan.

- 13.73 As indicated above, the Planning and Highway Authorities attach great importance to the co-ordination of the development of the allocated sites and the construction of the Haywards Heath Relief Road. The Local Authorities will, if necessary and where justified, use their statutory powers to acquire land in order to secure the proper co-ordination and orderly development of the highway, housing and associated infrastructure allocations in this Local Plan.
- 13.74 The Proposals Map indicates that extensive areas of land within or adjacent to the allocated development areas are identified for purposes of open space, recreation or landscape protection. The provision of these areas of amenity land and landscaping is regarded as an essential element within the strategy of this Local Plan. It is vital that

these areas are made available, laid out and maintained for these purposes. It is considered that the only practical way of achieving this is for the land to be passed to the District Council. The Local Planning Authority will therefore require the dedication of the relevant sections of land to the District Council before the development of each phase is commenced.

HH7 Developers will be required to dedicate to the Council the relevant sections of open space and recreation land before the development of each phase commences. Planning permission for each phase of the development will not be granted unless all the necessary land is made available.

Haywards Heath Railway Station

- 13.75 Haywards Heath Station is the only station in West Sussex classified by Railtrack as Regional Hub Station, therefore the station performs an important function in the strategic rail network.
- 13.76 The development of Haywards Heath Railway Station and the land surrounding it has been the subject of much discussion over many years. The site includes the area between Perrymount Road, Commercial Square, Clair Road and Market Place (including the former bus station site and the Liverpool Arms site) and also includes the Railtrack surface car park. The site has an area of 2.7 hectares.
- 13.77 The site was allocated for mixed use development in the 1995 Haywards Heath Local Plan. A development brief was approved in 1996. The Development Brief emphasises that the site must be developed in a comprehensive manner. This site remains undeveloped and the station itself is in need of significant investment. It is a key site in the town centre at a strategic location in transport and environmental terms.
- 13.78 The proposals for the site were reviewed during the preparation of this Local Plan. In light of recently published Government planning guidance (PPG3), the Council has reviewed its non-housing land allocations and has concluded that this site would be suitable for residential development in the form of approximately 150 flats. The residential area is likely to cover about 0.8 hectares.
- 13.79 A fully comprehensive redevelopment scheme will be required for the whole site with the focus of the development being on the station itself. A high density residential development will be a major component of the mixed scheme and other appropriate uses could include offices, leisure and entertainment uses (including a public house and/or a restaurant), together with a retail element.
- 13.80 The redevelopment of the site shall also provide for:
- ☐ a decked car park primarily for use by station-users to be located in close proximity to the station, to have a significant capacity for long-stay commuters;
 - ☐ financial contributions towards a study of the area around the station to assess the current parking problems and need and to investigate the implementation of a controlled parking zone to include a 'residents-only' regime;

- ❑ a substantial improvement in the station facilities to include improved access arrangements for cyclists, pedestrians and those suffering from a disability;
- ❑ vehicular access to be provided in a satisfactory manner from Perrymount Mount via Clair Road and the former bus depot with an improved transport interchange facility;
- ❑ a range of other improvements to the local environment, in accordance with the provisions of the revised Development Brief.

13.81 The Recreation Chapter of this Plan (policy R14) outlines the opportunity for the Bluebell Railway to be extended from Horsted Keynes to Haywards Heath. The route of the disused railway line from Horsted Keynes to Haywards Heath is safeguarded from development as indicated on the proposals map. Although it is likely to be many years before such a link could be operational it is important that the development of the station site does not jeopardise the opportunity to link Haywards Heath with East Grinstead via the Bluebell Railway.

A revised Development Brief will be prepared for the site.

HH8 Land at and within the vicinity of Haywards Heath railway station (approximately 2.7 hectares) is allocated as an area of development opportunity for a mixed use, comprehensive re-development scheme. The development shall be implemented in accordance with a Development Brief to be prepared by the Council in consultation with the landowners and the developer and shall be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) a new or refurbished station with significantly enhanced passenger facilities and improvements to its concourse and forecourt;
- (b) an significantly improved transport interchange;
- (c) the provision of a new car park aimed primarily at the demands of commuters and which shall provide for a very significant increase in the number of spaces currently available;
- (d) the provision of facilities for wheelchair access and the secure storage of cycles;
- (e) residential accommodation in the form of flats to a high density at least equivalent to a figure of 60 dwellings per hectare over the total site area and at least 30% of which shall be affordable housing units in accordance with Policy H4 of this Plan;

- (f) the implementation of an agreed landscaping scheme;
- (g) the payment of financial contributions towards providing additional library facilities in Haywards Heath, additional primary and secondary school places and fire hydrants.
- (h) The inclusion of a number of mixed uses, particularly offices, leisure and entertainment uses, a public house and/or a restaurant and shops.

In addition, the developer will be required to submit a detailed Transport Assessment to the Council in support of the proposals at the time of, or before, the submission of a planning application. This shall identify any necessary improvements, remedial measures or alterations to the local highway network and its junctions which are required in conjunction with, and are essential to, the satisfactory development of the site. These shall be carried out as part of the development in accordance with the requirements of the Highway Authority.

St. Paul's School, Oathall Road

- 13.82 This is a 3.3 hectare site which is currently occupied by St. Paul's School. The school is currently considering relocating to a site at West End Farm, Burgess Hill. Should this relocation take place then this site will be suitable for residential development.
- 13.83 The site is currently occupied by three large classroom buildings, swimming pool, games court and playing fields. Housing development should take place on those parts where development has taken place, (approximately 2 hectares). The existing playing fields make an important contribution to the overall appearance of the locality and should, therefore, be retained for incidental open space and play areas.
- 13.84 The site will be developed at a relatively low density due to the following factors. The Oathall Road frontage of the site is low density and is within a Conservation Area; therefore, careful consideration will need to be given to the design of the development to ensure that it enhances the character of the Conservation Area. Additionally, a large number of trees on the site are subject to tree preservation orders and will, therefore, need to be retained. Any development should ensure that the need for future surgery because of unacceptable light loss or shading is minimised.
- 13.85 Items of archaeological interest have been found in the vicinity of the site. Therefore, it is appropriate to make provision for archaeological sampling/test pitting or trenching in advance of development (this will be secured by planning condition).

HH9 Land at St. Paul's School, (approximately 3.3 hectares) is allocated for residential development. It is estimated that the developable area of this site is 2 hectares; it should provide approximately 40 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3

(Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing) and T4 (New Development).

Additionally permission will be subject to the following requirements:

- (a) the provision of access from Oathall Avenue;
- (b) junction improvements at Oathall Road and Oathall Avenue by means of mini - roundabout;
- (c) the retention of the area of open space (playing field area of approximately 1.3 hectares) for incidental open space and play areas;
- (d) the retention of a large proportion of the trees on the site in such a manner that they will not be adversely affected by the future development;
- (e) the layout of the development to have due regard to the residential amenities of occupants of properties at the margins of the site; and
- (f) financial contribution towards providing additional library facilities in Haywards Heath, additional primary and secondary school places and civic amenity facilities.
- (g) an ecological survey of the site;

47-53 Boltro Road

- 13.86 This is a vacant, narrow site of approximately 0.23 hectares. The eastern boundary of the site abuts the railway line, but a mature tree line screens the site and reduces the noise from the railway cutting. The site is close to the town centre and public transport services. Therefore this site is suitable for high density flatted development.

HH10 Land at 47- 53 Boltro Road (approximately 0.23 hectares) has been allocated for residential development to provide approximately 30 flats, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) satisfactory access from Boltro Road;

- (b) the need to adequately safeguard the existing preserved trees along the eastern boundary and the enhancement of the screen of vegetation between the site and the railway land;
- (c) satisfactory noise attenuation; and
- (d) financial contributions towards additional primary and secondary school places, additional library facilities at Haywards Heath and civic amenity facilities.

Land North of Rookery Farm, Rocky Lane, Haywards Heath

- 13.87 This is a site of 1.66 hectares, on the southern side of Rocky Lane. The development of this site for housing will be dependent on the upgrading of Rocky Lane being completed and satisfactory access being provided.
- 13.88 Sensitive boundary treatment along the eastern boundary (Rookery Way) will be required in order to protect the amenity of the adjacent residents. Views can be had into the site from the open countryside to the south of the site; these should be broken up by planting along the southern boundaries.

HH11 Land north of Rookery Farm, Rocky Lane (approximately 1.66 hectares) has been allocated for residential development to provide approximately 45 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (new Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) satisfactory access from the upgraded Rocky Lane;
- (b) landscaping along the boundaries and the retention of any existing landscape features;
- (c) satisfactory noise attenuation measures; and
- (d) financial contribution towards additional library facilities in Haywards Heath, additional primary and secondary school places, civic amenity facilities and public transport.
- (e) a wildlife survey;

Business Development

- 13.89 Haywards Heath is an important centre for business and is the focus for employment in the central part of the district.
- 13.90 The town has significant attractions as a centre for business. It has an attractive living environment, a good range of services and, perhaps most importantly, a frequent rail service to both London and the South coast. Consequently, a number of major office-based firms have established themselves here. As a result of this trend, service industries now make the dominant contribution to employment within the town, accounting for over 90% of all jobs. The town also has a small manufacturing base concentrated on the Bridge Road and Burrell Road industrial estates.
- 13.91 The significance of Gatwick Airport as an employment generator continues to grow. Much of this employment is direct through residents' commuting, but is also created indirectly through the need for various support industries and services which the airport generates.
- 13.92 In general terms, the town's economy has continued to remain healthy since the mid 1990s with unemployment rates maintained at a consistently low level.
- 13.93 The town has, however, experienced a decline in the demand for office accommodation in recent years, particularly in comparison to the very buoyant office property market of the mid 1990s. Consequently, a number of large office buildings have remained unoccupied for prolonged periods and several existing planning permissions have not been implemented.
- 13.94 Similarly, a number of sites allocated wholly or partially for potential office development in the 1995 Haywards Heath Local Plan, which also covers the period to 2006, have not been brought forward for development. For example, the St Francis Hospital Buildings and the former Magistrates' Court site have now both been developed for solely residential purposes following a lack of commercial interest.
- 13.95 As set out in the Employment Chapter of this Local Plan, there is no strategic need to allocate land for business development for the Plan period over and above that already allocated in the District's existing adopted Local Plans. Therefore, in combination with a current lack of demand, new business development proposed for Haywards Heath in this Local Plan is relatively modest, being restricted to the previously allocated Haywards Heath Station site and to the redevelopment of the Mill Green Road depot site which is discussed below. The policy for the station site has been brought forward in amended form, still as a major mixed use development but with a greatly reduced element of office floorspace and a significantly increased element of residential accommodation. Policy HH8, which sets out the principles for developing this important site, can be found in the Housing section of this chapter.

Mill Green Road Depot Site

- 13.96 The site comprises the former British Gas and British Telecom depot sites off Mill Green Road. The two former depots abut one another to form a broadly rectangular plot of approximately 1.6 hectares. Residential properties lie to the north, west and south of the site, whilst the Bridge Road Industrial Estate, to which the site will form an extension, is situated to the east.
- 13.97 A Development Brief was published in 1996 which establishes the District Council's wish to see the comprehensive re-development of the site specifically for purposes falling

- within Class B1(c) of the Use Classes Order 1987 (light industry). This restriction within a Use Class was imposed as an exception to government guidance due to the particularly high demand for additional office floorspace which then existed in the town and the pressure this put on employment land. However, as set out above the pressure for office development has subsided in recent years and, given the general thrust of planning policy guidance to make efficient use of previously developed land, a more flexible approach is now considered appropriate. Consequently, the full range of uses falling within Class B1 is now considered acceptable.
- 13.98 In order to provide for a range of business opportunities on the site, the Council will favour proposals which involve the provision of relatively small business units (less than 300m²). Large scale storage and distribution uses (Class B8) would not be appropriate. However, a degree of flexibility is afforded by the provisions of the Town and Country Planning (General Permitted Development) Order 1995 which allows for the change of use of up to 235m² of B1 floorspace to Class B8 without the need for planning permission. The Council will strongly resist proposals for the redevelopment of the site for residential purposes.
- 13.99 Future development proposals for the site will need to address two principle issues, namely access arrangements and the need to protect nearby residential amenity.
- 13.100 Current access arrangements are substandard, and are not considered capable of satisfactorily accommodating an intensification of use. Developers are therefore advised to seek an alternative means of access, which should be from Bridge Road to the east. This may allow for the creation of a pedestrian link through the site from Mill Green Road to the Bridge Road Industrial Estate.
- 13.101 In terms of residential amenity, the creation of appropriately positioned business units should not result in a level of activity significantly different from the historical use of the site. There is, however, scope for additional screen planting to the site's perimeter, and a landscaping scheme should be submitted with any planning application.
- 13.102 Adjacent to the Mill Green Road depot site is the Council's own depot site. This comprises of land, part of which is used as a depot by the Council's waste contractors. The other portion of land has been recently acquired by the District Council, having formerly been owned and used by the County Council as a highway depot. Depending on the future needs of the waste contractors much of this site may become vacant and present an opportunity for redevelopment. Should this occur, it should be for B1 purposes. Although outside the Brief area the site is important in securing redevelopment of the whole area as access to the Mill Green Depot is across the Council's site. The provision of access will be an important consideration in any future redevelopment proposals for the Council's site.
- 13.103 A comprehensive approach to redeveloping the land at these sites is encouraged in order to secure satisfactory access arrangements and to achieve attractive and modern business units in this prominent and central location.

HH12 Land to the rear of existing development fronting Mill Green Road is allocated for uses falling within Class B1 of the Use Classes Order 1987. In order to provide a range of business opportunities, proposals which incorporate independent or self contained units of less than 300m² will be favoured. Proposals will include provision for:

- (a) a comprehensive form of development;
- (b) due regard of the scale and proximity of neighbouring residential properties;
- (c) landscaping to the site's perimeter; and
- (d) satisfactory access arrangements from Bridge Road.

Proposals for the redevelopment of the adjacent Bridge Road depot site for B1 uses will also be given favourable consideration.

Shopping

- 13.104 Haywards Heath is the most important retailing centre in the central part of Mid Sussex, serving a wide catchment area including outlying villages. The town centre includes the primary shopping area which is centred on South Road and The Orchards Shopping Centre. It also includes the adjoining secondary areas at The Broadway and Sussex Road which contain a broad mix of retail, food and drink and financial and professional uses. There are also a number of other local centres including groups of shops at Boltro Road, Commercial Square and America Lane. Policies relating to development within these various shopping areas are set out in the Shopping Chapter of this Local Plan.
- 13.105 The 1993 Household Shopping Survey (Technical Report No. 5) indicated that whilst the town was the dominant centre for local convenience shopping, it performed less well in terms of comparison shopping. In line with trends elsewhere in the District over 50% of non-food shopping trips were to other destinations, principally to Brighton and Crawley. Those who visited the town did so primarily because it was local and convenient, rather than because it offers an attractive shopping experience.
- 13.106 Survey respondents identified a number of issues and concerns regarding the attractiveness of the town's shopping facilities. These included the generally poor environment of the South Road shopping area, the lack of town centre parking at peak times and the lack of variety in the type of shops. More recently, concerns have been voiced regarding the number of charity shops which have become established within primary shopping areas. Information on shop uses is recorded in the Shopping Frontages Survey 1998 (Technical Report no. 12).
- 13.107 The Council shares these concerns and, accordingly, aims to enhance the attractiveness of the shopping area by pursuing environmental improvements to South Road and by providing additional short-stay car parking (Policy HH15) within easy reach of the main shopping area. Improving the range and variety of shops is largely dependent upon market conditions. However, the attractiveness of the town centre to prospective retailers is likely to improve when those proposals are implemented. Similarly, the creation of approximately 1000 more dwellings to the south of the town will also serve to increase the vitality of the town's shopping function.
- 13.108 In order to maintain the shopping function of the town the Council will ensure that, with the exception of minor developments in local shopping areas, new retail development is concentrated within the town centre. In accordance with national planning policy guidance and the policies contained in the Shopping Chapter of this Plan, large scale retail developments outside or on the edge of the town centre will normally be strongly resisted. For the purposes of this approach, the area defined as the town centre is

indicated on the Proposals Map.

Improved Shopping Facilities

- 13.109 There is evidence to suggest that there is sufficient trading capacity locally to support some additional comparison shopping floorspace in the town. Various alternative sites have been considered by the Council for additional retail development. Because of the form and layout of the town, opportunities are limited. The one site considered to have potential for development, subject to resolving specific highway, environmental and car parking issues, is the area to the north of the existing Orchards shopping precinct in the town centre. This site is specifically allocated for shopping purposes on the Proposals Map (Town Centre Inset).

HH13 A site for shopping development is allocated adjacent to the Orchards/Church Road.

Transport and Parking

Major Works

- 13.110 As set out in the Transport Chapter of this Local Plan, the only scheme in the Plan Area listed in the West Sussex Structure Plan Deposit Draft 2001 – 2016 is the A272 Haywards Heath Relief Road.
- 13.111 The provision of the Relief Road is integral to the large scale housing development proposed to the south-west and south-east of the town. Policies and proposals relating to the route of the road and the phasing of its construction are therefore found in the Housing section above.

Haywards Heath Urban Transport Plan

- 13.112 The County Council, as Highway Authority, has set up a transport forum to coordinate the preparation of an Urban Transport Plan (UTP) for Haywards Heath. The Council, with other stakeholders, is represented on the forum. Although only in the early stages of preparation the UTP will aim to address the various short, medium and long term transport issues facing the town. The emphasis is on an integrated approach encompassing a wide range of measures including, for example, major highway schemes, junction improvements, public transport provision, cycleways and environmental improvements.
- 13.113 The UTP will, in due course, form part of the County Council's 'package' bid for funding from the Department of Transport. It will be subject to full consultation with the general public and other interested bodies.

Opportunities to Improve the Environment of South Road

- 13.114 South Road remains the focus of the shopping centre containing a number of multiple stores. However, it suffers from being physically divided by the busy A272 which runs through the town and carries almost 20,000 vehicles per 12 hour day. Pedestrians are assisted by a number of pelican crossings but at other points along the road crossing is becoming increasingly dangerous and time consuming. Problems also arise from indiscriminate parking and the loading and unloading of delivery vehicles. The constant noise and fumes of passing traffic detracts significantly from the comfort and enjoyment of shoppers and limits the area's attractiveness as a shopping centre.
- 13.115 Proposals contained in policy HH4 for a relief road to the south of the town are expected to remove a substantial element of through traffic from South Road which will no longer form part of the A272.
- 13.116 The Council considers that this reduction in traffic provides an opportunity to carry out a number of environmental improvements which would enhance this area for shoppers, whilst at the same time increasing the relative attraction of the Relief Road to motorists. Such proposals could include pavement widening with a consequential reduction in the width of the road; the provision of lay-bys for buses, taxis and delivery vehicles, the provision of new surface materials on pavement areas and the provision of seating, street furniture and landscaping on widened pavement areas. In addition traffic calming measures may be possible within the roadway itself, such as the provision of road humps or speed tables to reduce traffic speeds, regularise traffic flows and generally give the impression to motorists that they are passing through an area where pedestrians have a greater priority.
- 13.117 Implementation of these improvements is dependent upon construction of the relief road. However, in the short term the preparation of the Haywards Heath Urban Transport Plan (See paragraph 13.112 above) will provide an appropriate forum for discussion between the various parties with whom future co-operation will be required. These include the County, District and Town Councils, together with other stakeholders.
- 13.118 In order to implement these environmental improvements, any proposals for retail development in South Road should wherever possible include provision for rear servicing.

Provision for Cyclists

- 13.119 The Transport Chapter of this Local Plan considers the issue of cycling in Mid Sussex and indicates the Council's support for cycling as an alternative means of transport.
- 13.120 Some improvements to the town's cycling infrastructure have been secured in recent years. For example, a route linking Church Road with Heath Road forms part of the development of the Trevellyan site. Also, the planning permission for the south-western sector residential development includes provision for several cycle paths including links to Rocky Lane, Ashenground Road and Tylers Green (via Chownes Mead Lane). The link to Tylers Green will contribute to the long term aim of improving links between Haywards Heath and Cuckfield and, in particular will enhance the safety of pupils who walk or cycle to Warden Park School. When considering planning applications for the remaining part of the south western sector the Council will seek to ensure the provision of additional cycleway links via Bolnore Road and Wealden Way.
- 13.121 In 1992, the Highway Authority, West Sussex County Council, published a study entitled

'Cycling in Haywards Heath'. The document was subject to public consultation and set out the existing (as at 1992) and likely future cycling trends within the town. It highlighted the lack of existing facilities for cyclists, and set out a strategy for improving provision including a proposed network of cycleways.

- 13.122 There has, however, been limited progress in implementing the report's recommendations and, notwithstanding the improvements referred to above, the overall level of provision in the town remains poor. In order to secure genuine improvements, the District Council considers it important that a town-wide, integrated approach towards providing a network of cycle routes is taken. The preparation of the Urban Transport Plan for Haywards Heath will provide an opportunity to pursue such an approach by bringing the County, District and Town Councils together with other interested parties such as cycling groups and landowners. Any proposals would be subject to public consultation and form part of the County Council's package bid for funding from the DTLR.

Provision for Cyclists on Council Land

- 13.123 As set out above, the Haywards Heath UTP will provide the best opportunity for securing an integrated network of cycle routes within the town. However, the 1995 Haywards Heath Local Plan identified a number of potential cycleways involving routes over District Council-owned land, which, even if implemented in isolation from a wider network, would bring about significant improvements to the town's cycling infrastructure. The District Council will continue to work with its partners to pursue the implementation of these cycleways, which are set out in policy HH14 below and shown on the Proposals Map with the aim of eventually integrating them into a network of cycle routes within Haywards Heath.

HH14 Cycleways are proposed on the following routes:

- (a) Heath Road to the entrance to the Heath Recreation Ground from Perrymount Road;**
- (b) Perrymount Road to Oathall Road;**
- (c) within Victoria Park;**
- (d) Blunts Wood Crescent to Hatchgate Lane; and**
- (e) Hanbury Lane to Appledore Gardens (partly within Lindfield Urban Parish);**
- (f) linear walkway from Turvey Wood to Scrase Valley;**
- (g) Burrell Road to Market Place; and**
- (h) Haywards Heath to Cuckfield.**

Car Parking

- 13.124 Parking demand is focused in two principal areas in Haywards Heath, namely the railway station, and the primary shopping area within the town centre.

Town Centre Shopping Area

- 13.125 The town centre shopping area is served by a total of eight car parks providing 140 designated long stay parking spaces and 447 short stay spaces. In addition, there are a number of on-street parking spaces available within a convenient distance of the shops many of which are in residential areas.
- 13.126 The 1995 Haywards Heath Local Plan contained proposals for additional car parking provision within the town centre. These allocations were based on previous comprehensive parking surveys which revealed that, at peak periods, off-street parking was used to capacity, especially on Saturdays.
- 13.127 It was estimated that a minimum of 500 additional parking spaces should be provided within the town centre area over the Plan period. Accordingly, allocations were made for additional decks of parking at the Hazelgrove Road (up to 120 spaces) and Church Road (up to 200 spaces) Car Parks.
- 13.128 Whilst neither of the proposals has been implemented to date, the Council remains committed to increasing the level of car parking within the town centre. Monitoring of car park usage has been made easier following the introduction of automated 'pay and display', and has confirmed that demand remains high, particularly in the case of short stay parking which tends to predominate. It is also the case that parking demand is likely to significantly increase following completion of the large residential developments to the south of the town.
- 13.129 Consequently, whilst the District Council will generally seek to encourage the greater use of alternative means of transport, it is felt that the previously identified additional allocations remain important to the maintenance of the town centre's vitality and relative attractiveness. These allocations are therefore brought forward in amended form below:
- (a) Hazelgrove Road Car Park

This car park currently provides 121 parking spaces. Its size and shape makes the provision of a second level of parking technically feasible. This would approximately double the number of available spaces. This proposal could be implemented by the Council in isolation, or it could form part of proposals to extend and enhance the Orchards Shopping Centre.
 - (b) Church Road Car Park

Policy HH13 in the Shopping section of this chapter contains proposals for the extension and enhancement of the Orchards Shopping Centre. The provision of a substantial amount of additional parking will be a fundamental requirement of any scheme. Two opportunities have been identified, which could also be implemented by the Council independently of a shopping scheme.

 - a) A minor extension of the existing car park to include land currently forming part of the garden of Beacon Height which has been acquired by the Council.

- b) The utilisation of the existing slope to create an additional level of parking.

It is estimated that these proposals could increase the capacity of this car park by some 200 spaces.

HH15 Additional town centre car parking is proposed at the following locations:

- (a) Provision of an additional deck on the Hazelgrove Road Car Park, possibly as part of an extension of The Orchards, to provide at least 120 additional spaces; and
- (b) Extension and re-arrangement of Church Road Car Park, which could involve more than one level of parking, possibly as part of the extension of The Orchards, to provide at least 200 additional spaces.

Proposals for extra car parking facilities at the above locations will need to meet the requirements of the Local Highway Authority particularly with regard to traffic generation effects in the locality and access arrangements.

13.130 The implementation of these proposals would lead to an increase of 320 short-stay parking spaces in the town centre, as seen from the table below.

Short-stay car Parking, Town Centre Shopping Area			
Car Park	Existing	Additional Spaces	Total
Church Road	181	200	381
Hazelgrove Road	121	120	241
Hazelgrove Road (West)	50	-	50
Gower Road / Haywards Road East	65	-	65
Heath Road	30	-	30
Total	447	320	767

Railway Station Area

13.131 Previous parking surveys have indicated an urgent need for approximately 500 additional

long-stay commuter parking spaces in the vicinity of the station. This additional provision is considered essential in order to reduce parking pressure on nearby streets and to alleviate difficulties for commuters and nearby businesses. Moreover, improving access to the station will accord with this Local Plan's over-arching objective of achieving sustainable development, a key aspect of which is reducing reliance on car-borne transport. As part of the redevelopment proposals for the station, it will be important to undertake a study of the area around the station to assess current parking problems and need, and to investigate the implementation of a controlled parking zone, to include residents' parking.

- 13.132 Policy HH8 contains proposals for the comprehensive redevelopment of the station site which must include a significant amount of additional long-stay parking spaces over and above the existing provision. As set out in the Development Brief for the site, it is envisaged that parking on this scale would be provided by constructing a multi-storey car park.
- 13.133 The District Council also considers that the provision of a multi-storey car park prior to the development of the remainder of the site would prove acceptable. Development proposals should not, however, prejudice the site's subsequent comprehensive development. In particular, proposals should incorporate adequate provision for future access arrangements to the proposed station concourse area, as set out in the Development Brief.

HH16 Additional long-stay car parking will be provided as an integral part of the comprehensive redevelopment of land adjoining Haywards Heath station, or alternatively as independent development. A significant amount of additional spaces will be required, over and above existing provision (Policy HH8).

Proposals for the redevelopment of this site and the provision of extra car parking facilities will need to meet the requirements of the Local Highway Authority particularly with regard to traffic generation effects in the locality and access arrangements.

Recreation, Sport and Leisure

Outdoor Playing Space

- 13.134 As set out in the Recreation and Tourism Chapter of this Local Plan, the Local Planning Authority has adopted the NPFA minimum standards for the provision of outdoor playing space. The Council is committed to meeting these standards and improving upon them where opportunities arise.
- 13.135 The Council's 1994 survey of playing space highlights significant deficiencies throughout the District. Haywards Heath suffers a particular shortfall, with only 33% of the NPFA outdoor playing space standard being met. This figure represents the average of the children's playing space and formal sports provision, which stand at 27% and 36% of the NPFA standard respectively. The study also highlighted significant variations in provision between individual wards within the town. For example Bentswood achieved 62% of the NPFA standard, whereas the Heath Ward achieved only 5%.

- 13.136 PPG17 Planning for Open Space, Sport and Recreation' was published in July 2002. This was too late for the Guidance to be taken into account when the proposals in this Local Plan were prepared. The Guidance requires Local Authorities to undertake robust assessments of existing provision and future requirements for open space and recreation. This work will be undertaken by the Council as part of the review of this Local Plan. Until this work has been carried out, the proposals in this chapter will represent the policy of the Local Planning Authority in respect of open space and recreation in Haywards Heath.

Children's Playing Space

- 13.137 As indicated above, only 27% of the NPFA standard for Haywards Heath is met. The Council is actively attempting to remedy this deficiency by identifying new sites, however opportunities within the town's existing built up area are likely to be limited. Consequently, only one new site is allocated for an equipped play area. This Council-owned site is located at Colwell Gardens and was previously allocated in the 1995 Haywards Heath Local Plan. The Council will continue to seek improvements in the level of playing space provision as opportunities arise.

HH17 Land at Colwell Gardens is allocated for an equipped children's playground.

Provision of Children's Playing Space in New Housing Development

- 13.138 In accordance with the policies set out in the Recreation and Tourism Chapter of this Plan, the developers of the south-western and south-eastern sectors (see the Housing section of this Chapter) will be required to provide the appropriate level and range of children's playing space as an integral part of the developments. In total, these developments will incorporate approximately 50 variously equipped play areas.

Areas of Formal Sport

- 13.139 In order to reduce the deficiency in the available area for formal sport, a 1.6 hectare site adjacent to Beech Hurst was allocated in the 1995 Haywards Heath Local Plan. It is likely that the site would be suitable for a combination of playing space provision including primarily sports pitches, but also some equipped play areas, and would compliment the existing amenities at Beech Hurst. The District Council remains committed to developing the site for these purposes and, therefore, the previous allocation has been brought forward and is set out in the following policy.

HH18 Land to the west of Beech Hurst, Haywards Heath, amounting to 1.6ha, is allocated for public outdoor playing space.

- 13.140 The development of the south-western sector also provides an opportunity to significantly improve the town's formal sport facilities. The legal agreement attached to the outline

planning consent covering most of the development in the sector includes provision for a 4.8ha site to be made available for sport and recreation use. The site is shown on the Proposals Map and may be suitable for a variety of formal sport activities, such as a floodlit football pitch and athletics track, an all-weather pitch together with spectator facilities and a club house. Its location on the edge of the built-up area but within the relief road will enable it to be integrated into the town without any undue impact on the adjacent open countryside. These facilities will need to be carefully designed in order to protect the residential amenities of nearby occupiers.

HH19 4.8 hectares of land to the south-west of Haywards Heath is allocated for public outdoor playing space.

Informal Open Space

- 13.141 Informal open space is not included within the NPFA recommendation for outdoor playing space. However, these areas provide an important and highly valued element in the range of recreational facilities within Haywards Heath, providing opportunities for informal activities such as walking or childrens' adventure play. The importance of allocating and protecting these areas is set out in general policies R2 (Protection of Existing Open Space) and R6 (Additional Informal Public Open Space) of the Recreation and Tourism Chapter of this Local Plan. Proposals and policies relating to individual sites within the town are set out in the following paragraphs.
- 13.142 The 1995 Haywards Heath Local Plan identified the linear open space running north of the Lewes Road (A272), through Turvey Wood, Franklands Wood, the America Lane allotments and on to the Scrase Valley and Lindfield as a very important visual amenity in the area which was valued by local residents.
- 13.143 In addition, it was felt that the benefit for local residents could be positively enhanced by the creation of a linear walkway from the A272 to the Scrase Valley. The District Council remains committed to providing this valuable urban resource, and the proposed walkway, including possible access points along this route, is shown in Technical Report No. 5 (Linear Walkway/Open Space - Turvey Wood to Scrase Valley). Much of the land is already in public ownership and the Council will seek to negotiate public access, or to acquire (if necessary by Compulsory Purchase powers) those parts which are presently owned privately.
- 13.144 The provision of a substantial area of informal open space will form an important integral feature of the development of the south-west sector (see Housing section of this chapter, above). Land is therefore allocated for this purpose at, and in the vicinity of, Ashenground Wood and is shown on the Proposals Map.
- 13.145 A further area of land considered suitable for use as informal open space is located at Hurst Farm, adjacent to Hurstwood Lane. This land, which consists of approximately 100 acres of pasture and woodland was purchased by the Council in 1997 and is shown on the Proposals Map. The land is bisected by Hurstwood Lane, with a significant proportion of the eastern parcel falling within East Sussex. The western parcels occupy the majority of the land bounded by Fox Hill, Hurstwood Lane and the proposed line of the Relief Road. The land was purchased with the complimentary aims of protecting it from future development, and providing residents with a significant additional area of informal open space.
- 13.146 Approximately 14 hectares of land adjoining the southern boundary of the Blunts Wood

Nature Reserve, known as Paiges Meadow, was purchased by the District Council in 1997 and has since been used as Informal Open Space. Given its existing use, there is no need to formally re-allocate the land for this purpose.

HH20 Land for informal open space is allocated at:

- ☐ **Turvey Wood/Franklands Wood (including provision for a linear walkway);**
- ☐ **Ashenground Wood;**
- ☐ **Land between the Haywards Heath Relief Road and Rocky Lane; and**
- ☐ **Hurst Farm.**

Community Facilities

Education

- 13.147 During preparation of the 1995 Haywards Heath Local Plan, the County Council identified a demand for additional primary school places arising from the new housing proposed in the south-west sector; the existing secondary school provision within the locality was considered adequate. Accordingly, the outline planning permission relating to the majority of the sector contains provisions for the reservation of a 1.6ha site, the location of which is shown on the Proposals Map. The provision of a school site remains a requirement of the south-west sector policy HH2. When granting planning permission for residential development within the Haywards Heath area, the Council will seek financial contributions towards the cost of providing the required additional school places.

Library Services

- 13.148 Haywards Heath has a purpose-built library situated on Boltro Road, adjacent to the District Council offices. As a result of the previous closure of other libraries in the locality, the Haywards Heath facility was not of an adequate size to serve its catchment population. However, as a result of the receipt of developers' contributions, the library was extended in 2003. A further extension is proposed

HH21 Land at Oaklands is allocated for the further extension of the public library.

Haywards Heath Burial Ground

- 13.149 Although the management of burial ground land is the responsibility of Haywards Heath Town Council, the identification of land for burial ground purposes is an important issue for this Local Plan. Haywards Heath Town Council has identified a need for a new burial ground site. The Town Council has stated that under present circumstances additional burial ground space would be required by 2005.
- 13.150 A study of possibilities for a burial ground has been undertaken by the Planning Department and as a result, a public consultation exercise has been carried out in relation to nine sites.
- 13.151 In the light of public concerns, potential land acquisition difficulties and problems and/or significant expense relating to access arrangements, two sites only have been identified

- for burial ground use in Haywards Heath. Both sites are located off Hurstwood Lane and are in the ownership of the District Council.
- 13.152 One of these sites is to the north of Hurst Farm and is 1.3ha in area; this site is contained by the proposed route of the Haywards Heath Relief Road and Hurstwood Lane. The other site is to the East of Hurstwood Lane; it is larger (3.5ha), has a more open landscape and is slightly further from the edge of the built up area.
- 13.153 This should pay particular attention to the existing landscape features of both new sites and the provision of new landscaping including a buffer strip within the allocated land to the east of Hurstwood Lane which would separate the burial ground from the residential properties to the north. Details regarding the form of enclosure, location of buildings, access, parking and other landscape features will form part of the design brief for the proposal.
- 13.154 Prior to implementation it will be necessary to undertake detailed investigation work to check the geology of the proposed sites and the level of the water table. The Environmental Agency would object to burial ground use where level is not of sufficient depth.

HH22 Land to the east of Hurstwood Lane and to the north of Hurst Farm is allocated for a new Haywards Heath Burial Ground to cater for the long term burial requirements of the town.

Introduction

- 14.1 This section of the Local Plan contains the specific proposals which relate to individual villages and settlements within Mid Sussex. Most of the villages have specific policies and proposals relating to them. Some of the smaller villages and settlements do not have specific proposals relating to them but have defined built-up area boundaries and/or Conservation Areas.
- 14.2 The village and settlement chapters are set out in alphabetical order within this section of the local plan as follows:

Albourne
Ansty
Ardingly
Ashurst Wood
Balcombe
Birch Grove
Bolney
Clayton
Copthorne
Crawley Down
Cuckfield
Fulking
Handcross
Highbrook
Hurstpierpoint
Horsted Keynes
Keymer and Hassocks
Lindfield
Pease Pottage
Poynings
Pyecombe
Sayers Common
Scaynes Hill
Slaugham
Staplefield
Turners Hill
Warninglid
West Hoathly/Sharphorne

All villages also have a proposals inset map relating to them.

- 14.3 The final chapter in this section entitled 'The Rural Area' relates to sites within the District to which specific policies apply, but where the sites are located within the Countryside Area of Development Restraint.
- 14.4 The 'Rural Area chapter' also contains a description of the smaller settlements of Brook Street, Furnace Wood, Twineham, Twineham Green, Hickstead and Newtimber. These settlements do not have defined built-up area boundaries. They lie within the Countryside Area of Development Restraint where new development will be restricted to that complying with the policies relating to that designation. They also have no specific policies relating to them. These settlements do not have Inset Maps.
- 14.5 It is important that this section of the Local Plan is read in conjunction with the first section of the Local Plan which contains the topic chapters. These set out the general

policies which apply across Mid Sussex.

Strategy

- 14.6 The villages and settlements of Mid Sussex are set in attractive countryside, much of which is designated as Area of Outstanding Natural Beauty. The underlying aim of this Plan is to safeguard the countryside for its own sake and to secure its protection and enhancement, preventing development which does not need to be there. The policies in the Countryside Chapter of this Local Plan give special protection to AONBs together with sites of ecological importance, the best and most versatile agricultural land and to the gaps between villages.
- 14.7 The attractiveness of the built environment is also reflected in the number of designations, including Conservation Areas, numerous listed buildings and archaeological sites. The special quality of the rural and built environment acts as a significant constraint on the amount of new development which can be accommodated in the District. This is a major influence on the strategy for future development.
- 14.8 As far as new housing is concerned, the Local Planning Authority considers that the rural part of the District can make only a very modest contribution to the overall provision in Mid Sussex over the Plan period. The villages are not regarded as suitable for new large scale housing development. As a result, only a very limited amount of land has been identified in the villages where development can be integrated satisfactorily into the existing settlement pattern, and where it meets a number of sustainability criteria. Accessibility by public transport is an important criteria and improvements will be sought where development takes place. Access to local facilities is another important criteria. The decreasing number of village shops, banks and post offices is a concern. Where possible the Council will seek to retain and encourage local shopping, health and community facilities in order to retain viable and accessible village centres.
- 14.9 A large number of villages and settlements within Mid Sussex suffer from traffic problems of some kind. Such problems include high volumes of through traffic, the high speed of vehicles, road safety and Heavy Goods Vehicles using roads which are unsuited to such traffic. These issues can have detrimental effects on the character of the villages and the amenities of those living in them. The District Council will continue to work with the Highway Authority to investigate ways to reduce levels of traffic through the villages and the problems that this brings. The Rural Transport Plan which forms part of the West Sussex Local Transport Plan seeks to identify and address the problems experienced in the villages and rural areas of the County.
- 14.10 No new designations for employment are included for the villages but where existing opportunities are appropriately located these will be encouraged.

Policy Aims

- 14.11 The aims of the policies within the Local Plan relating to the villages and settlements are:
- (a) to restrict new development to within the built-up area boundaries, other than in exceptional circumstances, and to ensure that it relates sympathetically to existing buildings and their surroundings in order to safeguard the character and function of the villages;
 - (b) to seek to preserve or enhance the special character or appearance of the Conservation Areas, and other areas of architectural, historic, or landscape

interest;

- (c) to preserve listed buildings and their settings and to protect and enhance sites of archaeological importance and their setting;
- (d) to protect the identity and amenity of the villages by safeguarding the strategic and local gaps;
- (e) to conserve the character and appearance of the countryside settings of the villages;
- (f) to make provision, where appropriate for small scale employment generating development compatible with the village environment;
- (g) to seek to meet the needs of local firms and to make adequate provision for their expansion;
- (h) to maintain and where possible enhance existing shopping facilities, and in cases where shops cease to be viable allow for alternative forms of activity that add to the commercial vitality of the village, in an acceptable manner;
- (i) to maintain and where possible enhance community and recreational facilities within the villages including the protection of existing areas of open space; and
- (j) to encourage improved access by public transport and to reduce the impact of traffic movement through the villages, by further traffic calming and roads safety measures where appropriate.

Policy Context

- 14.12 Within the topic chapters set out in the first part of this Local Plan policies relating to the countryside, built environment, housing, employment, shopping, transport and parking, recreation and tourism and community services are set out in detail. These policies and the supporting text should be referred to in addition to the specific village policies. More detailed information regarding a number of the policies is set out below as it applies to nearly all of the villages.

Built-up Area Boundary

- 14.13 The built-up area boundaries of the villages have been defined to preserve their rural setting and to protect the surrounding countryside from residential development. Within the defined built-up areas boundaries of the villages opportunities for new development may arise through residential infilling or the redevelopment of existing opportunities. Any such proposals will be assessed against the relevant policies in this Local Plan.
- 14.14 Outside the built-up area boundaries proposals for new development will be firmly resisted and restricted to those forms of development for which a countryside location is necessary or where exceptional circumstances apply. Such development would need to be appropriate to, and not adversely affect, the countryside. The relevant policies are set out in the Countryside Chapter of this Local Plan.

Areas of Outstanding Natural Beauty

- 14.15 The High Weald AONB runs across much of the central and northern part of the district. The Sussex Downs AONB runs across the southern part of the district.
- 14.16 The Sussex Downs Area of Outstanding Natural Beauty was designated in 1966 and the High Weald Area of Outstanding Natural Beauty was designated in 1980. This designation gives formal recognition to the national importance of the landscape character of the area. Such a designation necessarily means that the policies operating within much of the Mid Sussex area are restrictive in terms of new development. The relevant policies are set out in the Countryside Chapter of this Local Plan.

Strategic and Local Gaps

- 14.17 The area between many of the towns and villages in Mid Sussex, has been classified as a strategic or local gap. This is in order to prevent the coalescence of settlements and to retain their separate identity and amenity. The areas where such gaps have been designated are indicated on the Proposals Map.
- 14.18 Development will only be permitted within these gaps in where a countryside location is reasonably necessary for the use, it enhances the landscape and the development would not compromise the objectives of the gap. Supplementary Planning Guidance has been produced by the Council and contains assessments of the Strategic Gaps. Policies relating to gaps are set out in the Countryside Chapter of this Local Plan.

Conservation Areas

- 14.19 To ensure that the special character and appearance of the Conservation Areas in Mid Sussex are preserved and that special features are safeguarded, policies B12 and B15 set out in the Built Environment chapter of this Local Plan will be applied. Detailed guidance for owners of buildings in Conservation Areas is set out in Planning Information Leaflet CD1 'A Guide to Preserving Or Enhancing Conservation Areas'.

Best and Most Versatile Agricultural Land

- 14.20 The Local Planning Authority aims to protect the best and most versatile agricultural land, as classified by MAFF, due to its national importance. Proposals which would result in its loss will only be permitted in compelling circumstances in accordance with C8 policy in the Countryside Chapter. The presence of such land will, therefore, be an additional constraint upon development.

Areas of Importance for Nature Conservation

- 14.21 There are many sites for nature conservation which have been designated under statutes and international conventions. These include Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs) and Sites of Nature Conservation Importance (SNICIs). Such sites are indicated on the Proposals Map. Policies relating to these areas are contained within the Countryside Chapter of the Local Plan.

Archaeological Sites

- 14.22 There are over 500 sites of archaeological interest within the District, of which 20 are scheduled Ancient Monuments. The latter are identified on the Proposals Map. Policies relating to Archaeological sites are contained within the Built Environment Chapter of the Local Plan.

Recreation, Sport and Leisure

- 14.23 PPG17 'Planning for Open Space, Sport and Recreation' was published in July 2002. This was too late for the Guidance to be taken into account when the proposals in this Local Plan were prepared. The Guidance requires Local Authorities to undertake robust assessments of existing provision and future requirements for open space and recreation. This work will be undertaken by the Council as part of the review of this Local Plan. Until this work has been carried out, the proposals set out in the village chapters relating to recreation, sport and leisure will represent the policies of the Local Planning Authority.

Introduction

- 15.1 The village of Albourne is located to the west of Hurstpierpoint on the western side of the B2118 (former A23). It is set in the open countryside of the Low Weald just to the north of the Sussex Downs Area of Outstanding Natural Beauty (AONB).
- 15.2 Albourne is a small and relatively compact settlement. Running north-south through the village is the main thoroughfare known as The Street. The historic core of the village lies at the southern end of The Street, where many of the buildings are listed and date from the 17th century or earlier. In contrast the northern half of the village is more recent, largely consisting of post war development. It is a quiet and charming village which has benefited from traffic relief following the realignment of the A23 further to the east enabling the village to be completely by-passed. Facilities within the village include a recreation ground and equipped children's play area, a church, a village hall and a primary school.

Policies and Proposals

Built-up Area Boundary

- 15.3 A built-up area boundary is defined for Albourne in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.
- 15.4 The boundary excludes some low density peripheral areas which are considered to have a rural character and, therefore, form part of the countryside. These include a largely loose knit area of ribbon development which extends southwards from the village along the eastern side of the B2118 to the Arden Grange commercial complex. The Local Planning Authority will resist any intensification or extension of existing uses in this area of countryside as it would result in a consolidation of development harmful to its character.

Conservation Area

- 15.5 Part of the village of Albourne was designated as a Conservation Area in 1989.
- 15.6 Albourne village contains several buildings listed as being of special architectural or historic interest, either for their individual merit or in recognition of their contribution to the quality of the village scene. Most notable amongst these is 'Gallops', an L-shaped timber framed building dating from 1661 or earlier and which was carefully restored in the 1930s. Lying outside the village near Albourne Place are St Bartholomew's Church and the nearby Georgian Rectory, which is tile hung from top to bottom and a particularly interesting mid 17th Century brick house.
- 15.7 The majority of listed buildings, however, are concentrated around the southern end of The Street, within the designated Conservation Area. The following features, in particular, contribute to its character:
- ☐ the many trees and hedges which line The Street, particularly where it meets Church Lane;
 - ☐ the sunken road in relation to many of the properties, which creates a sense of enclosure due to banks and attractive retaining walls;
 - ☐ the cottage style houses with small windows;

- ☐ the lack of any set building line and pavement, together with varying road widths, which helps to create a rural meandering character; and
- ☐ the attractive countryside views to the west and south.

Local Gap

- 15.8 The area between Albourne and Sayers Common, and Albourne and Hurstpierpoint, is defined as a Local Gap. The boundaries run along Henfield Road and London Road respectively.

Introduction

- 16.1 Ansty is a small scattered settlement, situated at the junction of the A272 and B2036 one mile south west of Cuckfield. The village lies at the eastern end of a ridge of high ground just to the south of the High Weald Area of Outstanding Natural Beauty. There are fine views to the north across the open countryside of the Weald. Houses front onto the main roads and Deaks Lane stretching some distance from the centre of the village. There are two listed buildings within the built up area and a number of others in the vicinity.
- 16.2 Although it is a small village it does have a number of amenities. These include a social club, garage, a public house and a recreation ground with cricket pitch, equipped playground and car park.
- 16.3 The village suffers from the heavy traffic that passes through it on the A272. Fortunately this is fairly slow moving as it approaches the roundabout on the brow of the hill in the centre of the village.

Policies And Proposals

Built-up Area Boundary

- 16.4 A built-up area boundary is defined for Ansty, primarily running along a short length of the A272 and Cuckfield Road, which seeks to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Community/Recreation Use

- 16.5 The social club and recreation ground in the village are very well used. However, the District Council has identified deficiencies in some aspects of outdoor playing space in the local area compared to the NPFA minimum standards and surveys undertaken in the preparation of the Council's Mid Sussex Playing Pitch Strategy. Consequently the District Council is actively exploring the possibility of bringing additional land in Ansty into recreational use. The extension would be for playing fields only, not for built development.

AN1 Land immediately north of Ansty Recreation Ground is allocated for recreational use, as an extension to the existing playing fields.

Introduction

- 17.1 The village of Ardingly is located approximately four miles north of Haywards Heath, on the B2028. It is situated on rising ground and has an extremely attractive countryside setting, being surrounded on all sides by high quality landscape, all of which is within the designated High Weald Area of Outstanding Natural Beauty. Its elevated position affords extensive views from the village, reaching as far as the Downs to the south, and West Hoathly and Highbrook to the east. Whilst this setting is an attractive feature of the village, it also acts as a significant constraint on prospective future development.
- 17.2 The village contains a number of shops, public houses, and a garage together with community facilities such as the village hall and the recreation ground. The High Street is adversely affected by the volume and speed of through traffic on the B2028, together with considerable on-street car parking arising from a shortage of off-street parking provision.
- 17.3 Adjacent to the village are a number of sites which have significant implications in planning terms and these are dealt with in more detail below. These are Ardingly Reservoir, the South of England Agricultural Society Showground, Ardingly College, Wakehurst Place, the Bluebell Railway and the depot at Ardingly Railhead.

Policies and Proposals

Built-up Area Boundary

- 17.4 A built-up area boundary is defined for Ardingly which seeks to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development. The boundary seeks to prevent coalescence between the different sections of the village and so excludes greenfield sites on the edge of the village including the area to the south of Street Lane.

Conservation Areas

- 17.5 In 1984 two parts of Ardingly were designated as a Conservation Area. In 1990 the western section, centred on the junction of Church Lane and Street Lane, was extended to include the southern end of Church Lane. The eastern section, centred on the High Street, was extended to include Butchers Shaw, the area of woodland immediately south of Street Lane.
- 17.6 The western section contains the 14th century church and 19th century school, which together with several buildings dating back to the 17th century or earlier are listed. This part of the village is residential with large dwellings set in spacious grounds. Church Lane is not made up and is not a through road; it has a tranquil, secluded feel.
- 17.7 The eastern section contains a number of buildings dating from the 17th century. However the area has expanded considerably and now forms the main centre of the village.
- 17.8 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the spacious secluded gardens which include an abundance of mature trees and hedgerows in Church Lane;
 - ☐ the Listed Buildings in the western section;

- ☐ the views across the countryside;
- ☐ the significant presence of individual trees and tree groups in Street Lane, Butchers Shaw and Oaklands Green;
- ☐ groups of trees at the north end of the High Street; and
- ☐ sandstone walls, especially along the front boundaries of Hapstead Farm and Fairlight Cottages, Fairlight House and along to Hapstead House, High Street.

Transport

Heavy Goods Vehicles

- 17.9 Arising from its position on the B2028, its proximity to Haywards Heath, and the existence of large commercial concerns adjacent to the village, Ardingly is adversely affected by the volume, nature and speed of through traffic. It is particularly vulnerable to the movement of heavy goods vehicles (HGVs), some of which are passing through to locations elsewhere, with others gaining access to existing commercial sites. High Street, College Road and Copyhold Lane are particularly affected in this respect, and heavy traffic causes danger and inconvenience to other road users because the roads themselves are poorly suited to accommodate it. Where HGVs are seeking access, effective measures to restrict their movement are limited. Nevertheless, the Council will continue to press the Highway Authority to introduce controls to prevent the use of inappropriate roads by HGV traffic wherever it is practicable and expedient to do so, for example in the form of weight and width restrictions. With regard to through traffic, the District Council will, in conjunction with the Highway Authority, seek to encourage compliance with preferred lorry routings.

Village Crossroads

- 17.10 At its southern end the High Street meets with Street Lane, Lindfield Road and College Road. The previous layout of the junction was not considered to be of a sufficient standard to cope with the appreciable levels of traffic carried by these roads, resulting in vehicle conflicts and a highway hazard. Minor improvements to this junction have been carried out by the Highway Authority. However, the Council will continue to press the Highway Authority to consider the construction of a mini-roundabout at this junction.

College Road

- 17.11 College Road is one of the principal routes into the village from the south. It carries appreciable levels of traffic, some of it passing through but a proportion is gaining access to a number of sites along its length. It is, however, a winding road with varying gradients, and in parts there is poor visibility. This combined with the volume and speed of traffic, and the turning movements to and from adjacent sites, results in a degree of danger for road users. The District Council will urge the Highway Authority to give further consideration to possible improvements in the vicinity of the entrance to Ardingly College and will press for their inclusion in the minor works programme.

Pedestrian Crossing

- 17.12 The High Street is a busy through route with dwellings, shops and other services on both sides of the road. Pedestrians trying to cross the road encounter the hazards of parked

vehicles and often fast, heavy flowing traffic. The need for a pedestrian crossing in the High Street is supported by the District Council. Currently most pedestrian demand is towards the south end of the High Street. However, the development at Hapstead House could significantly shift the demand towards the recreation ground and the footpath through it to the primary school.

Car Parking

- 17.13 One of the issues affecting Ardingly is the lack of off-street car parking provision. There is one long-stay public car park next to Hapstead Hall, administered by the District Council, allowing parking for 24 vehicles. This is generally full throughout the day. This factor, combined with the lack of adequate off-street car parking spaces for older dwellings, and a number of businesses and community facilities such as the village hall, results in considerable parking on-street, particularly in the High Street. This has one advantage in that it tends to slow down through traffic, although it can at times cause a hazard and inconvenience to other road users and pedestrians due to obstruction, restricted visibility and parking on the pavement. Although there will be additional parking provided as part of the proposed community hall development, it is considered that the provision of further off-street parking is desirable. Such a facility must be conveniently located in order to encourage its use, but due to the closely built-up nature of the High Street opportunities are inevitably limited. The District Council will continue to explore various possibilities for the development of an additional off-street car park.

Community/Recreation Use

- 17.14 Within Ardingly there is a need for a new Community Centre to provide improved indoor facilities for community/recreation use. An outline planning application, which was submitted by the Parish Council for such a facility on land to the north of the Recreation Ground off Selsfield Road, was approved in 1999.

Other Land Uses

Hapstead House and Grounds

- 17.15 Hapstead House is situated to the east of the High Street just north of the village. The House is a large stone building dating from around 1887 and forms an important feature within the Ardingly Conservation Area. The site consists of three distinct parts: Hapstead House and gardens, previously in use as a residential care home; the land to the north of the house which includes woodland and an overgrown orchard; and the grassed area between Hapstead House and the High Street.
- 17.16 Various planning permissions for the conversion of Hapstead House to private houses/flats, social housing units and a Nursing Home have been implemented and building works have now been completed.

Ardingly Rail Depot

- 17.17 This depot is currently used for the storage, processing and distribution of aggregates. The County Council as Minerals Planning Authority states in Policy 39 of the Minerals Local Plan (Adopted July 2003) that existing minerals railheads will be safeguarded to ensure adequate facilities for the transportation of minerals by rail. The District Council accepts the importance of the continuation of access to this existing depot by rail.

However, the routes by road to and from the depot involve lorries passing through Ardingly village or along High Beech Lane/ Portsmouth Lane from Lindfield. Neither approach route is suitable for additional heavy vehicular traffic. The Council will raise objections to any applications submitted to the Minerals Planning Authority for development on this site which would involve an increase in road traffic generation.

AR1 The Council will raise objections to any application for development proposals at the Ardingly Rail Depot which would involve an increase in heavy vehicular traffic using the site.

Bluebell Railway

- 17.18 The Bluebell Railway PLC owns the former railway trackbed between Ardingly and Horsted Keynes. An opportunity does exist for the reinstatement of this line, with the potential to link East Grinstead to Haywards Heath by rail. The Council will safeguard this route, shown on the Proposals Map, from development which would prejudice its reinstatement. Further information on the Bluebell Railway is contained within the Recreation and Tourism, East Grinstead and Horsted Keynes chapters of the Local Plan.

AR2 The route of the disused railway branch line between Horsted Keynes and Haywards Heath is safeguarded for possible reinstatement of the railway link.

Proposals for the reinstatement of, or the opening of further stations or stopping places on, the disused branch line between Horsted Keynes and the main London-Brighton line will be subject to particularly close examination.

Ardingly College

- 17.19 Ardingly College stands in open countryside about half a mile to the south west of the village. It comprises a group of substantial buildings, a number of which are listed, together with playing fields and grounds which extend to the reservoir in the south and to the edge of the village to the north. It is an imposing and prominent feature in the surrounding landscape, and a landmark when approaching the village from the south. As the College has grown, a number of additional buildings and facilities have been provided, and it is anticipated that further proposals will be forthcoming in the future. The College is a long established use, and an important source of local employment. The Council will seek to accommodate the reasonable needs of the College as and when they arise. Nevertheless, in view of its setting and prominence within the Area of Outstanding Natural Beauty, the Council will give special scrutiny to future development proposals in order to ensure there is no damaging impact on the character and appearance of the site itself, nor on the landscape of the surrounding area.

AR3 Proposals for the erection of additional buildings or the provision of further facilities at Ardingly College will only be permitted where there would be no detrimental impact on the character, appearance or setting of the site, or on that of the surrounding area.

- 17.20 Where it would be compatible with the existing use of the site, and subject to other policies contained in the Plan, the Council will seek to encourage the use of recreational and other facilities at the College by local residents and organisations. The dual use of school facilities is dealt with in the Community Services Chapter of this Local Plan.

Ardingly Reservoir

- 17.21 As well as fulfilling an important role for water supply Ardingly Reservoir is also a significant attraction in its own right. Its beautiful setting within attractive wooded valleys, and its peaceful and tranquil atmosphere make it a popular centre for quiet informal activities such as walking, riding, fishing and nature study. Ardingly Reservoir has been declared a Local Nature Reserve (LNR). The Nature Reserve Agreement between West Sussex County Council and South East Water will ensure commitment to the management and use of the site. Enhancement work has included the upgrading of the perimeter footpaths and bridleway and the provision of a viewpoint and bird hides.
- 17.22 The reservoir is also a venue for more organised non-motorised water sports. Many of these pursuits are associated with education and youth training and this limited amount of activity has meant that they have continued for a number of years without an adverse impact on the amenities of the locality. It is important that any expansion of these pursuits does not have an adverse environmental impact, and that the use of the reservoir is for activities which would not adversely affect the nature of the surrounding area by reason of noise, vehicular activity (including informal parking along the approach to the reservoir) and disturbance. The Council will support the use of the reservoir for activities which would not adversely affect the character of this attractive part of the AONB.

AR4 Proposals for the intensification of recreational activity on or around Ardingly Reservoir will be resisted where these would be likely to result in an adverse environmental impact or where they would conflict with other existing recreational uses.

South of England Agricultural Society Showground

- 17.23 The Showground, located to the north of the village, covers an area of some 60ha. Since its establishment in 1967 the use of the site has expanded to the extent that it is now one of the most significant land uses within the Mid Sussex area. In the period since 1967 the

range of events held and the number of days per year on which they may take place has increased on an incremental basis by virtue of a series of planning permissions. At the same time the Society has entered into a succession of legal agreements with the Council limiting the range of the activities which can be carried on at the Showground and, in some cases, their frequency. The most recent of these agreements was completed on 15th November 1988. Facilities at the Showground now include a range of permanent agricultural buildings, a members' pavilion, parade rings, stables and banks. A variety of functions now take place, the premier event being the annual show, held over three days in June.

- 17.24 Whilst the Council has sought to accommodate the reasonable aspirations of the Society, it has, at the same time, sought to balance these against the need to protect the countryside and the Area of Outstanding Natural Beauty as well as the amenities of the residents of Ardingly village and the surrounding area. The Council considers that the stage has now been reached where an appropriate balance exists between the reasonable objectives of the Society and the protection of the environment. The Council is concerned that the character and appearance of the site, which is predominantly rural, should not be eroded and any further development which would result in an increase in the number or size of buildings at the Showground will normally be resisted. Similarly the Council will critically examine proposals for additional activities at the Showground and will normally resist those which would increase the impact of the site on the surrounding area. Of particular concern has been the two-day antique fairs which the Showground has undertaken to limit to 10 a year.

AR5 Proposals for additional buildings or extensions to existing buildings at the South of England Agricultural Society Showground will not be permitted where excessive traffic would be generated. Proposals which would increase the range or intensity of activities beyond those contained in the agreement of 15th November 1988 will only be permitted where such proposals relate to agricultural activities.

Wakehurst Place

- 17.25 Wakehurst Place is located approximately one and a half miles north of Ardingly. The house itself is a Grade I Listed Building and is set in picturesque landscaped grounds which cover over 40ha and comprise a famous collection of trees and shrubs. Originally bequeathed to the National Trust Wakehurst Place is now managed by the Royal Botanic Gardens, Kew, and is listed in English Heritage's Register of Parks and Gardens of Special Historic Interest. It is open to the public throughout the year and has become a significant tourist attraction, receiving approximately 290,000 visitors per annum.
- 17.26 The Millennium Seed Bank was officially opened by HRH The Prince of Wales in November 2000. This is a large prestigious development for seed research and conservation located just to the north of Wakehurst Place. The project aims to collect and conserve samples of all the UK's native plants and a representative sample of the world's flora. The building, although large, is set into the slope of the ground with a significant element of floorspace underground. The location and finished height of the building are designed to ensure that the views across the valley to the west are not interrupted.

- 17.27 However, whilst these latest developments were regarded as acceptable, in view of the need to protect the character and quality of the site and of the surrounding landscape, it is considered important that any proposals for development in the future continue to be subject to particularly close scrutiny. The likely impact of additional vehicles will be of particular consideration and proposals for development should include possible measures to encourage visitors to arrive by alternative modes of transport.

AR6 Proposals for the erection of additional buildings or the provision of further facilities at Wakehurst Place will only be permitted where there would be no detrimental impact on the character, appearance or setting of the site, or on that of the surrounding area.

Introduction

- 18.1 Ashurst Wood is located in the north eastern corner of the District, approximately 1½ miles southeast of East Grinstead and a similar distance northwest of Forest Row. The village has a particularly attractive setting, being located on a ridge which provides extensive views to the north, south and east across undulating countryside. The whole of the village and the surrounding countryside lie within the High Weald Area of Outstanding Natural Beauty. The area between Ashurst Wood and East Grinstead is also identified as a strategic gap in the Structure Plan, the boundary of which is defined on the Proposals Map accompanying this Local Plan.
- 18.2 Much of the village dates from the late 19th and early 20th centuries. Some large houses on the edge of the village have been converted to other uses such as flats, private schools or institutional uses. The built-up area remains relatively compact although there is some lower density development around Cansiron Lane to the east and alongside the A22 Lewes Road which passes the edge of the village to the southwest.
- 18.3 Ashurst Wood is served by a range of local facilities including shops and pubs in Maypole Road and Hammerwood Road; a primary school; a church, parish room and a community centre; recreation grounds and provision for football and tennis and equipped children's playspace areas.

Policies and Proposals

Built-up Area Boundary

- 18.4 A built-up area boundary is defined for Ashurst Wood. This seeks to preserve the rural setting of the village and to protect the surrounding countryside, which lies within the Area of Outstanding Natural Beauty and, on the west side, the Strategic Gap. The boundary of the built-up area excludes the areas to the south west of the A22 Lewes Road, the eastern end of Hammerwood Road and Cansiron Lane, and the northern part of Maypole Road.

Strategic Gap

- 18.5 The area between Ashurst Wood and East Grinstead is defined as a Strategic Gap. The boundary runs along the northern edge of the built-up area of the village.

Areas of Townscape Character

- 18.6 The Council has identified two Areas of Townscape Character in Ashurst Wood in accordance with policy B16 of the Built Environment Chapter in this Local Plan. The first is centred on the northern part of Maypole Road and extends from the crossroads at the heart of the village northwards to the District boundary. The second is a small area centred on the junction of Hammerwood, Maypole and Wall Hill Roads on the southern edge of the village.
- 18.7 The Council will pay particular attention to any proposals for development or redevelopment in these areas, having regard to their special townscape character. It will seek to ensure that this character is protected and where possible enhanced by any new development proposals. These areas are identified on the Proposals Map.

AW1

Areas of Townscape Character have been designated at:

- **Maypole Road (north); and**
- **Junction of Maypole Road (south)/Hammerwood Road/Wall Hill Road.**

Employment**Ivy Dene Lane**

- 18.8 The former Ivy Dene Laundry site is located at the end of Ivy Dene Lane to the north of the village and outside the built-up area boundary. The buildings have been converted to small business units and have been used for a variety of light and general industrial and commercial purposes. The current level of activity is low, a number of the units are vacant and the site and some of the buildings are in poor condition.
- 18.9 The Council considers that this site should continue to be used for business purposes. Although not fully used at present, the existing units could be reoccupied without requiring planning permission and the level of activity would increase accordingly. However, while the uses at this site make a contribution to the local economy this must be balanced against the constraints affecting the site when considering its future development potential. It lies outside the built up area of the village and within the Area of Outstanding Natural Beauty and Strategic Gap. Vehicle access is via a narrow track which itself leads from Ivy Dene Lane, a residential area. Therefore while the Council may consider favourably proposals for new commercial development such proposals must have particular regard to these factors, and the amenity of neighbouring residents must be safeguarded. Therefore, while it is acknowledged that development may benefit visual amenity by improving the appearance and character of the site, the Council will only favourably consider proposals where there will be no increase in floorspace on the site, and where it is satisfied that there will be no detrimental impact on the amenities of the surrounding area in general and on neighbouring residents in particular. In order to maintain the site's particular contribution to the economy, as well as discouraging the use of larger commercial vehicles, the Council will require any new development to be in the form of small units. It will also require the site to be suitably landscaped.

AW2 Land north of Ivy Dene Lane is allocated for business (B1) and general industrial (B2) purposes. Proposals for redevelopment of the site will be permitted only if they comply with the following requirements:

- (a) there is no increase in the existing gross floorspace on the site;**
- (b) development takes the form of low rise small business units ranging from 50-300sq m gross floorspace each;**
- (c) the proposals include a comprehensive scheme for the physical enhancement of the site, including landscaping; and**
- (d) the amenities of neighbouring residential properties are safeguarded.**

Community/Recreation Use

- 18.10 The recreation ground in the centre of Ashurst Wood currently accommodates senior and junior football. The Mid Sussex District Council Playing Pitch Strategy has

identified a need for additional playing pitches in the area. The Council will continue to investigate ways of meeting this local need.

Allotments

- 18.11 There is also a need to identify a suitable site within the village for the provision of allotments to replace those previously lost to development elsewhere. So far it has not been possible to identify such a site but the Council will continue to investigate suitable options for their provision.

Transport

- 18.12 The Council considers that the junction of Hammerwood Road (the main route into and out of Ashurst Wood from the west) and Lewes Road (the A22) is inadequate and potentially hazardous.
It will press the Highway Authority to examine the feasibility of improving this junction, together with the junction of Park Lane and Lewes Road, with a view to enhancing road safety and easing traffic movement into and out of the village.

Introduction

- 19.1 Balcombe village is located approximately three miles to the north of Cuckfield and Haywards Heath. It is situated on a ridge between steeply dissected valleys which leave it exposed from the east and west. It is surrounded by countryside of high quality, with a landscape of wooded hills and farm land. The village is within the High Weald Area of Outstanding Natural Beauty.
- 19.2 The historic core of the village is at the crossroads where Haywards Heath Road and Bramble Hill meet. This provides the focus of the community with a small village green, a number of shops, including a post office and a public house, together with the Victory Hall and, nearby, the recreation ground. Many of the buildings in this part of the village are listed as being of architectural or historic interest.
- 19.3 In the late 19th and 20th centuries the village has extended southwards, including both private and local authority housing developments. However, despite inevitable pressure for development due to its location on the main London to Brighton railway line and the B2036 Horley to Brighton Road, Balcombe remains a relatively compact settlement. The majority of development in recent years has taken place on infill sites within the built-up area of the village. Away from the village centre, housing is generally low density, with a high proportion of dwellings being large detached houses in spacious gardens.

Policies and Proposals

Built-up Area Boundary

- 19.4 A built-up area boundary is defined for Balcombe which seeks to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development. The boundary excludes some peripheral areas which due to their low residential density are considered to have a rural character which would be adversely affected by infilling.

Conservation Area

- 19.5 Part of Balcombe was designated as a Conservation Area in 1984. This was focused on the central village crossroads and extended in linear form, as far as St. Mary's Church in the north and Mill Lane in the south. Some of the buildings grouped around the village centre date from the 16th and 17th Centuries and most are pre 20th Century. To the south east, grouped loosely around the junction of Haywards Heath Road and Mill Lane, is another area of older timber framed and brick properties; whilst many are Victorian there are several listed buildings dating from the 17th Century.
- 19.6 The Conservation Area boundary was extended in March 1990 to include two additional areas:
- (i) the northwest side of Bramble Hill and the trees and hedgeline on the south east side, together with the east side of London Road northwards to the original Conservation Area boundary, and
 - (ii) those parts of Stockcroft Road and Deanland Road not previously covered, together with Victoria Road and part of Oldlands Avenue.

These roads are, for the most part, characterised by large detached houses of varying ages and styles with spacious gardens, set in attractive tree and hedge lined roads with

wide grass verges. Although there has been some recent infill development these areas have retained an attractive character and appearance worthy of Conservation Area status.

19.7 The following features, in particular, contribute to the character of the Conservation Area:

- ☐ the attractive stone walling within the area;
- ☐ the large detached houses, set predominantly in spacious gardens, and the extensive grass verges bordering wide roads which contribute to the overall open character of the residential area of Stockcroft Road, Deanland Road and Oldlands Avenue;
- ☐ the number of hedgerows and fine trees, both deciduous and evergreen, in the area;
- ☐ the use of natural and traditional building materials including clay roofing tiles and local stock brick;
- ☐ the ornamental barge-boarding on some of the properties in London Road; and
- ☐ the attractive views of rolling countryside.

Housing

~~Land at Deanland Nursery, Balcombe~~

~~19.8 Within the village of Balcombe one site has been allocated for housing. This is a site of 0.85 hectares and occupies the area between Troymead, Coombes, Foxwells and Deanland Road. The site comprises of the former Deanland Nursery site and two bungalows. A planning application for the site was approved in February 2001, and the construction works are now nearing completion.~~

~~**BA1** Land at Deanland Nursery (approximately 0.85 hectares) is allocated for residential development to provide approximately 16 dwellings. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable housing), T4 (New Development), R3 and R4 (Outdoor Playing Space).~~

~~Additionally permission will be subject to the following requirement:~~

- ~~(a) satisfactory access be provided from more than one location.~~

Transport

Through Traffic

- 19.9 In view of its position adjacent to the B2036 Horley to Brighton Road, and its proximity to larger towns such as Haywards Heath and Crawley, Balcombe is adversely affected by a significant volume of through traffic. Following construction of the new M23 Junction (10a) at Maidenbower, to the north of the village, additional traffic calming and pedestrian safety measures, funded by the Maidenbower Consortium as part of the M23 junction works, have now been implemented.

Heavy Goods Vehicles

- 19.10 Balcombe is also vulnerable to the effects of heavy goods vehicles. Whilst some require access to the local area, others do not and can cause unnecessary danger and inconvenience to other road users. The Council will support any additional controls in the form of weight and width restrictions on roads in the vicinity of Balcombe, in addition to the measures already implemented. Policy T3 in the Transport Chapter of this Local Plan sets out the Council's approach to development proposals which will generate additional heavy vehicle movements.

Public Transport

- 19.11 The station in Balcombe is part of the South Central Ltd and Thameslink railway network. This is a much valued facility to the area as a whole, but services from the station have been reduced in recent years, to the concern of the Council and rail users alike. The Council will continue to press for the retention and improvement of rail services through Balcombe.

Introduction

- 20.1 Birch Grove is a small settlement situated within the parish of Horsted Keynes approximately a mile and a half to the north east of the village. Access to Birch Grove is via a narrow, private lane which is bordered by hedgerows and grass verges. The settlement is surrounded by agricultural land and woodland, including extensive fruit orchards and lies within the High Weald Area of Outstanding Natural Beauty.
- 20.2 Due to its small size and lack of community facilities, the Council does not want to encourage any further development in the settlement. Therefore, a built-up area boundary has not been defined for Birch Grove. This means that the Countryside Area of Development Restraint policies will be applied.

Policies and Proposals

Conservation Area

- 20.3 Birch Grove was designated a Conservation Area in 1990, the boundary of which is defined on the Proposals Map. The focal point of Birch Grove is a small triangular green, around which the majority of the buildings are clustered, away from the highway; the absence of through traffic results in a peaceful and attractive environment.

Introduction

- 21.1 Bolney Village is set in an undulating landscape which, particularly to the east, provides an important visual background to the settlement and a valuable landscape buffer separating it from the A23 which now bypasses the settlement completely. To the north the village adjoins the High Weald Area of Outstanding Natural Beauty.
- 21.2 The village has a charming semi-rural character derived from abundant trees and hedgerows, narrow sunken lanes, and a wide variety of building styles and features. It is linear in form with Bolney Street (running north-south) connecting two groups of older buildings, several of which are listed. In the south of the village these are mainly set around the Parish Church (Grade I Listed), the Old Vicarage and the Eight Bells Public House, and in the north Cherry Lane and Top Street. The Street itself is lined on either side with houses of various styles, built mainly over the last 30-50 years.
- 21.3 There is some local employment and facilities within the village include a post office/stores, a primary school, recreation ground and equipped children's play area, public houses, a village hall, church and chapel.
- 21.4 To the south of Bolney, at the junction of Bolney Chapel Road and the A272, lies Crosspost. This small settlement does not have a defined built-up area boundary. It lies within the Countryside Area of Development Restraint and comprises a small tightly knit group of dwellings, a petrol filling station, which includes a shop selling everyday goods, and some commercial properties. There are no other community services and the former chapel has been converted into a dwelling.

Policies and Proposals

Built-up Area Boundary

- 21.5 A built-up area boundary is defined for Bolney in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.
- 21.6 The boundary excludes most of the area between the A23 and the London Road on the eastern fringe of the settlement, as this is detached from the main village (with the exception of the former G&W Motors site which is allocated for residential development). This area comprises a row of residential properties where the consolidation of built development is considered undesirable.

Conservation Area

- 21.7 In recognition of the special architectural and historic interest of sections of the village the Local Planning Authority designated two parts of Bolney as a Conservation Area in January 1989.
- 21.8 The southern part of the village contains several listed buildings, including the Grade I Church of St Mary Magdalen with its Norman chancel and nave. The buildings which are arranged in an attractive manner around Bolney Street together create a sense of enclosure and form an attractive entry to the village. The northern part of the Conservation Area, which also contains a number of listed buildings, includes those properties fronting onto Bolney Street, north of 'Leacroft', Cherry Lane and Top Street. It

is characterised by low density development, with trees, hedges and open spaces making an important contribution to its attractiveness.

21.9 The following features, in particular, contribute to the character of the Conservation Area:

- ☐ the lack of a uniform building line which adds variety and interest, reflects the gradual growth of the village and enhances its semi-rural character;
- ☐ the variety of age and style of the buildings and the use of natural and traditional building materials;
- ☐ the attractive walling within the area;
- ☐ the attractive countryside views; and
- ☐ views into and out of the Conservation Area

Area of Importance for Nature Conservation

21.10 The Hanger SNCI lies partly within the Parish of Bolney. Within this woodland site are two main types of wood. Alder occurs along the streams and extends up the lower slopes, with Oak, Hazel and Ash on the upper slopes and flat ground above. The wood supports a wide range of woodland plants, mosses and liverworts, a good bird community and a number of uncommon butterflies.

Housing

G&W Motors, London Road, Bolney

21.11 This site of 0.3 hectares consists of a former petrol filling station on the 'old' A23 (London Road). Part of the site is now used for motorcycle repairs and servicing and part for the sale of furniture. The site is bordered by residential properties to the north and south while Homeleigh, a residential property accessed through the garage frontage, lies to the rear of the site.

21.12 Care should be taken to protect the amenities of existing residents, particularly those to the south of the site where additional landscaping will be required. The new A23 lies to the east and appropriate noise attenuation measures will also be required to protect new residents from excessive traffic noise.

BO1 Land at G&W Motors, London Road, Bolney (approximately 0.3 hectares) is allocated for residential development to provide approximately 6 dwellings. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) a single point of access from London Road;
- (b) the provision of a comprehensive landscaping scheme paying particular attention to the southern boundary;
- (c) the provision of adequate noise attenuation measures within the development;
- (d) the site should be checked for possible contamination and any necessary remediation shall be undertaken by the developer before building commences; and
- (e) financial contributions towards the provision of additional library facilities in Haywards Heath, primary and secondary school provision and civic amenity facilities.

Employment

21.13 A number of businesses are located in the village or the surrounding rural area. These contribute to the economy as well as providing some local employment. The majority of these operate with little or no impact on the surrounding area. The following paragraphs set out policy and proposal relating to one specific site.

Bolney Grange

21.14 The Bolney Grange Industrial Estate is situated in predominantly open countryside north east of the small settlement of Hickstead. This is an instance where industrial development has become established in a rural area. Originally a poultry farm, planning permission was granted in 1982 for the use of the redundant poultry houses for industrial purposes, subject to a legal agreement requiring environmental improvements to be made to the buildings and the site. Employment activity has expanded incrementally on the site since.

21.15 The site is currently occupied by a large number of small firms, with premises between 45m² and 465m². It provides relatively low cost industrial premises for a range of industrial and commercial activities. It is an important source of local employment.

21.16 The site is relatively well contained and screened from view. It is a significant traffic generator, however. While the estate operates satisfactorily at the present level of activity it is the Council's view that any extension of the site, or intensification of the level of use beyond which is existing, would be likely to cause significant environmental and traffic difficulties and would be contrary to the aims of this plan for the countryside.

BO2 Redevelopment proposals at Bolney Grange Industrial Estate will be permitted where all of the following criteria can be met:

- (a) a high standard of landscaping is included as an integral part of the proposals, particularly around the periphery of the site;
- (b) the eaves height of any proposed building does not

exceed 4 metres; and

- (c) the floorspace of any proposed building does not exceed 465m², and provided that a wide range of building sizes is provided below that figure down to 45m².

Proposals for the open storage of materials, proposals which would intensify activity on the site or extend the Estate beyond its existing boundaries, or activities which give rise to pollution, will not be permitted. It is considered desirable for all access to and from the site to be from Stairbridge Lane south to the A2300 only.

Community/Recreation Use

Recreation Ground

- 21.17 Bolney Recreation Ground (Batchelors Field) is a well used public recreation facility, providing opportunities for football, children's play and informal activities. There is a need, however, for a floodlit multi-use area and additional public open space located in the village.
- 21.18 An extension to the existing recreation ground onto land to the east is therefore proposed. This enlargement and the proposal for the multi-activity area will significantly increase the recreation facilities available in the village. Efforts have been made to implement this proposal which was included in the 1990 Plan. The Council considers that its allocation remains appropriate.

BO3 Land is allocated for an extension to the east of Bolney Recreation Ground for recreational use, comprising approximately 1.4 hectares.

Rawson Institute

- 21.19 The Rawson Institute building serves as a village hall facility for Bolney and, although comparatively well used, the building lacks a full range of modern facilities. The Council will support the improvement of this existing facility. Alternatively, the provision of a replacement village hall building will be supported if a suitable site can be identified.

Aurora Ranch Caravan and Camp Site

- 21.20 Aurora Ranch provides the only static caravan pitches in the South Mid Sussex area and the only major touring caravan and camp site. Its location adjacent to the A23 Trunk Road means that it is both a popular transit location serving people travelling through the County, and a suitable longer term site for visitors to the Areas of Outstanding Natural Beauty and the District's other attractions. The Council supports the continued use of the site for this activity.

- BO4** No Increase in the current permitted level of static caravans at the Aurora Ranch site will be considered acceptable due to the sensitive location of the site within the High Weald Area of Outstanding Natural Beauty.

Introduction

- 22.1 The hamlet of Clayton lies at the foot of the South Downs about one and a half miles to the south of Keymer and Hassocks. It has an attractive rural setting within the Sussex Downs Area of Outstanding Natural Beauty and enjoys magnificent views of the South Downs. To the south of the Hamlet is the Clayton to Offham Site of Special Scientific Interest. The famous Clayton (Jack and Jill) Windmills, which attract thousands of visitors each year, overlook the hamlet from the rising downland to the south. Jack is in private ownership but Jill is in the ownership of Mid Sussex District Council and is managed as a tourist attraction by the Jill Windmill Society.
- 22.2 The hamlet itself is divided into two main parts separated by land which forms part of Clayton Court Farm. The original settlement forms the western part and is centred around the fine Saxon Parish Church of St John the Baptist, a Grade I listed building.
- 22.3 Due to the size and character of this settlement the Council does not wish to encourage any further development in or around Clayton. A positive decision has been made not to define a built-up area boundary around the settlement. This means that the Countryside Area of Development Restraint policies will be applied within, as well as around, Clayton.

Policies and Proposals

Conservation Area

- 22.4 In October 1984 the District Council designated both the western and eastern parts of the hamlet as a Conservation Area. In September 1999 an extension to the Conservation Area was designated to join the two parts together.
- 22.5 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the rural setting with the Downs rising steeply to the south;
 - ☐ the rural character of Underhill Lane with its attractive walls and hedgerows;
 - ☐ the use of flint as a building material; and
 - ☐ the sense of enclosure created by the narrow sunken lane.

Introduction

- 23.1 Copthorne is a large village, with a population of about 5000, located in the northwest corner of Mid Sussex. It lies approximately four miles west of East Grinstead and some three miles east of Crawley. The village is bounded to the west by areas of woodland and open countryside which extend to the District boundary alongside the M23. To the east is Upper Copthorne Common, an extensive area of countryside including woodland. Beyond the Common is an outlying area of development at the junction of the A264 and the B2028. Lower Copthorne Common is located to the south of the village and straddles the A264. Parts of the common on both sides of the road are currently used as a golf course. These areas provide a valuable rural setting for the village.
- 23.2 The village is served by an extensive range of local facilities. These include shops in Copthorne Bank, Brookhill Road and The Green; a church and church hall; infants' and junior schools, a Roman Catholic chapel and an independent school; social club, village and community halls and guide and scout facilities; playing fields, recreation grounds including equipped children's play areas; sporting facilities; areas of open space; and allotments. There is also a golf club, two important hotels and bed and breakfast accommodation.

Policies and Proposals

Built-up Area Boundary

- 23.3 A built-up area boundary is defined for Copthorne. This seeks to preserve the rural setting of the village and to protect the surrounding countryside from unnecessary development. The built-up area boundary excludes the area of lower density development to the east of the village beyond Upper Common, close to the junction of the A264 and the B2028. This area is subject to the Countryside Area of Development Restraint policies.

Strategic Gap

- 23.4 The areas to the west, south and east of the built-up boundary of the village fall within the Strategic Gap between East Grinstead and Crawley, the boundary of which is defined on the Proposals Map.

~~Green Belt~~

- ~~23.5 Following changes to the boundary between West Sussex and Surrey in 1993 small sections of the Metropolitan Green Belt were transferred to Mid Sussex District. Most of the Green Belt at Copthorne fell within the built up area of the village with two small areas in the adjacent countryside. The Council has considered whether these Green Belt designations should be retained in the new Local Plan, and has concluded that it would be unnecessary and inappropriate to do so. These areas (plus five more at East Grinstead transferred to Mid Sussex at the same time) would be the only areas of Green Belt in the whole of West Sussex. The Structure Plan contains no policies relating to the Green Belt and the County Council is opposed to the retention of this designation. The District Council therefore considers that to retain this designation here would be an anomaly in planning policy terms. It is also considered that other policies in this Local Plan provide equal protection for these areas and so retention of this designation is unnecessary. The Council therefore proposes to seek the deletion of the Green Belt designation at Copthorne from this Local Plan. The two areas outside the built up area of the village will then be included within the Countryside Area of Development Restraint.~~

~~**CO1** Areas of Metropolitan Green Belt at Copthorne as indicated on the Proposals Map shall be removed from the Green Belt. The two areas outside the built up area will subsequently be included in the Countryside Area of Development Restraint.~~

Area of Townscape Character

- 23.6 The Council has designated part of Copthorne as an Area of Townscape Character in accordance with policy B16 of the Built Environment chapter in this Local Plan. This extends between Copthorne Bank in the north to Copthorne Common Road in the south and contains an interesting and attractive mix of architectural styles interspersed with important areas of open space and tree belts. The Council will pay particular attention to any proposals for development or redevelopment in this extensive area, having regard to its special townscape character. It will seek to ensure that this character is protected and where possible enhanced by any new development proposals. This area is identified on the Proposals Map.

CO2 An Area of Townscape Character is designated between Copthorne Bank and Copthorne Common Road.

Employment

- 23.7 A number of firms of varying sizes and type are located at Borers Yard, a group of commercial buildings on the north side of Borers Arms Road. At present the limited scale and low key nature of activities at this site has meant that they have no significant adverse impact on the amenities of the area. As a result, and having regard to its contribution to the local economy and employment the Council supports the continuation of the current uses on the site. However, the yard does adjoin residential properties and the Council wishes to ensure that future development does not adversely affect the amenities of those dwellings. Consequently any proposals for the extension or intensification of activity at the site will be subject to close scrutiny. The Council will resist proposals where it considers that the development would have an adverse impact on amenity.

CO3 Proposals for the extension or intensification of activity at Borers Yard will only be permitted where the Council is satisfied that the development will have no detrimental impact on the amenities of the locality. Proposals to extend the site beyond its existing boundaries will not be permitted.

Recreation

- 23.8 Land at Westway is currently being developed for housing. To the south of the housing

site is an area of 0.8ha of land which is currently woodland. This area formed the majority of a site identified in the previous Local Plan as informal public open space and allotments. This has yet to be implemented. While there is unlikely to be sufficient demand in the foreseeable future for use of this land as allotments, the Council considers that it will provide a valuable addition to the informal public open space available within the village, and the allocation for this purpose is retained in this Local Plan.

CO4 Land southwest of Westway is allocated for informal public open space.

- 23.9 Copthorne is currently underprovided with equipped children's playspace, with large sections of the village that fall outside the catchment areas of existing playgrounds. The village is also not well provided with facilities for older children. The District Council will continue to investigate ways of improving the provision of facilities for children and young people within the village during the Plan period.
- 23.10 The Mid Sussex Playing Pitch Strategy has identified a need for additional playing pitches in the area. The Council will continue to investigate ways of meeting this local need.

Other Land Uses

Gatwick Copthorne Hotel

- 23.11 The Gatwick Copthorne Hotel is located to the south of the A264 Copthorne Common Road. The core of the hotel is an historic building which dates back to the 15th century. It has been the subject of considerable development in recent years and now comprises an extensive complex comprising a hotel with a range of related facilities including a squash club and areas of off-airport car parking.
- 23.12 The hotel is located outside the built-up area boundary of Copthorne and is within the Strategic Gap. It is therefore subject to a range of restrictive policies relating to new development proposals in the countryside and in Strategic Gaps. Nevertheless it is a significant land use within this area which contributes to the local economy and tourism and which generally operates without any undue impact on the surrounding area. In the event that proposals for further development at this site are made during the Local Plan period the Council will seek to meet the hotel's reasonable needs and aspirations. However, having regard to the hotel's countryside location, the Council will also seek to ensure that any future development will be limited to that which has no material adverse impact on the character or appearance of the site itself or on the amenity and landscape of the surrounding area.

CO5 Proposals for the erection of additional buildings or further facilities at the Gatwick Copthorne Hotel will only be permitted where the Council is satisfied that there would be no detrimental impact on the character, appearance and setting of the site or on that of the surrounding area.

Aircraft Noise

- 23.13 Copthorne is the closest part of the District to Gatwick Airport. Improvements in aircraft engine technology means that the extent of the areas around the airport experiencing the worst effects of aircraft noise continues to diminish. Nevertheless, aircraft noise levels in the Copthorne area, particularly at night, will remain an important constraint on the amount and location of new development. Although the areas within relevant noise contours currently fall outside the built-up area boundary of Copthorne where restraint policies apply, the District Council will nevertheless have regard to current policy guidance (especially PPG24, Planning and Noise) and to Policy B23 in Chapter 4 of this Local Plan when considering proposals for new noise sensitive development in this area.

Introduction

- 24.1 Crawley Down is a large village located mid way between East Grinstead and Crawley. Although there is a long history of settlement in the area, much of the early development dates from the 19th century. The older part of the village is centred on the green, including Bowers Place and Station Road, and along Sandy Lane and Vicarage Road. The village has expanded considerably over the last 30 years or so and the population more than doubled from 2000 to 4,600 between 1971 and 1981. This period saw the development of large housing estates on the east side of the village, including at Burleigh Wood. The pace of development slowed in the 1980s, being primarily infilling or the redevelopment of smaller sites such as Glebelands south of the church and Long Acre in Sandy Lane. The population of the village is now around 5,000.
- 24.2 Despite this extensive development the original core has retained its village character. The village also has an attractive rural setting, being surrounded by attractive countryside which separates it from the other nearby villages and the larger towns, and which forms a vital part of the strategic gap between East Grinstead and Crawley.
- 24.3 Crawley Down is served by a range of local facilities. These include a number of shops, mainly in Station Road and also in Sandy Lane; a church and parish room; infants and junior schools; a health centre; two village community centres including the Haven Centre with its extensive recreational and social facilities; playing fields, recreation grounds and equipped play areas; a scout headquarters; and an extensive area of allotments.
- 24.4 Worth Way, the long distance bridleway between East Grinstead and Crawley, passes through the centre of the village, partly along the line of the former railway.

Policies and Proposals

Built-up Area Boundary

- 24.5 A built-up area boundary is defined for Crawley Down. This seeks to preserve the rural setting of the village and to protect the surrounding countryside and the strategic gap from unnecessary development. The boundary excludes areas of low density development on the edges of the village including parts of Turners Hill Road, Sandy Lane and Sandhill Lane, all of which are regarded as being part of the countryside and are therefore subject to policies of development restraint.

Strategic Gap

- 24.6 Crawley Down is surrounded by land which falls within the strategic gap between East Grinstead and Crawley. The gap boundary follows the built-up area boundary, with the exception of the area of low density residential development on Sandhill Lane, which is not included in the gap.

Areas of Townscape Character

- 24.7 The Council has identified two Areas of Townscape Character in Crawley Down in accordance with policy B16 of the Built Environment Chapter. The first is at the centre of the village and includes Sunnymead, an area of informal public open space, and parts of Station Road and Bowers Place. This area comprises an interesting and attractive mix of house types of varying ages, styles and plot sizes, together with prominent trees and hedges. The second is part of Sandhill Lane, an unadopted road at the southern edge of

the village, where the varied house types have individual and group interest. They are substantial properties in large plots and incorporate a range of building styles.

- 24.8 The Council will pay particular attention to any proposals for development or redevelopment in these areas, having regard to their special townscape character. It will seek to ensure that this character is protected and where possible enhanced by any new development proposals. These areas are identified on the Proposals Map.

CD1 Areas of Townscape Character have been designated at:

- ☐ Sunnymead/Station Road/Bowers Place; and
- ☐ Sandhill Lane.

Community/Recreation Use

- 24.9 A need has been identified within Crawley Down to replace or improve the existing village scout headquarters. This currently draws a large membership from Crawley Down and Turners Hill and plays an important role in meeting the recreational needs of children from both villages. The existing scout headquarters is now too small for the group's activities and various options are being explored for meeting this particular need, including the possibility of accommodating a larger building on another site.
- 24.10 The Mid Sussex Playing Pitch Strategy has identified a need for additional playing pitches in the area, and the Council will continue to investigate ways of meeting this local need.

Introduction

- 25.1 The village of Cuckfield occupies an elevated position to the west of Haywards Heath and is surrounded by attractive Wealden countryside. The village centre, based on South Street and the High Street, is a designated Conservation Area. This contains a mixture of uses including a number of shops, small offices and restaurants, pubs and residential properties, together with the former Elizabethan Cuckfield Grammar School and Church. The small hamlet of Brook Street lies close to the northern edge of Cuckfield.
- 25.2 The village is bounded to the west and north by the High Weald Area of Outstanding Natural Beauty and the landscape to the south of Cuckfield is considered by the Council to be of equal quality to that of the AONB. The land slopes to the south giving fine views across the Weald towards the South Downs. The area is characterised by small fields broken up by blocks of woodland and small streams that have created steep ghylls in the undulating landscape.
- 25.3 Cuckfield is well served with local shops in High Street and Whitemans Green. The village is also well provided with community and recreational facilities including Queens Hall, Edith Paine Library, museum, meeting rooms. There is also a recreation ground with tennis courts, cricket ground, allotments and playing fields at Whitemans Green.

Policies and Proposals

Built-up Area Boundary

- 25.4 A built-up area boundary is defined for Cuckfield which seeks to preserve the rural setting of the village and to protect the surrounding countryside from unnecessary development. The boundary excludes the scattering of dwellings along Brook Street, to the north of the village.

Strategic Gap

- 25.5 The area between Haywards Heath and Cuckfield is a strategic gap. The boundary of the strategic gap runs along the eastern side of the built-up area boundary of the village.

Conservation Areas

- 25.6 In recognition of the special character and appearance of parts of Cuckfield two Conservation Areas have been designated.

Cuckfield Conservation Area

- 25.7 The central part of the village which focuses on South Street and the High Street was designated a Conservation Area in 1969 in recognition of its special architectural and historic interest. In 1989 the Conservation Area was extended to include the Courtmead Road area.
- 25.8 Buildings in the historic part of Cuckfield village lie along narrow winding streets. The majority of the buildings are domestic in scale. There are several surviving medieval buildings. The rising ground from South Street northwards gives the lower part of the High Street a distinctive character. The Church dates from the 13th century and is a Grade 1 Listed Building. Ockenden Manor, now a hotel, is a complex structure of three buildings dating from the late sixteenth century. A distinctive landmark in the Conservation Area is the 'Umbrella' cedar in South Street.

25.9 The following features, in particular, contribute to the character of the Conservation Area:

- ☐ the variety of buildings both in terms of age and architectural style including timber framing, a variety of brick bonds, original features such as windows, chimneys and doors;
- ☐ the use of natural and traditional building materials including clay tiled roofs, sandstone, Horsham Stone roofs, mathematical tiles, tile hanging and stucco;
- ☐ the enclosed character of South Street and the south end of the High Street;
- ☐ attractive views up and down the High Street; views both inside and outside the Conservation Area towards the Holy Trinity Church spire; views outwards from the Conservation Area towards the countryside including the South Downs and the High Weald Areas of Outstanding Natural Beauty;
- ☐ the attractive historic street lamps;
- ☐ several attractive walls particularly along Ockenden Lane;
- ☐ the many trees and hedges which make a valuable contribution to the appearance of the Courtmead area; and
- ☐ the spacious layout of the buildings and the wide grass verges in Courtmead Road.

25.10 In recognition of the special quality of Cuckfield Conservation Area the Council made an Article 4(2) Direction in 1995 covering part of the Conservation Area. The purpose of making the direction is to enable the Council to control unsympathetic alterations to dwelling houses in the Conservation Area, under Article 4(2) of the Town and Country Planning (General Permitted Development) Order 1995. Leaflets are available from the Council which provide further details on Conservation Areas and Article 4 Directions.

Whitemans Green Conservation Area

25.11 In 1989 Whitemans Green Conservation Area was designated. Whitemans Green is an area characterised by small cottages set around a tree lined green. The green with the surrounding residential properties, post office, village store and garage gives the area the identity of a village nucleus. The following features, in particular, contribute to its character:

- ☐ tree lined village green with the attractive grouping of buildings around it;
- ☐ the variety of buildings of different ages and architectural style;
- ☐ the five listed buildings, the earliest of which dates back to the 15th century;
- ☐ the many trees and hedges which make a valuable contribution to the appearance of the area;
- ☐ the attractive countryside views especially of the South Downs from the western section of the Conservation Area; and
- ☐ the lane off Whitemans Green up to Vilders Cottage, which is attractively tree and hedge lined.

Area of Townscape Character

- 25.12 The Council has designated parts of Cuckfield as Areas of Townscape Character in accordance with Policy B16 of the Built Environment Chapter. The Council will pay particular attention to any proposals for development or redevelopment in these areas, having regard for their special townscape character. It will seek to ensure that this character is protected and where possible enhanced by any new development proposals. These areas have been identified on the relevant Proposals Map.

CU1 An Area of Townscape Character has been designated at London Road, Cuckfield.

Housing

Land to West of High Street Cuckfield

- 25.13 Within the village of Cuckfield one site has been allocated for housing. This is a 2.4 hectare site at the northern end of Cuckfield High Street. The eastern side of the site is adjacent to an Area of Townscape Character. The layout of any residential development should respect the character of the High Street. Views of the site from the open countryside to the west are screened by the tree belt along the western boundary. This tree boundary would require careful management and new planting. An area to the north west of the site should be used to form a landscape buffer. This steeply sloping and well wooded area is likely to include a balancing pond and ancillary open space and is not suitable for development. There are a number of preserved trees on the site and development should be undertaken in such a way to ensure that the need for future tree surgery because of unacceptable light loss or shading is minimised. The layout should also include areas of open space along the public right of way through the site and fronting the High Street. Landscaping to allow for the retention of the trees and views into the site from the High Street. Recent investigations in the Cuckfield area have revealed extensive archaeological features. This site may well produce evidence for the northern edge of the Medieval settlement.
- 25.14 Access to the site will be from High Street, but traffic calming measures by way of a mini-roundabout at the junction of London Road and London Lane will be required. The provision of pedestrian crossing enhancements in the village will be investigated.

CU2 Land to the West of High Street, Cuckfield (approximately 2.4 hectares) is allocated for housing development to provide approximately 50 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) satisfactory access from the High Street;
- (b) traffic calming measures by installation of a mini - roundabout and measures to improve pedestrian movements in and around the High Street;
- (c) the retention of the existing preserved trees on the site in such a manner that they will not be adversely affected by future development;
- (d) retention of public right of way across the site including an area of open space along its length;
- (e) the provision of an area of open space fronting the High Street, with housing fronting onto the open space whilst retaining views from the High Street into the site;
- (f) financial contribution towards the provision of additional secondary school places, enlarging the existing primary school, additional library facilities at Haywards Heath, civic amenity facilities and possible contribution towards public transport; and
- (g) the provision of a wildlife survey.

Community Use/ Recreation

- 25.15 The District Council has identified deficiencies in some aspects of outdoor playing space in the local area compared to the NPFA minimum standards and surveys undertaken in the preparation of the Council's Mid Sussex Playing Pitch Strategy. Consequently the District Council is actively exploring the possibility of bringing additional land in Cuckfield into recreational use. This is shown on the Proposals Map. Careful consideration will need to be given to the Whitemans Green frontage.

CU3 Land immediately west of Whitemans Green Recreation Ground, Cuckfield is allocated for recreational use, as an extension to the existing playing fields.

- 25.16 Children's playspace provision within the village has been improved by the introduction of dual use play facilities at the school site on Glebe Road. The development of the Cuckfield Hospital site also included a number of playground areas.
- 25.17 New England Wood is held in trust as a nature reserve and an area of informal recreation for Cuckfield residents. Newbury Pond to the south of the village is a nature reserve leased by the Sussex Wildlife Trust and is valuable for its aquatic flora and fauna. Cuckfield Churchyard is also of interest for its rich variety of grasses and wild flowers.
- 25.18 The former site of the village Primary School, north of the Church, is within the Conservation Area and is a Listed Building dating from the sixteenth century. It originally housed the Old Grammar School. This building now provides a venue for activities for

the local community.

~~25.19 In conjunction with the Highway Authority the District Council supports the development of a cycleway from Muster Green and Bolnore Road to Cuckfield. The route would follow the A272 to the Cuckfield By pass and continue along Broad Street. The possibility of upgrading the existing footpath link (running along the southern boundary of Warden Park) to cycleway status to provide direct access to the school will be investigated.~~

~~CU4 A cycleway between Haywards Heath and Cuckfield is proposed.~~

Introduction

- 26.1 Fulking is a small, compact village situated under the lee of the South Downs in the heart of the Sussex Downs Area of Outstanding Natural Beauty. It is a relatively remote village being about 4.5 miles from Hurstpierpoint, Henfield and Upper Beeding.
- 26.2 The focal point of the village is The Street where most of the dwellings are located. Leading off from The Street are the village's two other roads, Clappers Lane and Stammers Hill. These are largely 20th century extensions to the settlement. The Street is much older in origin with many of the buildings listed, a significant number dating from the 17th century. Fulking has facilities which include a recreation ground, equipped children's play area, church, church hall, pub and a pre-school playgroup.

Policies and Proposals

Built-up Area Boundary

- 26.3 A built-up area boundary is defined for Fulking in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 26.4 In April 1984 the Council designated the area enclosing The Street as a Conservation Area in recognition of its special character and appearance.
- 26.5 The buildings vary in age and style. In The Street many predate the 20th century with a significant number of 17th century origin. Several of the buildings are listed. These include a number of timber framed dwellings and also a number with thatched roofs and brightly painted walls.
- 26.6 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the high banks, trees and hedges in and around the area which contribute positively to the rural character;
 - ☐ the attractive flint roadside walls which heighten the compact character of the village;
 - ☐ the predominant use of natural and traditional building materials such as cobbles, thatch, flint, tile hang, render, timber and slates;
 - ☐ the meandering line of The Street and the absence of any set building line; and
 - ☐ the presence of several individual features of interest such as the village pump, old style red telephone box and several wrought iron gates.

Area of Importance for Nature Conservation

- 26.7 The Beeding Hill to Newtimber Hill SSSI lies just over 100m to the south of Fulking. This

SSSI, situated on the scarp slope of the Downs, covers an area of 272.9 ha. It is of both biological and geological importance as in addition to three nationally uncommon habitats it includes Devil's Dyke, the most remarkable of all chalk dry valleys in Britain.

Introduction

- 27.1 The village of Handcross is split into two sections by the main A23 London-Brighton Trunk Road. The section to the east is the older of the two, centred on the High Street. The area to the west of the A23 is more modern, comprising mostly 20th century estate development. Although predominantly residential in nature, Handcross has a significant number of commercial properties. These provide important sources of local employment.
- 27.2 The area around the village is particularly attractive, including extensive areas of woodland and farmland, as well as the landscaped gardens of Nymans, a National Trust property located just to the south. Both Nymans and High Beeches (about a mile northeast of the village) are listed in English Heritage's Register of Parks and Gardens of Special Historic Interest. The village and its surroundings fall within the High Weald Area of Outstanding Natural Beauty.
- 27.3 The village does, however, suffer from the effects of traffic, being at the intersection of the A23, the A279 Horsham Road and the B2114 to Cuckfield and Haywards Heath. Traffic flows significantly affect the environment of the village, in particular along the High Street.

Policies and Proposals

Built-up Area Boundary

- 27.4 The A23 divides Handcross in two and limits the scope for development. A built-up area boundary is defined which seeks to prevent further development occurring on the edge of the existing built-up area and so to protect the surrounding countryside. The built-up area boundary on the northwest side of Handcross follows the perimeter of Windmill Platt and The Forge but excludes the service area.

Conservation Area

- 27.5 Despite considerable expansion this century, Handcross retains a historic core centred on the High Street. The majority of the buildings here date back to the 19th century, but a number, including some which are listed, are 18th century or earlier. The High Street is a busy through route and suffers from the effects of traffic. Nevertheless it is still visually attractive and the buildings substantially retain their original character and appearance, and there are a number of interesting features. Further south towards Nymans, as well as several older buildings, trees are important features in the street scene and provide an attractive approach to the village. With the aim of protecting and safeguarding this area from inappropriate development it was designated a Conservation Area in 1990.
- 27.6 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the 19th Century terraced dwellings and shops on both sides of the High Street which have retained most of their original features;
 - ☐ the use of natural and traditional building materials;
 - ☐ the variety in ages and styles of the houses, several of which are Listed Buildings;
 - ☐ Chodds Farm which is an attractive Listed Building dating back to the 18th Century and is fronted by a visually important line of pollarded limes; and

- the trees bordering the eastern side of Staplefield Road.

Area of Importance for Nature Conservation

- 27.7 Extensive areas of Harry's Wood and Cow Wood, to the east of High Street, are designated a Site of Special Scientific Interest.

Employment

- 27.8 Generally opportunities for the development of business floorspace are limited, however a number of small firms are located along the Brighton Road. Traffic is able to enter and leave the Brighton Road at the junction with the B2114 Cuckfield Road; it is also able to leave to the south on to the A23. Whilst not an industrial estate this mixed residential/commercial area, particularly on the west side of Brighton Road backing onto the A23 and at the southern end on the east side, provides a significant amount of floorspace for business including a number of industrial operators.

HA1 In order to retain the industrial floorspace in Brighton Road, Handcross, development which would result in the loss of floorspace which is being used, or is capable of being used, for industrial purposes, will not be permitted.

Within this area conversion to, or development for, Class B1 use will be considered favourably if the effects of any additional traffic on the surrounding road network and the impact on the amenity of existing residential properties are acceptable.

Transport

- 27.9 Chiefly arising from its location adjacent to the A23 trunk road, Handcross is adversely affected by the volume and nature of through traffic. The High Street has in the past been particularly hazardous for both road users and pedestrians because of the volume of traffic using the road and the considerable on street parking. Car parking in this area tends to be largely short term, arising from visitors to the local shops and businesses.
- 27.10 However, the situation in the High Street has improved with the provision, by the Highway Authority, of several crossing points for pedestrians in the vicinity of the shops. Although there is still a lot of traffic using the High Street, the number of vehicles has decreased following improvements to the A23 and the completion of the A264/M23 Crawley southwest bypass. Formerly part of the A279, the High Street at Handcross has now been down graded to a 'B' class road which is intended to make the route less attractive to through traffic. The Council will, in conjunction with the Highway Authority, keep the matter of road safety and congestion in the High Street under review. If necessary, further traffic management measures along the High Street will be considered.

Community/Recreation Use

- 27.11 The possibility of providing a multi-use area, either on the recreation ground or on adjacent Department for Transport land (previously the A23), has been discussed by the Parish and District Council.

Introduction

- 28.1 Highbrook is an isolated settlement, with a distinctive character and appearance, situated on a ridge approximately a mile and a half south of the village of West Hoathly. The settlement comprises of approximately twenty buildings, mainly residential, of various styles and ages, a number of which are associated with its estate origins. Set in a particularly attractive part of the High Weald Area of Outstanding Natural Beauty its elevated position affords extensive views across the surrounding countryside.
- 28.2 Due to its small size and lack of facilities, the Council does not want to encourage any further development in the settlement. Therefore a built-up area boundary around has not been defined for Highbrook. This means that the Countryside Area of Development Restraint policies will be applied.

Policies and Proposals

Conservation Area

- 28.3 Highbrook was designated a Conservation Area in 1990. At the northern end of Highbrook lies All Saints Church, built in 1884 in the Gothic revival style. There are a number of other listed buildings in the settlement including Battens, which is believed to date back to the late 13th or early 14th centuries.

Introduction

- 29.1 Horsted Keynes is located approximately four miles to the north east of Lindfield. It has a particularly attractive setting on a low, wide ridge within the undulating countryside of the High Weald Area of Outstanding Natural Beauty.
- 29.2 The village is relatively well provided with services and community facilities including shops, a village hall and recreational open space. There are a number of small industrial/commercial sites within the village, together with a concentration of industrial and storage uses at Horsted Keynes Industrial Park, located approximately one mile to the northwest of the village
- 29.3 Outside the village the landscape is of high quality, comprising a mix of farmland and woodland. The Bluebell Railway station lies to the north west of Horsted Keynes and is an important tourist attraction.

Policies and Proposals

Built-up Area Boundary

- 29.4 A built-up area boundary is defined for Horsted Keynes which seeks to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 29.5 Horsted Keynes Conservation Area was designated in January 1985. It includes the two oldest parts of the village. The first is centred on Church Lane and contains a number of historic buildings dating back to the 17th and 18th centuries, and the 13th century church. The second is centred on The Green, and includes parts of Station Road, Lewes Road and the southern end of Church Lane. The Green is a spacious open area lined by two storey buildings of predominantly brick construction with those on the southern side well set back from the road. Many of the properties around The Green and along Church Lane, including The Crown Public House and The Forge, are listed as being of architectural or historical importance. Trees and hedgerows are particularly important features within the village, as are the Recreation Ground and Cricket Ground which provide a spacious setting for development to the south of The Green.
- 29.6 The following features contribute to the particular character of the Conservation Area:
- ☐ the spacious character of The Green, the attractive groupings of buildings around The Green and the sense of enclosure created by both buildings and landscaping;
 - ☐ the variety of age and style of buildings, several of which are Listed Buildings;
 - ☐ the use of traditional and natural building materials;
 - ☐ the extensive views of the countryside from within the Conservation Area, especially around St Giles Church;
 - ☐ the hedgerows, trees and banked verges, including those in Church Lane, Bonfire Lane and Wyatts Lane; and
 - ☐ the views of the church from within the village.

Employment

Horsted Keynes Industrial Park

- 29.7 Horsted Keynes Industrial Park comprises a group of commercial buildings located approximately one mile north of the village. With a total floorspace of approximately 5,300m² the buildings were formerly used as, amongst other things, a preserve factory and a chicken hatchery. In 1986 planning permission was granted for a change of use for some 3,500m² to food processing, storage and distribution, light industrial storage and ancillary offices. In 1992, planning permission was granted for the conversion of the remaining building, a former apple store, to 10 small light industrial units. Despite these planning permissions being subject to certain restrictive conditions the Industrial Park has a significant impact on local amenity, particularly in respect of traffic generation and the size of vehicles visiting the units, which can be unsuitable for the narrow rural road network in the area.
- 29.8 The Council acknowledges the long history of commercial uses on this site. However, it considers that any extension of the site or intensification of activity over and above that which can be accommodated within the existing buildings would be likely to cause a significant environmental impact and lead to further traffic difficulties which would be contrary to the aim of this Local Plan to protect the countryside.
- 29.9 Consideration may be given to a change of use in exceptional circumstances, for example where a local firm may be seeking to relocate from an inappropriately located site elsewhere and where this would help to achieve other policy objectives. Such a change of use would be subject to normal development control criteria, relating to uses in the countryside and highway safety and traffic generation criteria; any extension to the existing floor area would not be permitted.

HK1 Proposals to extend or increase the level of activity at the Horsted Keynes Industrial Park beyond that already permitted will only be permitted if the proposal involves a change of use where this is intended to meet the specific needs of a local firm seeking to vacate an inappropriately located site and which would thereby help to achieve other objectives. Subsequent expansion of the buildings or activities on the site will not be permitted.

Freshfield Lane Brickworks

- 29.10 Freshfield Lane Brickworks is situated a mile and a half south of the village within the parish of Horsted Keynes. It is one of the largest clamp burning brick works in the country. The Brickworks is a small, independent company and a significant employer in the area. Should the use cease the Council would expect the restoration of the site to be for agriculture, forestry or another acceptable use as stated in the West Sussex Minerals Local Plan 2003.

Transport

- 29.11 In common with many villages in Mid Sussex, Horsted Keynes is adversely affected by the volume, nature and speed of vehicles using its roads. The Highway Authority has introduced a 30 mph speed limit within the village centre and this has resulted in an improvement in terms of traffic speed. However, conditions in Church Lane are of particular concern. Church Lane is a narrow lane which leads to the village school and church, at certain times of the day it is heavily trafficked causing a hazard to pedestrians. The Council will press the Highway Authority to investigate ways in which conditions for pedestrians could be improved, possibly by the implementation of a footway.

Community/Recreation Use

- 29.12 Centrally located within Horsted Keynes the village currently has a private cricket field and public recreation ground, which includes a children's play area and football pitch. At the southern end of the village, between Hamsland and Treemans Road is Constance Wood Recreation Ground. The local Scout Group needs a new building and this field offers the opportunity to locate such a facility.
- 29.13 The field lies outside the built-up area boundary and within the High Weald Area of Outstanding Natural Beauty. Any proposals for a building on this site should have a minimum impact on the character of the area and the residential amenities of the neighbouring properties in terms of design, scale, use and the level of activity and traffic generated.

HK2 Within Constance Wood Recreation Ground an allocation is made for a scout building, together with appropriate parking provision. A proposal will only be permitted where there will not be an unacceptable impact on the character of the area or the residential amenities of the neighbouring properties.

Other Land Uses

Bluebell Railway

- 29.14 The station at Horsted Keynes is on the Bluebell line. This currently runs from Sheffield Park to Kingscote, two miles south of East Grinstead. The line is primarily a tourist attraction, with around 200,000 visitors per year. The company's intention is to extend the line up to the station at East Grinstead in order to increase its use, and potentially to replace some car journeys into the town. At East Grinstead connections will be available to other rail services. The extension of the line up to East Grinstead and the provision of a new station are considered in the East Grinstead and the Recreation and Tourism Chapters of the Local Plan.
- 29.15 Although the Bluebell Railway has a stop at Horsted Keynes most of the visitor activity takes place at Sheffield Park and Kingscote Station. However, the station site at Horsted Keynes is an important engineering site for the railway. Maintenance and restoration work to the carriages is carried out there and this is, in itself, a special visitor attraction. Immediately south of Horsted Keynes Station a disused branch line exists, running south

west to the main London - Brighton line just north of Haywards Heath. The railway is dismantled but much of the track bed remains. The opportunity clearly exists for the reinstatement of the line and this route will be safeguarded from development which could prejudice its reinstatement. The route is indicated on the Proposals Map. Should this come forward during the Plan period the Council will seek to ensure that no adverse effect on the environment of the surrounding area will arise through visual intrusion, traffic generation, noise or other loss of amenity. The Council will carefully balance the needs of the railway company and the benefits to tourism and the economy with the need to protect the environment.

HK3 Proposals for additional development associated with the Bluebell Railway at Horsted Keynes will be permitted where the Council is satisfied that such development would have no significant adverse impact on the environment through visual intrusion, excessive traffic generation, noise and disturbance or loss of amenity to neighbouring residential properties.

The route of the disused railway branch line between Horsted Keynes and Haywards Heath is safeguarded for possible reinstatement of the railway link.

Proposals for the reinstatement of, or the opening of further stations or stopping places on, the disused branch line between Horsted Keynes Station and the main London-Brighton line will be subject to particularly close examination.

Introduction

- 30.1 Hurstpierpoint is located on the B2116, between the A23 and A273. It is linear in form, with the oldest part of the village being the High Street between Western Road and St George's Lane. Subsequent residential development has extended the village northwards along Cuckfield Road and College Lane.
- 30.2 The village lies close to the Sussex Downs within a predominantly agricultural area. This provides a distinctive and important rural setting. A ridge line runs east-west in the vicinity of Little Park Farm, and from it there are attractive views northwards across the Low Weald.
- 30.3 To the south of the village the boundary of the built-up area is broadly contiguous with that of the Sussex Downs Area of Outstanding Natural Beauty. Much of the agricultural landscape south of the village is visible in the foreground of views from vantage points on top of the Downs, and the designation reflects the importance of this vulnerable downland fringe area in the overall concept of the Area of Outstanding Natural Beauty.
- 30.4 The oldest part of the village is the High Street. While many of the buildings date from the 19th and early 20th centuries, some are considerably older. Many are listed as being of a special architectural or historic interest and the different ages and architectural styles of the buildings contribute to a varied and attractive street scene.
- 30.5 The linear hamlet of Hurst Wickham is located along College Lane, midway between the B2116 and Hurstpierpoint College. It evolved independently of Hurstpierpoint but, as result of development at Highfield Drive, the southern edge of the hamlet now merges with the built-up area of Hurstpierpoint. Despite this coalescence Hurst Wickham has managed to retain its own distinct character and semi-rural appearance. Most of its buildings date from the early 20th century, although some are older.

Policies and Proposals

Built-up Area Boundary

- 30.6 A built-up area boundary is defined for Hurstpierpoint in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 30.7 In recognition of the special character and appearance of parts of Hurstpierpoint and Hurst Wickham three areas have been designated Conservation Areas.

Hurstpierpoint Conservation Area

- 30.8 Part of the village of Hurstpierpoint was designated a Conservation Area in July 1972. The area was extended in January 1989 to include many of the properties in Manor Road and part of Western Road plus South Lodge, Chabwino and the cemetery in South Avenue. These form an important visual transition from countryside to town due to their large spacious grounds. A further extension was approved in February 1999 to include a small area of Western Road, which continues the character and appearance of the rest of

the road already within the Conservation Area, and St. Lawrence's School, an attractive building which has been an essential feature in the development of the village since the 19th century.

- 30.9 The Conservation Area is centred around the core of the old village. It runs from the White Horse Inn in the west along the full length of the High Street as far as its junction with St George's Lane in the east. The following features, in particular, contribute to the character of the area:

- ☐ the age and variety of buildings in the High Street;
- ☐ the panoramic views of the South Downs and surrounding countryside;
- ☐ the avenue of trees along the footpath in the recreation ground;
- ☐ the changes in level and direction of the High Street, together with the close proximity of the buildings and the twittens and side alleys which expose many side walls and provide a series of varied and interesting views; and
- ☐ the presence of walls, railings and trees which form attractive visual features.

Hurst Wickham Conservation Area

- 30.10 The character and appearance of the southern half of Hurst Wickham is such that the District Council designated it as a Conservation Area in January 1989. The following features, in particular, contribute to its character:

- ☐ a marked sense of visual enclosure due to the narrowness of College Road and the brick retaining walls along both sides;
- ☐ the presence of many trees and hedges which add to the level of enclosure; and
- ☐ the raised buildings which overlook the meandering lane.

Langton Conservation Areas

- 30.11 The Council designated a new Conservation Area in February 1999 at the western end of the village, to include Langton Lane and part of Albourne Road. Langton Lane has a linear rural character, while Albourne road merges a rural with a more urban character, creating a pleasant approach to the village.

- 30.12 The following features contribute, in particular, to the character of the Conservation Area:

- ☐ the steep banks at the southern end of Langton Lane, which is narrow and meandering;
- ☐ the variety of age and style of the buildings; and
- ☐ the views of the South Downs, Jack and Jill windmills and Holy Trinity church spire.

Strategic Gap

- 30.13 The area between Hurstpierpoint and Burgess Hill is defined as a strategic gap. The boundary largely follows the northern boundary of the village between the Cuckfield Road and the Hurst Road.

Local Gaps

- 30.14 There are two narrow gaps between Hurstpierpoint and Hassocks to the east and between Hurstpierpoint and the villages of Albourne and Sayers Common to the west. Local gaps are defined for these areas.

Housing

Land West Of Orchard Way, Hurstpierpoint

- 30.15 Within Hurstpierpoint one site has been allocated for housing. This is a 2.8 hectare site on the western edge of Hurstpierpoint, the southern part of which was formerly in use as allotments. It lies within the setting of the Langton Conservation Area, which is located to the south and west, and the layout and design of any residential development should therefore be of a high standard in order to respect the character of the Conservation Area and the amenities of existing residents in Orchard Way.
- 30.16 Access to the site will be from Albourne Road which will result in the loss of some hedgerow along the site frontage. It will be a requirement that as much of the hedge as possible is retained, subject to essential highway safety requirements. A footway along Albourne Road will also be required to be provided. The existing bus stop will need to be resited in order to avoid any obstruction of visibility for motorists leaving the site.
- 30.17 An important aspect of the development of this site is the provision of a play area for children from both the new development and existing homes in this part of Hurstpierpoint. A substantial area of open space of at least 0.6 hectares shall be provided within the development site and shall include an equipped play area, the location of this and the wildlife area(s) will be determined through the Development Brief for the site. Within the wider Hurstpierpoint area there is also a shortage of sports pitches. However, the Council expects to be able to purchase the land to the north of Fairfield Recreation Ground and so implement policy HU2 to extend the formal outdoor recreational facilities there to serve the wider community of Hurstpierpoint.
- 30.18 The site is bordered by open countryside to the north and west and the commercial buildings of Benfell Farm Produce and Box House Bungalow to the west, which is within the Local Countryside Gap between Hurstpierpoint, Albourne and Sayers Common. Careful landscaping will be required along the north and west boundaries to restrict views into the site and to form a definitive edge.

HU1 Land west of Orchard Way, Hurstpierpoint (approximately 2.8 hectares) is allocated for residential development to provide up to 65 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and

R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access from Albourne Road;
- (b) the provision of a comprehensive landscaping scheme which shall include the retention of the hedge along the Albourne Road frontage where possible, subject to essential highway safety requirements, the retention of vegetation along the eastern site boundary, the provision of a hedge as part of buffer planting on the western boundary, and tree planting on the northern boundary; the planting to form a definitive edge to development west of Orchard Way and to provide a wildlife corridor.
- (c) a wildlife survey;
- (d) the provision of a footway along the site frontage in Albourne Road;
- (e) the provision within the development of an area of public open space of at least 0.6ha to include a recreational area and a pocket for wildlife, some of this open space to be close to the Albourne Road;
- (f) the re-siting of the existing bus stop in Albourne Road; and
- (g) financial contributions towards enlarging the existing primary school, the provision of additional secondary school places, community and medical facilities in the village, improvements to public transport services, civic amenity facilities and traffic calming.

Traffic Management**Hurstpierpoint High Street**

30.19 In preparing the 1990 South Mid Sussex Local Plan the Local Planning Authority considered a number of alternative road schemes which might offer the opportunity of bringing traffic relief to the High Street. The Consultation Draft of the 1990 Plan put forward a proposal for a Relief Road to the north of the High Street utilising part of Trinity Road. It was considered that such a road could remove a substantial proportion of the traffic from the High Street and provide the opportunity to introduce traffic management measures and environmental improvements to make it a safer and more attractive place in which to live and work.

30.20 However, public opinion in the village was overwhelmingly against the idea. Residents considered that the disadvantages of the road in terms of the impact on the environment of the village outweighed the potential advantages. As a result of this consultation process the Relief Road proposal is not included in this Local Plan.

30.21 Most people who opposed the Relief Road proposal nevertheless agreed with the

Council's view that there is a traffic problem in the High Street, and that it has a detrimental effect on the village environment. Many people suggested that traffic management measures should be introduced to control the vehicles passing along the High Street, although the possibilities are limited given the level of use of the road and the fact that it forms part of the classified road network. Hurstpierpoint 2000, in conjunction with the Local Planning Authority, the County Highway Authority and the Parish Council have investigated the feasibility of introducing traffic management measures in the High Street to reduce the impact of traffic and to enhance the environment. A scheme, at the western end of the High Street, to widen the pavement and create a 'pinchpoint' for traffic in the High Street has been implemented; a second scheme at the eastern end is being considered..

College Lane, Hurst Wickham

- 30.22 College Lane, which runs through Hurst Wickham, is narrow, contains several hazardous bends and has no footway. The District Council, in conjunction with the County Council, will investigate how highway safety can be improved along College Lane and will consider the introduction of suitable traffic management measures to reduce the speed of vehicles using the Lane.

Car Parking

- 30.23 Existing car parking facilities in the central area of the village are provided on street (over 200 spaces) and in the Trinity Road car park (99 spaces). All of these spaces are well used and that there appears to be unmet demand for additional, mainly short stay, spaces, near the High Street shopping area. In order to help meet this demand a new car park (Brown Twins Car Park) was constructed with 42 spaces and opened in September 2001 at the end of Trinity Road.

Footpath Link between the proposed Car Park and the High Street

- 30.24 In order to improve accessibility from the Brown Twins car park to the High Street a direct pedestrian link is required. This would allow quick and easy access to the shopping area. There are a number of options for such a footpath, though the most suitable route would be through the Harper and Eede site as part of any comprehensive redevelopment of this area (Policy HU3). The Council will continue to pursue the provision of such a link.

Community/Recreation Use

Outdoor Sports Provision

- 30.25 Current provision for formal sport in Hurstpierpoint is at South Avenue, Court Bushes and Fairfield Recreation Grounds. South Avenue Recreation Ground caters for bowls and tennis. Court Bushes Recreation Ground is on reclaimed land and is poorly drained. The presence of a major sewerage pipe close to the surface reduces the scope for improving its drainage. Fairfield Recreation Ground is the main location for formal sports and is very intensively used. There are senior and junior football pitches, cricket and stoolball facilities. The recreation ground is the home of both Hurstpierpoint Football and Cricket Clubs, which have jointly provided changing and social facilities.
- 30.26 The demand for formal outdoor recreation facilities is growing and existing facilities within

the village are being put under increasing pressure. The Council considers that the Fairfield Recreation Ground is the most suitable site on which to expand recreational opportunities in the village because of the existing concentration of facilities there and the favourable ground conditions compared to other sites. This is shown on the Proposals Map.

HU2 2 hectares of land is allocated for additional formal outdoor recreation facilities to the north of Fairfield Recreation Ground.

- 30.27 The College Lane area of Hurstpierpoint is poorly provided with outdoor recreation facilities, the nearest facilities being either South Avenue Recreation Ground or Talbot Field. Talbot Field, which is just in Clayton Parish, is classified as a casual kickabout area. During the Plan period the District Council will investigate the possibility of providing additional outdoor recreation facilities in the College Lane area.

Children's Playing Space

- 30.28 Children's play areas are currently provided in the South Avenue, Court Bushes and Fairfield recreation grounds and at Nursery Close. An additional children's play area is to be provided to the west of Orchard Way within the area allocated for residential development (HU1). This is shown on the Proposals Map.

Cycle Track - Hurstpierpoint to Hassocks

- 30.29 The District Council, in association with the County Council, will investigate the possibility of providing a cycle route between Hurstpierpoint and Hassocks as there is a particular need to provide a safe route for schoolchildren travelling between the two settlements. It is considered that, owing to the narrow width of the existing footway alongside the B2116, it will not be possible to convert it to a cycle path. Consequently, a countryside route is considered to be a more viable option.

Village Centre

- 30.30 Planning permission was granted in May 2000 for an extension to the existing village centre in Trinity Road to provide improved community facilities, including a youth centre/playgroup room, cyber cafe and an enlarged Parish office.

Shopping

- 30.31 Hurstpierpoint has a relatively good range of shops which generally serve the convenience shopping needs of the local area, particularly for those without access to a car, and visitors. The shops are located irregularly along the High Street between Western Road and South Avenue, though most are concentrated between West Furlong Lane and South Avenue which is considered to be the main shopping area of the village.

Land to the Rear of 135/137 High Street

~~30.32 Land to the rear of 135/137 High Street is presently occupied by Harper and Eede Ltd who are agricultural merchants. It is a large site, served by a single access from the High Street.~~

~~30.33 The site provides a significant redevelopment opportunity. Although allocated in the 1990 Local Plan it has still to be redeveloped and thus is retained as a proposal in this plan. No intensification of activity on the site would be acceptable using the present High Street access, but the extension of Trinity Road provides an opportunity to service a comprehensive redevelopment from the rear.~~

HU3 ~~Land to the rear of 135/137 High Street is allocated for a mixed development comprising some or all of the following uses:~~

~~——— ☐ Shopping~~

~~——— ☐ Business uses/small office suites~~

~~——— ☐ Residential~~

~~——— Redevelopment proposals will require provision to be made for a footpath across the site, linking Trinity Road and the High Street. Vehicular access to the redeveloped site will be from Trinity Road only.~~

Introduction

- 31.1 Originally two separate settlements, the village of Keymer and Hassocks grew considerably after the opening of the railway in the 19th century. It is a relatively compact settlement which lies very close to, and enjoys magnificent views of, the South Downs. It is surrounded by undulating agricultural land which provides an attractive rural setting. A major ridge line runs to the north, where the countryside is prominent in views from the railway.
- 31.2 To the south, the boundary of the built-up area is broadly contiguous with the boundary of the Sussex Downs Area of Outstanding Natural Beauty. Most of the agricultural land to the south of the village is clearly visible as the foreground in views from vantage points on the Downs, and the designation reflects the importance of this vulnerable downland fringe area in the overall concept of the Area of Outstanding Natural Beauty. In December 2002, an order was made for the designation of a South Downs National Park.
- 31.3 The oldest part of the settlement is in Keymer in the vicinity of the Greyhound Public House. Several buildings in this area are listed as being of special architectural or historic interest, of which the Manor House is the oldest, dating from the 15th Century. To the north-east of the built-up area is Oldland Mill dating from the 17th Century. It is one of the few remaining Post Mills still standing in the south-east.
- 31.4 Within the settlement there is a good range of social and community facilities including a local shopping centre, secondary school, primary schools, health centre, community centre, recreational facilities and children's play areas. There are also a number of small units of office accommodation within the village. The settlement's location, range of services and good train links have made it particularly attractive both to residents and tourists.

Policies and Proposals

Built-up Area Boundary

- 31.5 A built-up area boundary has been defined for Keymer and Hassocks in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 31.6 To help conserve the 'historic core' of the built-up area and to preserve the attractive approach into Keymer from Ditchling and along Lodge Lane, the Council designated this as a Conservation Area in January 1989. This part of Keymer has a long history, with evidence of settlement dating back to Roman times.
- 31.7 At the heart of the Conservation Area are seven listed buildings, the only ones within the built-up area of Keymer/Hassocks. Most of the buildings in the Conservation Area are over 100 years old, with the Old Manor House (Nos. 102 and 104 Keymer Road) being the oldest and dating from the 15th Century.
- 31.8 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the small terraced cottages, known as Keymer Terrace, which, together with the

stone wall by the church, create a sense of enclosure as one enters the village from the east;

- ☐ the church sited on higher land which can be seen from all approaches;
- ☐ the attractive residential properties in The Crescent;
- ☐ the variety of properties in Lodge Lane;
- ☐ the stone walls, hedges and trees which provide variety to Lodge Lane;
- ☐ the bend in Keymer Road at the Lodge Lane junction adds interest to the street scene;
- ☐ views into and out of the Conservation Area; and
- ☐ the use of traditional building materials.

Strategic Gap

- 31.9 The area between Keymer/Hassocks and Burgess Hill is defined as a strategic gap. The boundary closely follows the northern boundary of the villages between the Hurst Road and the County boundary on the eastern side of Keymer.

Local Gaps

- 31.10 To the west and east there are narrow gaps between the settlement and the neighbouring villages of Hurstpierpoint and Ditchling respectively. Local gaps are defined for these areas.

Housing

Highway Depot, London Road, Hassocks

- 31.11 This is a 0.6 hectare site on the north west edge of Hassocks. The site consists of a group of buildings and hard surfaced areas currently in use by the County Council as a highway depot and workshops. Residential development lies to the south and south west, part of which previously formed part of the depot (Pavilion Close). The layout of any development should respect the amenity of existing residents. A footpath link through Pavilion Close will be required to enable access to the recreation ground.
- 31.12 Access to the site will be from London Road. The existing pedestrian/emergency access to Belmont Close must be maintained in any layout.

KH1 Land at the highway depot, London Road, Hassocks (approximately 0.6 hectares) is allocated for residential development to provide approximately 20 residential units, 30% to be affordable housing units, comprising a mix of flats and houses. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New

Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access onto London Road;**
- (b) provision of a pedestrian link with Pavilion Close;**
- (c) the provision of a comprehensive landscaping scheme; and**
- (d) financial contributions towards the provision of additional secondary school places, enlarging the existing primary school, and provision towards civic amenity facilities.**

Land west of Mackie Avenue

- 31.13 Land to the west of Mackie Avenue and to the north of Queens Drive was identified by the Local Plan Inspector as being suitable for residential development. The Inspector recommended that 6 hectares should be allocated as a reserve site for up to 120 dwellings and should be brought forward for development during the plan period only if it is required to meet the Local Plan housing requirement. He also recommended that the Strategic Gap should be re-defined to exclude the land from the Gap, but that the land should for the time being remain outside the built up area.
- 31.14 The Council accepted these recommendations and the land is shown on the Keymer and Hassocks Inset Map. Land adjoining the public footpath which runs along the southern boundary of the site, which includes areas of existing woodland, should be laid out as Public Open Space. Land to the north of the housing area is suitable for laying out as playing fields.

KH2

Land west of Mackie Avenue (6 hectares gross, 4 hectares net) is allocated as a reserve housing site for approximately 120 dwellings. Development will only be permitted during the plan period if the Local Planning Authority is satisfied that the dwellings are needed to meet the Council's overall housing requirement. 30% of the dwellings will be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policy G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Permission will also be subject to the following requirements:

- a) the principal access shall be from Mackie Avenue. Pedestrian/cycle access shall also be provided from Woodland Road;**
- b) informal public open space which will include existing woodland, will be provided along the southern boundary of the site;**

- c) the existing woodland alongside the railway shall be retained;
- d) 5.5 hectares within the area identified on the Proposals Map to the north of the site shall be laid out as playing fields, the precise location to be determined by a Development Brief;
- e) financial contributions towards the provision of additional primary and secondary school places, the provision of improved community facilities, sustainable transport initiatives and civic amenity facilities; and
- f) the installation of traffic calming measures in Grand Avenue and other local roads.

Employment

Hassocks Goods Yard

31.15 A site of approximately 1.19 hectares lies to the west of the railway line in Hassocks which is presently used as a goods yard and contains a number of buildings, many of which are vacant. However, there is a successful builder's yard at the southern end of the site and the potential exists for further low-key industrial uses to be provided. The Local Planning Authority therefore wishes to preserve this site as a valuable source of local non-retail/non-office employment. However, the site has a substandard access and there should not be any intensification of activity on the site unless highway improvements are carried out. The impact on residential amenity will also be an important consideration.

KH3 Proposals for the intensification of employment uses at Hassocks railway station goods yard will be considered favourably only where the development includes satisfactory highway improvements.

Shopping

31.16 The main shopping area centres on the Keymer Road, and stretches from Woodland Road to Orion Parade, opposite Wilmington Close. It is a popular local centre which provides a good range of shopping facilities and services for residents, particularly those without access to a car, and visitors catering primarily for everyday needs. It also serves the day to day needs of the surrounding rural area.

Transport and Parking

Cycle Tracks - Hassocks to Burgess Hill

- 31.17 The District Council, in association with the County Council, recently converted the existing footway along the eastern side of the A273 between Hassocks and Burgess Hill to a cycle track. The adopted Local Plans for both South Mid Sussex and Burgess Hill also provide for a parallel countryside cycleway/bridleway/footpath link. A preferred route was shown on the Proposals Map of both plans based on the information available at the time. This route ran from Woodslane Road, Hassocks, through the countryside to the east of the railway line into the southern part of Burgess Hill. Efforts have been made to implement this recreational route and the Local Planning Authority considers that its promotion remains appropriate. The proposed route is shown on the Proposals Map.

KH4 A recreational cycle track / bridleway / footpath is proposed between Hassocks and Burgess Hill to run through the countryside parallel to the A273.

Cycle Track - Hurstpierpoint to Hassocks

- 31.18 The District Council, in association with the County Council, will investigate the possibility of providing a cycle route between Hassocks and Hurstpierpoint as there is a particular need to provide a safe route for schoolchildren travelling between the two settlements. It is considered that, owing to the narrow width of the existing footway alongside the B2116, it will not be possible to convert it to a cycle path. Consequently, a countryside route is considered to be a more viable option.

Hassocks Railway Station

- 31.19 The South Mid Sussex area is served by Hassocks railway station from which Govia, current operators of Thameslink, provide services on the London to Brighton main line. The station is used not only by those living in Keymer/Hassocks, but also by those from a wider rural catchment.
- 31.20 Hassocks station is important to the local economy. It is also an essential part of the overall provision of services to the community. The Council is anxious to see the current level of rail services maintained and not reduced. To this end the Council has expressed its support for the Thameslink 2000 project which will allow an increased number of direct services to the north of London, including stops at Hassocks. The Council will also continue to encourage the train operating companies to maintain and where possible improve the level and standard of rail services at Hassocks station. Improvements to the facilities at the station will also be strongly encouraged.

Long Stay Commuter Parking

- 31.21 A survey carried out in 1987 found that over 200 cars were parked all day in the vicinity of Hassocks railway station. Although the majority of these use the station car park a considerable number were also parked in surrounding residential streets, particularly in Semley Road and Stanford Avenue. As there is spare capacity in the station car park the Council intends to investigate measures, in conjunction with the County Council, to restrict on street parking in the most congested areas and to encourage better use of the existing car park. Further consideration will be given to extending off-street parking provision if the need becomes apparent.

Heavy Goods Vehicles

- 31.22 West of Stonepound Crossroads there is a weight restriction on vehicles travelling into Hurstpierpoint. A lorry management scheme was introduced in February 1997 preventing heavy vehicles travelling through Keymer and Hassocks. In addition a number of traffic calming measures have been implemented in an effort to improve traffic conditions in the villages.

Leisure and Recreation Use

Children's Playing Space

- 31.23 Keymer/Hassocks lacks children's playing space in terms of quantity and distribution. At Adastra Park, which is well located in the centre of the village, the Parish Council would like to enhance the facilities by providing a multi-use hard court play area.

Outdoor Sports Provision

- 31.24 Playing field provision is concentrated at Adastra Park which has a community hall and associated facilities at its southern end.
- 31.25 The District Council, together with Hassocks Parish Council, has purchased land south of Parklands Road on the southern edge of the settlement in order to protect existing uses comprising allotments and open space. This area is extensively used by residents of the village for recreational purposes. The London Road and Talbot Field Recreation Grounds in the Parish of Clayton also provide recreation facilities.
- 31.26 The 1990 Local Plan and the Deposit Draft Mid Sussex Local Plan 2000 allocated additional land for recreational use in Keymer/Hassocks, due to the popularity of the existing recreation grounds and the intensity of their use. The previously derelict 'Clayton Nurseries' site off London Road was identified as suitable for additional playing fields. Efforts have been made to implement this proposal, but the Council has been unable to acquire the land. New glasshouses have now been developed on the northern part of the allocation and planning permission has been granted for crop protection tunnels. It is therefore no longer appropriate to allocate this land for recreational use, it will be shown as countryside area of development restraint on the Proposals Map. However, the requirement for additional recreational land remains. Land to the south and west of Hassocks Football Club has been identified by the Council as a suitable area to replace the previous allocation. Vehicular access to the site will be from the Brighton Road (A273), but to enable safe pedestrian access it is also proposed to provide a footpath between the playing fields and South Bank. In order to provide pedestrian access from Clayton in the south, a further footpath is proposed from Misty's Bridge. This will also provide a link with the informal open space at Butchers Wood and Lag Wood and with the residential areas east of the railway.

KH5 Approximately 4 hectares of land to the south and west of Hassocks Football Club off the Brighton Road (A273) is allocated for recreational use and formal sport. Footpaths will be provided from South Bank and Misty's Bridge to allow safe pedestrian access.

- 31.27 Land will be laid out for playing fields as part of the development of the site allocated by policy KH2 (Land West of Mackie Avenue) if the site is needed to meet the council's overall housing requirement.

Butchers Wood and Lag Wood

- 31.28 To the south of Bonny Wood Road there is an attractive woodland area some 16 hectares in extent. This comprises Butchers Wood, Lag Wood and the open land between them. The area is within the Sussex Downs Area of Outstanding Beauty. Both Butchers Wood and Lag Wood are covered by Tree Preservation Orders, and Lag Wood and the open land on its northern edge are covered by an Article 4 Direction under the General Permitted Development Order. Within the woods there are a variety of tree species and other wildlife. The Council considers the area to be an important landscape feature in a sensitive downland fringe location which contributes significantly to the setting of Keymer/Hassocks when viewed from the Downs. Any development proposals would be strongly resisted by the Local Planning Authority.
- 31.29 Public access to the area is limited to a track which passes along its western edge linking Hassocks Station to the Clayton Windmills, a footpath passing along the northern edge of Lag Wood, and another footpath passing the southern edge of Butchers Wood, which has been purchased by the Woodland Trust, with a 50% grant towards the purchase being given by the District Council. There is currently no formal public access into Lag Wood and the open area to the north, which is in private ownership. The Council considers that both Lag Wood and Butchers Wood should be made accessible to the residents of Keymer/Hassocks for quiet, informal recreation. This would provide an invaluable local amenity and would help to preserve the special landscape quality of the area and benefit all forms of wildlife. The Council will therefore investigate means by which public access to Lag Wood can be improved. These investigations will include the possible designation of both woods as a Local Nature Reserve in order to protect nature conservation interest.

KH6 Butchers Wood and Lag Wood are allocated as informal public open space.

Footpath link between Keymer / Hassocks and Whitelands Reservoir

- 31.30 The 1990 Local Plan proposed the establishment of a footpath between Parklands Road at Keymer/Hassocks and Whitelands Reservoir. Efforts have been made to implement this proposal and the Council considers that the promotion of such a route remains appropriate. The route will be the subject of discussions between the Local Authority, landowners and walking interests. A suggested route is shown on the Proposals Map.

KH7 A footpath link is proposed between Parklands Road, Keymer/Hassocks and Whitelands Reservoir.

Community Facilities

Hassocks County Infants School

- 31.31 West Sussex County Council, as the Education Authority, has identified ways of

improving the existing accommodation available to the Hassocks County Infants School. Any necessary building work will be considered for inclusion in a future capital programme. The first planned improvement comprising a new hall was completed in 1999. The District Council favours the retention of the Infants School at its present location, and if the proposals involve new building, would wish to see the attractive facade of the existing building retained.

Library

- 31.32 In the long term the siting of the Keymer/Hassocks Library, currently in Stafford House, will be reconsidered by the County Council. A more central site nearer to the shopping centre is likely to be sought but in the meantime improvements, such as increased car parking and improved information facilities, will be undertaken when the opportunity arises.

Burial Ground Extension at Keymer

- ~~31.33 The operation and management of local burial grounds is the responsibility of the Parochial Church Council of Keymer and Clayton. Burials currently take place at the churchyards in Keymer and Clayton. As the capacity of these churchyards had almost been reached, the District Council acquired land for a burial ground extension to serve Keymer and Clayton only. This land has been transferred to Hassocks Parish Council.~~

~~**KH8** — Approximately 0.5 hectares of land to the south of St. Cosmos and St. Damien Church is allocated for a burial ground extension.~~

Introduction

- 32.1 The village lies to the north of Haywards Heath and is famous for its picturesque High Street and village pond.
- 32.2 The boundary between Lindfield and Haywards Heath is indistinct as the settlements have merged into each other. On the northern side of the village there is a clear edge with the countryside, the boundary of the High Weald Area of Outstanding Natural Beauty lies a short distance to the north.
- 32.3 Lindfield is well served with local facilities. These include shops along High Street, Churches, King Edward Hall and the village Common with facilities for cricket, bowls and tennis.

Policies and Proposals

Built up Area Boundary

- 32.4 A built-up area boundary is defined for part of Lindfield, this runs along the northern and eastern sides of the village and seeks to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development. The southern and western sides of the village merge into the built up area of Haywards Heath.

Conservation Area

- 32.5 Lindfield Conservation Area was designated in 1969 in recognition of the special architectural quality and historic interest of the High Street and the area around the Common. The Conservation Area was first extended in 1989 to include the properties in Black Hill and again in 1998 to include Compton Road.
- 32.6 Lindfield has a strong individual village identity with a pond, a common, a church dating from the 13th century and a High Street. The High Street is lined with many buildings of architectural interest. Although representative of a variety of periods there are a number of buildings of medieval origin and the Georgian period. One of the most attractive features in the south part of the High Street is the way in which shops alternate with other uses. Black Hill forms an important approach to the village, the hill and the bend in the road providing changing views of trees and buildings and a glimpse of the Common beyond. Compton Road is indicative of how Lindfield grew in the early twentieth century, comprising mainly brick built dwellings with clay tiled roofs and retaining many of their original features.
- 32.7 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the variety of buildings both in terms of age and architectural style and detail including timber framing, a variety of brick bonds, original features such as windows, chimneys and doors;
 - ☐ the use of natural and traditional building materials including clay tiled roofs, sandstone, Horsham Stone roofs, mathematical tiles, tile hanging and stucco;
 - ☐ the rising curve of the High Street with the Church as a focal point;
 - ☐ a tree and hedge lined approach into the village from the north;

- ☐ the presence of trees and hedges around and between the buildings in Black Hill which contribute to the overall character and appearance of the area;
 - ☐ the trees along the High Street;
 - ☐ the work of Charles Kempe at Old Place; and
 - ☐ the large residential properties in Black Hill set well back from the road in spacious grounds.
- 32.8 In 1995 the Council made an Article 4(2) Direction covering part of the Conservation Area. This was extended in 1998 to include Compton Road. The purpose of making the direction was to enable the Council to control unsympathetic alterations to dwelling houses in the Conservation Area under Article 4(2) of the Town and Country Planning (General Permitted Development) Order 1995. Planning Information Leaflets are available from the Council which provide further details on Conservation Areas and Article 4 Directions.

Areas of Townscape Character

- 32.9 The Council has designated parts of Lindfield as Areas of Townscape Character in accordance with Policy B16 of the Built Environment Chapter. The Council will pay particular attention to any proposals for development or redevelopment in these areas, having regard for their special townscape character. It will seek to ensure that this character is protected and where possible enhanced by any new development proposals. These areas have been identified on the relevant Proposals Map.

LI1 Areas of Townscape Character have been designated at:

- ☐ College Road/Portsmouth Lane
- ☐ Summerhill Lane/West Common
- ☐ Sunte Avenue/Hickmans Lane/Denmans Lane (partially within Haywards Heath).

Employment

- 32.10 Sources of employment within the village are limited. There are some service industries and a site on the Lewes Road has been developed for small industrial units. Opportunities may arise for some limited provision of industrial or office floorspace to meet local demand.
- 32.11 A site, north of Meadow Drive, has existed as a scrap yard since 1934 and was registered as such by the Ministry of Defence during the last war. It is in a residential area and causing considerable disturbance to properties nearby. In view of its location the Council will resist any extension or intensification of this use on this site.

LI2 Proposals which would result in the intensification of the industrial activity on land north of Meadow Drive will not be permitted. Should the industrial use cease during the Plan period the Council would permit proposals for residential development

where they accord with other local plan policies.

Community / Recreation Use

- 32.12 The village is generally well provided with open space and in particular Lindfield Common is a valuable asset. The provision of kickabout areas and playing fields more than meets the NPFA minimum standards, although there are some housing areas in the village that are further than 400m from the nearest equipped playground. Further provision of public open space will be sought where appropriate.

Community Facilities

Education

- 32.13 West Sussex County Council, as the Education authority, proposed to amalgamate Lindfield Infant and Junior schools on the site of the infant school. The new combined school has now been opened. The site of the former Junior school has been sold and redeveloped for residential use.
- 32.14 This development means that the site previously allocated for a County Junior school in Newton Road will no longer be required by West Sussex County Council for educational purposes.

Introduction

- 33.1 Pease Pottage is located to the west of the A23/M23 at the junction with Horsham Road. It lies close to the northern boundary of Mid Sussex District and is about half a mile from the built-up area of Crawley. It takes a largely linear form along Horsham Road and Old Brighton Road.
- 33.2 The village is largely surrounded by areas of the High Weald Area of Outstanding Natural Beauty and indeed a small part of the village on the south side lies within the AONB. The surrounding countryside landscape of fields and woodland provides an attractive setting for the village. The proximity of the trunk road and the amount of through traffic, however, detract from this setting and the environment within the village.
- 33.3 The village suffers from a lack of facilities other than recreational facilities. There is a children's play area on land to the rear of Barn Close/Horsham Road and playing fields and an associated pavilion to the west of the Old Brighton Road. The village lacks local shopping facilities; the one shop in Pease Pottage is a florist shop. The only other shopping facilities are at the Granada Service Station.

Policies and Proposals

Built-up Area Boundary

- 33.4 A built-up area boundary is defined for Pease Pottage which seeks to retain the rural setting of the village and to protect the surrounding countryside from unnecessary development. The eastern boundary is formed by the A23.

Strategic Gap

- 33.5 The area to the north of built-up area boundary of the village lies within the Pease Pottage - Crawley Strategic Gap.

Housing

Hemsleys Nursery, Old Brighton Road, Pease Pottage

- 33.6 Within the village of Pease Pottage one site has been allocated for housing. This site has a total area of 6.2 hectares, on the southern side of Pease Pottage. Part of the site forms the former Hemsleys Nursery and some buildings associated with this use remain on the site. There are 6 dwellings on the site, and it is possible that these will remain. The site has been divided into two areas one for open space and the other for residential development. A village green should be incorporated into the development. It should be crescent shaped, fronting Old Brighton Road and housing should front onto the green. Access into the site should be formed either side of the village green.

PP1 Land at Hemsleys Nursery (approximately 6.2 hectares) is allocated for residential and ancillary development. It should provide 30% affordable housing units. Permission for residential development will be subject to the general requirement of the

Local Plan, particularly G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

The western part of the site extends to 2.5 hectares and is to be provided for public open space. The remaining 3.7 hectares is to be developed at a density of not less than 30 dwellings per hectare in accordance with the definition in Annex C of PPG3. At least 65 dwellings should be provided on the whole site. The land may come forward in two phases as follows:

- i) Phase 1 – the northern part of the site extending to approximately 2 hectares;
- ii) Phase 2 – the southern part of the site extending to approximately 1.7 hectares.

The release of this land will be subject to the following requirements:

- (a) the provision of a crescent shaped village green fronting Old Brighton Road;
- (b) the provision of two vehicular access points from Old Brighton Road, one either side of the village green;
- (c) housing fronting onto the village green;
- (d) the provision of a 2.5 hectare area of open space on the western side of the site;
- (e) particular care to be given to landscaping along the boundaries and the retention of existing landscape features;
- (f) the provision of, or financial contribution towards a community building and small shop within the site or on Finches Field; and
- (g) financial contributions towards public transport, civic amenity facilities, additional primary and secondary school places and the replacement of Crawley Library.
- (h) the provision of a wildlife survey.

Any application for development should be accompanied by a plan demonstrating the ability of the land to be developed comprehensively in accordance with the above requirements.

Employment

- 33.7 Despite the small size of the village, there are a number of commercial firms operating within, or close to, Pease Pottage. Some of these have an adverse impact on the village, due to noise, traffic generation or visual intrusion. In view of the limited size of the village,

its location adjacent to the Area of Outstanding Natural Beauty, the proximity of a major employment centre at Crawley and the need to retain and protect the residential character and function of the village, any further large scale commercial development is considered to be inappropriate.

Land at Old Brighton Road

~~33.8 The Council considers that one small site within the village is suited to commercial development. This is located off the northern part of Old Brighton Road close to the A23. It was formerly used as a highway authority depot and for the maintenance and parking of coaches, but it is now vacant and in a derelict state. Due to its prominent location it has an adverse visual impact on the village environment. A small scale, well designed, low rise commercial office development (Use Class B1a) could be satisfactorily accommodated on the site, and at the same time bring about an environmental improvement in the area. Alternatively the site could be suited to residential use. The site is allocated for business use or residential use on the Proposals Map.~~
~~Planning permission for the erection on 14 residential apartments together with associated car parking and landscaping was granted in December 2002. Building works have since commenced on the site.~~

~~**PP2** The site of the disused depot (approximately 0.1ha) adjacent to the A23 is allocated for either Class B1a office use or residential.~~

~~Development will only be permitted where:~~

~~(a) it is small scale and low rise (maximum two storeys);~~

~~(b) it is well designed with extensive landscaping; and~~

~~(c) careful consideration is given to access arrangements.~~

~~33.9 In addition there are two sites close to the village of Pease Pottage which, although in the countryside where planning permission for new development would not now normally be granted, do have the benefit of an established or permitted use for commercial purposes. The future of both sites is considered in the following paragraphs. Their locations are shown on the Proposals Map.~~

G W and G Bridges Ltd, Car Breakers, A23

33.10 This site is located to the south east of the village and, since the completion of the A23 improvements in this area, is accessed from the local Pease Pottage to Handcross road. It is intensively used for the breaking and storing of motor vehicles. Permission was originally granted on a temporary basis in 1967 and this was made permanent in 1980. This permission related to the southern part of the existing site only, an area of approximately 1.2ha, and was subject to a number of conditions. The use subsequently spread northwards into adjoining fields and this remained unauthorised until January 1990 when planning permission was granted for the use of a further 3ha. In May 2000 permission was granted by West Sussex County Council for a further 1.8ha to the north of the site to be used as an extension to the breakers yard. (This application was referred to the Secretary of State for the Environment, Transport and the Regions as a Departure from the Development Plan and the Secretary of State did not wish to

intervene). This permission is subject to detailed conditions including those relating to landscaping, cessation of the use, drainage, stacking of vehicles, flood lighting and sightlines. The site is located within the AONB where normally such a use would not be permitted. However, the use now well established, is relatively unobtrusive visually, has little impact on adjacent properties and is well related to the primary road network. It performs a valuable function for a wide area, and an alternative site more suitable for car breaking use would be hard to find. For these reasons the Council favours the continuation of this use in this location. However, having regard to the rural location of the site within the High Weald AONB the Council considers that further extension of the use would be inappropriate and will be resisted.

PP3 **Proposals to further extend the use of GW and G Bridges Ltd site as a breakers yard beyond the area of approximately 6.0ha already approved will not be permitted.**

Land in Parish Lane

- 33.11 This site is in an isolated position, one mile to the east of the village on the north side of Parish Lane. It has a particularly attractive setting, surrounded by woodland and farmland but is itself in poor condition. Its location is indicated on the Proposals Map. The site has an area of approximately 1ha, with a history of commercial uses dating back many years. It is possible that the site may become the subject of alternative proposals during the Plan period. This would represent an opportunity to resolve the future use of the site whilst at the same time securing environmental and highway improvements.
- 33.12 The Council does not oppose the continuation of the low intensity commercial uses on the site which, at their present level, have little environmental impact on the surrounding area. The Council may give favourable consideration to a scheme for suitable commercial uses on the site, subject to a firm limitation on the overall floorspace, the size of individual units and the provision of satisfactory landscaping and off site highway works. Proposals to extend the amount of floorspace beyond that already permitted will be firmly resisted.

PP4 **Proposals to extend the amount of floorspace beyond that already permitted will not be permitted. Alternative proposals for the commercial use of this site in Parish Lane, Pease Pottage will be permitted where they comply with the following requirements:**

- (a) the gross floorspace proposed is no more than 975m²;
- (b) development takes the form of low rise small units in the range of 50m² - 150m² gross floorspace;
- (c) the proposal includes implementation of off-site highway improvement works in Parish Lane; and
- (d) the proposal includes a comprehensive scheme for landscaping the site.

Cherry Tree Farm

- 33.13 This site to the southeast of Pease Pottage is bounded by the A23 on the west and the new (B2114) Handcross Road on the east. Planning permission has recently been granted for the development of six Class B1 industrial units (1120m²). These are intended to be starter units to meet local business demand. In view of its countryside location within the AONB proposals to extend this development in terms of the floorspace within the site, or the extent of the site, will be firmly resisted.

Transport**On-Street Parking**

- 33.14 The part of Old Brighton Road south of the junction with Horsham Road suffers from the effects of on-street parking by lorries and other vehicles associated with the warehouse buildings in this locality. This results in a significant loss of amenity in this part of the village by reason of noise, general disturbance and visual intrusion. A secure lorry parking area is located at the nearby motorway service station. However, many of the vehicles concerned are refrigerated and need to be connected to generating equipment at their sites whilst parked overnight. During the Plan period the District Council will, in conjunction with the Highway Authority, seek ways of alleviating the detrimental effects of vehicles parking in this area. This may include a search for alternative lorry parking facilities or encouraging the uses concerned to relocate to more appropriate sites elsewhere.
- 33.15 Vehicle speeds in Tilgate Forest Row are a concern. The District Council supports the need to investigate speed reduction measures along this stretch of road. A hard stand area is due to be constructed shortly by the County Council to provide a safe bus stop waiting area.

Community/Recreation Use

- 33.16 The football pitches and changing facilities on Finches Field are very well used. In response to demand the District Council is currently seeking to purchase the field to the west of Finches Field in order to provide additional playing fields and improve the layout of the pitch on the existing playing field. Prior to the change of use, an ecological assessment should be carried out to assess the environmental potential of the site and to consider the retention of any of the existing features.
- 33.17 In addition to changing facilities the sports pavilion provides some limited social facilities. However, this is only a temporary building and there is no purpose built hall within Pease Pottage for use as a community building. The 1992 Central Mid Sussex Local Plan allocated a site on Finches Field for a pavilion/village hall/community building. The Council considers that this allocation is still appropriate and that this represents an opportunity to provide a building in a suitable location which would fulfil a dual role, serving not only the playing fields but also providing accommodation for a community facility. An alternative approach would be for a village hall/community building to be provided elsewhere in the village, separate from the sports facilities. A site could also come forward on an alternative site through developer contributions should Pease Pottage accommodate any new residential development. In deciding the way forward, the needs of the community will be taken fully into consideration. Should a suitable site become available, the Council will consider a proposal for a village hall/community building with regard to the relevant policies in the Local Plan. However the District

Council inclines to the view that the Finches Field proposal is the most likely proposal to come to fruition in the foreseeable future. The use of the community facility, whether separate or combined, should be for local people and groups.

PP5 The land immediately to the west of Finches Field is allocated for an extension to the existing playing fields and associated facilities.

Introduction

- 34.1 The village of Poynings is located 3.5 miles to the south of Hurstpierpoint on the edge of the South Downs, and is within the Sussex Downs Area of Outstanding Natural Beauty (AONB). Devil's Dyke, the well known beauty spot and Iron Age fort, is just to the south of Poynings, providing superb views of the South Downs, Chanctonbury Ring and the Low Weald.
- 34.2 Poynings consists of two parts. The area to the north is a mixture of old and new properties. The area to the south is much older and is centered on Holy Trinity Church, which has remained almost unaltered for over six hundred years. The Church which has been Grade I listed is considered to be one of the finest village medieval churches in Sussex. Other listed buildings date from the 17th century or earlier.
- 34.3 The village is served by facilities including, pub, church, village hall, recreation ground, cricket ground and children's play area.

Policies and Proposals

Built-up Area Boundary

- 34.4 A built-up area boundary is defined for Poynings in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 34.5 In June 1984 the southern part of the village was designated a Conservation Area. This was in recognition of the special character and appearance of this part of the village, which contains a number of buildings listed as being of special architectural or historic interest. The area includes Poynings Manor Farm, the medieval Parish Church and all of the buildings along The Street, a number of which are listed and of 17th and 18th century origin.
- 34.6 The following features contribute, in particular, to the character of the Conservation Area:
- ☐ the sense of enclosure created by banks, walls, trees and hedgerows;
 - ☐ the attractive rural setting on the edge of the Downs;
 - ☐ views into and out of the village;
 - ☐ the use of traditional building materials such as chalk and flint; and
 - ☐ the presence of individual features of interest such as an impressive stone built shelter known as 'Cora's Corner', attractive iron rail fencing and old petrol pumps.

Areas of Importance for Nature Conservation

- 34.7 The Beeding Hill to Newtimber Hill Site of Special Scientific Interest lies to the east and south of Poynings. This SSSI, situated on the scarp slope of the Downs, covers an area of 272.9ha. It is of both biological and geological importance as in addition to three nationally uncommon habitats it includes Devil's Dyke, the most remarkable of all chalk dry valleys in Britain.

Community/Recreation Use

- 34.8 Poynings Recreation Ground is privately owned and leased to the District Council on a short term basis. It forms a very important facility for leisure purposes in the village. There is a pavilion and a children's play area within the recreation ground. The site is on the northern periphery of the village, extending into the open countryside, and the Council wishes to safeguard it for recreational use.

PO1 Poynings Recreation Ground (approximately 1.3 hectares) is allocated as public open space.

Extension to the Dyke Railway Trail

- 34.9 Brighton and Hove Council has proposed an extension to the Dyke Railway Trail, a cycleway/ bridleway/footpath link between Devil's Dyke and the town of Hove along the route of the former Devil's Dyke railway line. This proposal is supported by the District Council. The route of the possible extension is shown on the Proposals Map.

PO2 The line of the proposed extension to the Dyke Railway Trail will be safeguarded from development which would prevent its implementation.

Introduction

- 35.1 Pyecombe is located at the junction of the A23 and A273, three miles to the south of Hassocks and four miles south of Albourne. It is located in the lower undulating part of the South Downs between Wolstonbury Hill and Clayton Hill to the north, and West Hill to the south. This provides the village with a very attractive countryside setting, being surrounded by rising downland in the heart of the Sussex Downs Area of Outstanding Natural Beauty. The South Downs Way long distance bridleway crosses the A23 at Pyecombe and passes the village on its eastern side.
- 35.2 The village itself is split into two separate parts which are about half a mile apart. The western part of the village, known as Pyecombe Street, consists of a small cluster of buildings on the northern side of the A23. Access is from a slip road off the A23 which leads onto the lane known as Pyecombe Street, which runs north-south through the settlement, and from which its name is derived.
- 35.3 The eastern and largest part of the village is known as Pyecombe Village and is located at the fork of the A23 and the A273. This area is bisected north-south by Church Lane and the Wyshe, and east-west by Church Hill and School Lane. The focus of the village is the cross-roads where these roads meet.
- 35.4 Both parts of the village are affected by the sight and sound of traffic using the A23 trunk road. Improvements to the A23 have, however, taken traffic several metres further away from Pyecombe Street. A local service road now connects the two parts of the village without the need to use the A23. Pyecombe is served by facilities including a pub, garage and petrol filling station, church and a children's play area.

Policies and Proposals

Built-up Area Boundary

- 35.5 Built-up area boundaries are defined for Pyecombe village and Pyecombe Street in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 35.6 In recognition of the special character of both Pyecombe and Pyecombe Street a small Conservation Area was designated in each part of the village in January 1989.
- 35.7 In Pyecombe the Conservation Area is focused on the Church Lane/School Lane cross-roads. It includes the medieval Parish Church, which is Grade I listed, the Old School House dating from the early 19th century, also listed, and the Forge, formerly famous for the production of shepherds crooks. In Pyecombe Street the Conservation Area concentrates on The Street and the properties that line it, including Pyecombe Manor which is a listed building dating from the 16th century. It also extends eastward along London Road to include Dale House, The Old Rectory and Frithmans.
- 35.8 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the attractive grouping of buildings around the Church Hill/School Lane cross-roads;

- ☐ the 12th century parish church with its surrounding stone wall;
- ☐ the presence of trees, hedges, banks and walls around and between the buildings;
- ☐ views into and out of the village; and
- ☐ the use of traditional building materials such as flint, tile hanging, render, clay roof tiles and roofing slates.

Areas of Importance for Nature Conservation

- 35.9 Immediately to the north of Pyecombe village is the Wolstonbury Hill Site of Special Scientific Interest. Within the Parish of Pyecombe there are also two Sites of Nature Conservation Importance. The first site, Cow Down consists of two north-east facing coombes on the chalk escarpment above Pyecombe. Here, there are areas of very species-rich sward. The second site, Pangdean downland, is a steep, south-facing slope with extremely herb-rich chalk grassland.

Housing

Land at Church Lane

- 35.10 A site was identified at Pyecombe Village in the 1990 South Mid Sussex Local Plan for up to 12 dwellings. This allocation has not yet been implemented and has been retained as a proposal in this Local Plan. An extension to the site previously allocated in the 1990 South Mid Sussex Local Plan and the Deposit Draft Mid Sussex Local Plan 2000, generates a total site area of 1 hectare, allowing for an increase in the number of dwellings to 20, 30% of which to be affordable housing units. There is a need for a casual kickabout area which should be provided in association with the development. Recent investigations in the adjacent area suggest that this site is on the possible location of the original Medieval Village and may also be on the site of Bronze Age and Roman remains.

PY1 Land between Church Lane and the A273 in Pyecombe Village (approximately 1 hectare) is allocated for residential development to provide approximately 20 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- a) access from Church Lane;
- b) the provision of a comprehensive landscaping scheme;
- c) the provision of suitable noise attenuation measures

throughout the development to protect the amenities of new residents;

- d) within the site provision to be made for a grassed casual kickabout area of 0.2 hectares (in the area indicated on the Proposals Map Inset); and**
- e) financial contributions towards civic amenity facilities and the provision of additional secondary school places in Hassocks and enlarging the existing primary school at Albourne.**

35.11 The Council is preparing a development brief for this site which will be approved as supplementary planning guidance.

35.12 Elsewhere within the built-up area boundary of the village there will only be limited opportunities for residential infill and the redevelopment of existing sites. When considering any proposals for infilling within the grounds of The Old Rectory, Dale House and Frithmans in London Road, and within the area known as Bennetts Green in Pyecombe Village, particular attention will be given to the fact that these are low density residential areas and the Local Planning Authority will endeavour to maintain them as such.

Introduction

- 36.1 Sayers Common is a small village located to the north of the South Downs just off the A23 a mile to the north of Albourne.
- 36.2 The landscape in which the village is set is intrinsically attractive comprising woodland and agricultural land uses (both arable and grazing). The land has been cultivated since Saxon and Norman times. The landscape provides a pleasant visual setting for the village, with the area between the village and the Priory being particularly attractive. From the village there are good views of Wolstonbury Hill and the South Downs.
- 36.3 The village is no longer divided by the A23 and has benefited from the subsequent reduction in traffic. While vehicles travelling from Hurstpierpoint and Henfield still pass through the village to access the A23, the quality of the environment has been improved through the implementation of a comprehensive series of proposals including new housing, the narrowing of the old A23 highway, traffic management measures, improved landscaping, recreational and community facilities.
- 36.4 Provision for formal sport has been made at a new recreation ground located centrally in the village. Facilities include cricket and football pitches and a pavilion. Children's play areas have been provided at Berrylands and Dunlop Close in association with the residential developments there. A new village shop has also been built at Berrylands.
- 36.5 Other facilities in the village include a church, church hall, village hall, pub and a mobile library service. The village is comparatively well served by local employment, including a major egg production plant and a business centre. Public transport links are, however, poor.

Policies and Proposals

Built-up Area Boundary

- 36.6 A built-up area boundary is defined for Sayers Common in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Local Gap

- 36.7 The area between Sayers Common and Albourne, and Sayers Common and Hurstpierpoint, is defined as a local gap.

Introduction

- 37.1 Scaynes Hill is a village situated to the east of Haywards Heath. The main settlement lies on a ridge and straddles the A272 primary route. There are also scattered dwellings along the roads out of the village, notably the Lewes Road to the east and Church Road to the north. The village has grown steadily over the years, mostly through small estate development.
- 37.2 Scaynes Hill has the following facilities including a post office, a shop, petrol filling station, pub, church, chapel, village hall, cricket club, social club and a recreation ground with sports pavilion and equipped playground.

Policies and Proposals

Built-up Area Boundary

- 37.3 A built-up area boundary is defined for Scaynes Hill which seeks to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Strategic Gap

- 37.4 The western boundary of the village forms the edge of the Strategic Gap between Haywards Heath/Lindfield and Scaynes Hill.

Community/Recreation Use

- 37.5 The Scaynes Hill Village Centre at the recreation ground was opened in April 2000. This development received funding as a Millennium Project and provides much improved community facilities including a Sports Pavilion.
- 37.6 The Council has assisted the Woodland Trust towards buying part of Costells Wood for public use and conservation.

Introduction

- 38.1 Slaugham is a compact village located around the junction of Hammerpond Lane and Park Road, approximately half a mile west of the A23. Originally one of the 'iron villages' of the Sussex Weald, it is situated on a ridge between two small river valleys running north to south. It is surrounded by attractive countryside comprising farmland and woodland. The village lies within the High Weald Area of Outstanding Natural Beauty.
- 38.2 Due to the size of this settlement, the Council does not wish to encourage any further development in or around Slaugham. A positive decision has been made not to draw a built-up area boundary around the settlement. This means that the Countryside Area of Development Restraint policies will be applied within, as well as around, the village.

Policies and Proposals

Conservation Area

- 38.3 Slaugham was designated a Conservation Area in 1984. Despite the small size of the village, Slaugham includes a variety of building styles and ages including a number of buildings which are timber framed, red brick with half tile hung and tiled roofs and others which are constructed with sandstone blocks occasionally with stone roofs. To the southern end of the village is the parish church of St Mary, which forms an attractive focal point. The southern side of the churchyard provides views towards the ruins of Slaugham Place, an Elizabethan mansion which is now a scheduled ancient monument.

Introduction

- 40.1 Turners Hill is located approximately three miles west of East Grinstead and six miles north of Haywards Heath. It is situated on a prominent ridge at one of the highest points in the Sussex Weald, which affords impressive views from the village to the North and South Downs. The village is centred on a small green, which is at the junction of two historically important routes, now the B2110, running east to west, and the B2028 running north to south. The older part of the village around the green is now a Conservation Area with buildings dating back to the 17th and 18th centuries, a number of which are listed. More recent development has extended the village mainly to the north and south along the B2028.
- 40.2 The village has a very attractive rural setting, surrounded by attractive countryside which separates it from the other nearby villages and which forms a vital part of the strategic gap between East Grinstead and Crawley. The High Weald Area of Outstanding Natural Beauty abuts the village on its southern boundary.
- 40.3 Due to its location at the junction of the B2028 and B2110, the environment of the village is greatly affected by the amount of traffic which passes through the centre throughout the day.
- 40.4 Turners Hill is served by a range of local facilities. These include a small number of shops in North Street and Lion Lane; a large modern village hall and community centre; three churches and two church halls; a primary school; playing fields, a cricket ground, recreation grounds including equipped children's play areas; four public houses; and allotments.
- 40.5 Approximately half a mile to the east of the village is a large mobile home park, which also has its own shop and social facilities; and approximately 2 miles to the west is Worth Abbey, a large independent school set in extensive grounds.

Policies and Proposals

Built-up Area Boundary

- 40.6 A built-up area boundary is defined for Turners Hill. This seeks to preserve the rural setting of the village and to protect the surrounding countryside, which lies within the strategic gap and includes part of the High Weald Area of Outstanding Natural Beauty to the south.

Strategic Gap

- 40.7 The area to the west, north and east of the village lies within the strategic gap between East Grinstead and Crawley.

Conservation Area

- 40.8 Turners Hill Conservation Area was designated in 1984. It extends northwards from the original heart of the village at the main cross-roads and the small village green. It also includes Lion Lane and parts of North Street, Church Road and East Street. There is a mix of house types and styles, some dating from the 17th and 18th centuries, and some of the buildings are listed. Despite the intrusive effects of heavy traffic the older parts of the village have retained their character and attractive appearance.

40.9 The following features in particular contribute to the character of the Conservation Area:

- ☐ the varied mix of building styles and ages;
- ☐ the attractive grouping of buildings around the village green and along Lion Lane;
- ☐ the green plus other smaller grassed areas and verges, including in Lion Lane;
- ☐ the elevated position of several houses in Lion Lane, with their raised front gardens;
- ☐ attractive street furniture and signs;
- ☐ several attractive stone walls and a natural sandstone bank in Church Road;
- ☐ important tree groups; and
- ☐ the setting of New Cottages in East Street.

40.10 The elevated position of the village also affords excellent views from the Conservation Area across the surrounding countryside

Housing

Clock Field, North Street

40.11 One site has been identified for residential development in Turners Hill. This site has an area of 1.9ha and comprises an open field to the east of the built up area of the village. It is an undulating site which slopes to the north and from the east and west. It is bounded by tree screens to the northeast and east, with open countryside beyond. It fronts North Street on the western boundary. It adjoins the existing built up area on its north, west and south boundaries, and the neighbouring land uses are primarily residential. The site is allocated for housing and it is estimated it can accommodate approximately 30 dwellings. Any development should include an element of affordable housing. Access to the site should be from North Street by means of a new mini- roundabout, which will also serve as a traffic calming measure and help to slow traffic on this busy section of the B2036 which runs through the centre of the village. Development of this site will also provide the opportunity to secure other related benefits for the village including the provision of a footway alongside North Street southwards towards the village centre; and the provision of a footpath link across the site to connect the area of housing at Hill House Close with The Ark community centre to the south. The Council will require these features to be provided as part of the residential development of this site.

TH1 Land at Clock Field (approximately 1.9ha) is allocated for residential development to provide approximately 30 dwellings, 30% to be affordable housing units. Permission for development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New

Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) vehicular access will be from a new mini-roundabout on North Street;
- (b) the provision of a footway alongside the North Street carriageway from the entrance to the site southwards to the centre of the village and to connect with the existing footpath to the north on the east side of the road;
- (c) the implementation of a comprehensive landscaping scheme on the site, including the provision of replacement planting along the North Street frontage;
- (d) the provision of a footpath link across the site from Hill House Close to The Ark;
- (e) financial contributions towards the provision of additional primary and secondary school, library, off site play space and civic amenity facilities; and
- (f) the completion of a wildlife survey.

Transport

Highways and Traffic

- 40.12 Although an attractive village, the location of Turners Hill at a busy cross-roads means that the environment is dominated by the very high volumes of traffic passing through the centre. Traffic flows at the junction of the B2028 and the B2110 exceed 17,500 vehicles per day between the hours of 7.00 am and 7.00 pm (1998 figures), with clear peaks at the morning and evening rush hour periods, and with the greatest flows being north and south on the B2028. It is apparent that some of this traffic is passing through Turners Hill and other nearby villages in order to avoid congestion elsewhere, including at East Grinstead. Earlier studies have shown that traffic relief at East Grinstead would help reduce traffic flows on a number of roads in the area including at Turners Hill. However, as explained elsewhere in this Local Plan, any significant traffic relief measures at East Grinstead, if approved, are not expected to take place in the short to medium term at least, and in the meantime there are currently no other measures programmed which would address the wider problem of excessive traffic through the centre of Turners Hill. A new mini-roundabout has been constructed at the junction of Withypitts and Selsfield Road and development of the site at Clock Field for housing will also require a new roundabout access from North Street. However, these are local traffic management and calming measures and are not expected to have a significant impact on the levels of traffic through the village.
- 40.13 In the meantime these high traffic volumes continue to detract significantly from the environment of the village and are also a threat to road safety. The Council considers that every effort should be made to find ways of reducing the impact of this traffic. It will therefore seek to work with the Highway Authority and the Parish Council to address this issue as a matter of urgency and to consider what measures may be implemented in the

short term to manage traffic in and through the village, pending completion of studies into traffic relief elsewhere.

- 40.14 In addition to these wider considerations, in order to improve highway safety conditions on the approach into Turners Hill from the west, the Council will, in association with the Highway Authority, investigate options for an improvement to the junction of Church Road with Paddockhurst Road.

Community / Recreation Use

- 40.15 In order to improve the provision for formal sports activities in this part of the District, land to the east of the existing sports/recreation area in East Street is identified for playing fields on the Proposals Map. Prior to the implementation of this proposal, an environmental survey will be required in order to assess the ecological value of the site and the possibility of retention / management of any existing on-site features.

TH2 Land in East Street is allocated for sports/playing field use.

- 40.16 At present Turners Hill is under provided with equipped children's play space. The only existing provision is at East Street on the edge of the village which is a considerable distance from some of the main housing areas. The Council has identified a site for an equipped children's play area on land adjacent to Withypitts East on the southeast side of the village.

TH3 A site adjacent to Withypitts East is allocated as an equipped children's play area.

- 40.17 The Council will continue to investigate ways of improving the provision of children's play space elsewhere within the village during the Plan period. Provision of outdoor playing space will be required as part of the residential development at Clock Field.

Other Land Uses

Turners Hill Mobile Home Park

- 40.18 The mobile home park is located approximately half a mile to the east of Turners Hill. With an area of 14.7ha it currently contains around 230 mobile homes, together with a shop and social club and ancillary areas of open space. The homes are informally laid out within a partly wooded setting. The park is located in an attractive area of undulating countryside and lies within the strategic gap between Crawley and East Grinstead.
- 40.19 While the mobile home park helps to meet the demands of a particular section of the housing market and contributes to the overall housing land supply in the District, this has to be balanced against the objectives of protecting the countryside and the strategic gap.

The Council considers that an appropriate balance between the development of the park on the one hand and the protection of the environment on the other has now been achieved. Proposals for the siting of additional homes within the existing site boundaries will be assessed in the light of current site licence conditions and normal planning and highway criteria, and will have to have regard to protected trees within the park. However, the Council considers that any further extension of the mobile home park beyond its currently approved boundaries would be likely to adversely affect the character and quality of the countryside and the strategic gap. It will, therefore, resist such proposals.

TH4 In order to protect the countryside and the strategic gap proposals for the extension of the Turners Hill Mobile Home Park beyond its currently approved boundaries will not be permitted.

Introduction

- 41.1 Warninglid is a small village located at the crossroads of the B2115 (Cuckfield Lane) and Slaugham Lane/The Street, approximately a mile and a half west of the A23 Trunk Road. It is situated on a hill in gently undulating countryside in a particularly attractive part of the High Weald Area of Outstanding Natural Beauty. The village dates back to Saxon times and later had connections with the medieval iron industry.
- 41.2 The village contains a number of community and recreation facilities including the Seaforth Hall, a playing field and a church, built in the 1930s. There is also a primary school, isolated from the village approximately half a mile to the north. Although there is still a public house, there are no longer any shops in the village.

Policies and Proposals

Built-up Area Boundary

- 41.3 A built-up area boundary is defined for Warninglid which seeks to preserve the rural setting of the village and to protect the surrounding countryside from residential development.

Conservation Area

- 41.4 The Street, which forms the focus of the Conservation Area designated in 1969, contains a number of buildings dating back to the 16th century. Some of these are Listed as being of special architectural or historic interest.
- 41.5 The following features, in particular, contribute to the character of the Conservation Area:
- ☐ the attractiveness of The Street due to the variety in the ages and styles of building;
 - ☐ the predominant use of traditional and natural building materials eg sandstone, brick, timber and clay roof tiles;
 - ☐ the traditional style street lamps and road sign directing traffic to adjacent villages/towns;
 - ☐ the sense of enclosure created by the buildings and the bank, hedges and trees adjacent to The Street; and
 - ☐ the village pond with an arching sandstone bridge leading to the drive of Lyndhurst Estate, creating a focal point within The Street.

Employment

Fuel Distribution Depot, Colwood Lane

- 41.6 One of the most significant land uses in the area around Warninglid is the fuel oil and LPG distribution depot in Colwood Lane. This is situated a short distance to the east of the village outside the built-up area boundary, close to the junction of Colwood Lane and Cuckfield Lane. Originally used by coal merchants and haulage and agricultural contractors, the present use commenced in 1970. The use has grown since that time

and a number of applications have been submitted for the expansion or rationalisation of the activities on the site. The Council has resisted a number of these proposals on environmental and access grounds, having regard to the location of the site within a particularly attractive part of the Area of Outstanding Natural Beauty and the restricted nature of the surrounding road network. However, in 1987 permission was granted on appeal for further facilities to cater for the bulk storage of liquid petroleum gas. This permission was subject to extensive landscaping requirements.

- 41.7 Due to the environmental and access constraints, any proposals for further development which come forward will be subject to particular scrutiny. The Council will resist proposals where it considers that the development would have a detrimental impact on amenity or would be inappropriate on highway grounds.

WA1 Proposals for the extension or intensification of the use at the fuel distribution depot, Colwood Lane, will be permitted only where the development will have no detrimental impact on the amenities of the locality or in terms of highway safety. Proposals to extend the site beyond its existing boundaries will not be permitted.

Introduction

- 42.1 The neighbouring twin villages of West Hoathly and Sharpthorne are located, approximately six miles to the north of Haywards Heath and three miles south of East Grinstead. They are situated on a ridge which affords extensive views into the surrounding countryside. These villages lie within the High Weald Area of Outstanding Natural Beauty.
- 42.2 West Hoathly initially grew around St Margaret's Church and the Manor House and contains a number of historic buildings dating back to the 15th century. Compared to West Hoathly, Sharpthorne has developed more recently. It originally grew up around the railway station, which opened in 1882 and closed in 1958. On the northern fringe of Sharpthorne is the West Hoathly brickworks, a major land use covering approximately 11 ha, which has been worked for over 100 years. It is an important source of employment in the area.
- 42.3 Both Sharpthorne and West Hoathly have limited local shopping facilities. Community and recreation facilities include a village hall, a recreation ground, with a children's play area and other sporting facilities.

Policies and Proposals

Built-up Area Boundary

- 42.4 Distinct built-up area boundaries are defined for Sharpthorne and West Hoathly respectively. These seek to protect the surrounding countryside from unnecessary development and so preserve the rural setting of both villages.
- 42.5 The built-up area boundary does not include Hoathly Hill which comprises low density development with a rural character which would be adversely affected by residential infilling. It is therefore treated as part of the countryside but is the subject of a specific policy against which proposals for further development will be assessed.

Conservation Area

- 42.6 The southern part of West Hoathly was designated a Conservation Area in December 1972. This includes the area commonly known as Queen's Square based on St Margaret's Church, a Grade I Listed Building believed to have Norman origins, around which the village initially grew. Many of the Listed Buildings in the village date from the 14th to 16th centuries although West Hoathly is reputed to date from the 11th century. The Conservation Area includes such buildings as the Priest House dating from 1450 and the Cat Inn already known as the Ale House in 1615. North Lane is generally of more recent development and features tile hanging, horizontal boarding with roof slates or clay tiles varying in age from the 15th century to the Victorian era.
- 42.7 The following features contribute to the particular character of the Conservation Area:
- ☐ the lack of building line and pavement in North Lane which creates a semi rural feel;
 - ☐ the age and variety of buildings, a number of which are Listed Buildings;
 - ☐ the grass banks, groups of trees and ornamental hedges particularly those around

the Manor House and Priest House;

- ☐ the views of St Margaret's Church spire;
- ☐ the unusual terraced churchyard with its magnificent views; and
- ☐ the extensive views of the countryside from the bowling and cricket green.

Local Gap

- 42.8 West Hoathly and Sharpthorne are situated very close to each other and are just about 400m apart along Church Road. In view of the narrowness of this gap and the important contribution made by all of the land outside the built-up areas to the separation of the two settlements, the boundaries of the built-up areas and local gap coincide. The boundaries of the gap are shown on the Proposals Map.

Hoathly Hill

- 42.9 Hoathly Hill, a small community comprising 27 dwellings, a number of communal buildings and approximately 3 ha of agricultural land, lies within the local gap to the west of Hammingden Lane. Established in 1973, a number of consents at this time included the conversion of various buildings to residential use, the establishment of a farm study centre and a craft centre and the use of the land for agriculture, forestry, educational and residential uses. Since that time uses at the site have been controlled by virtue of legal agreements, the most recent of which is dated 29th December 1986. Despite its development during the last twenty years the site is extremely well screened and causes little loss of amenity to the locality. Nevertheless, due to the sensitive location of Hoathly Hill, proposals involving further development in the local gap beyond the existing developed area of the community (shown on the Proposals Map) will not normally be permitted. Any proposals for development within the policy area will be expected to respect the current character of the community.

WHS1 Any proposal for further development at Hoathly Hill will only be permitted where:

- (a) the use, scale, design and location of the development are in keeping with the current character of the community;**
- (b) there is no detrimental impact on the character of Hoathly Hill in terms of loss of open space within, or loss of views from, the community; and**
- (c) the landscape setting of the community is safeguarded in order to minimise any impact on the local gap.**

Employment

West Hoathly Brickworks

- 42.10 West Hoathly Brickworks, located to the north of Sharpthorne village, is a significant land

use within the area, both in environmental terms and in its contribution to the local economy due to the employment provided. The decision on planning applications for development of mineral sites rests with the County Council, taking into account any representations made by the District Council. Any proposals for the intensification or extension of the use, in the form of new plant and buildings or extraction areas, will be considered on their merits against the relevant mineral policies of the Structure Plan, the Minerals Local Plan, and against the policies of this Local Plan. Particular attention will be paid to the environmental and highway impact of any proposals.

- 42.11 A scheme of restoration works, to include the management and aftercare of the site for at least five years, has been submitted to the County Council as Minerals Planning Authority.

WHS2 The Council will only favourably support proposals for the intensification or extension of the existing brickworks site where they comply with the policies relating to mineral working in the Structure Plan, the Minerals Local Plan and with the environmental and access policies of this Local Plan.

- 42.12 The Brickworks currently employs about 50 people and hence provides important employment opportunities. Should the Brickworks use cease the Council would support the continuation of employment opportunities by the development of industrial uses on the site. Access and egress to the site is however through residential roads and the junction with Top Road, itself a minor road, is not easy for HGVs to negotiate. As part of any proposals for industrial uses on the site the Council will seek to ensure a reduction in the number of vehicle movements, particularly of HGVs, because of their impact on the residential amenity of the neighbouring area.

WHS3 Should the Brickworks use cease the Council considers that the site should be retained for employment purposes, by the development of industrial uses. Any proposals should safeguard and improve the amenities of the area and, in particular, aim to reduce the amount and impact of traffic to and from the site.

Transport

- 42.13 One of the most significant problems affecting the two villages is the volume, nature and speed of traffic along Selsfield Road, Chapel Row, The Hollow and Top Road. Whilst some of this is locally generated, it appears that much of it is through traffic which does not need to be there. Indeed, a proportion is traffic travelling between the A22 and M23/M25 which uses this route to avoid congested roads further north through East Grinstead. The overall level of traffic, which includes heavy vehicles, has a particularly detrimental impact in both environmental and highway safety terms. The roads pass through residential areas, are narrow and winding with sub-standard junctions, and the traffic using them is unrestricted in terms of weight and width. West Sussex County Council has undertaken some 'gateway' treatment to the highway at the entrance to both villages and recently has implemented further traffic management measures in the form of rumble strips and improved signing aimed at reducing the speed of traffic. Traffic

volume and speed will continue to be monitored by the County Council and the District Council will urge the implementation of further measures if potential improvements can be identified.

Other Land Uses

Finche Field

- 42.14 West Hoathly and Sharpthorne are generally well provided with public open space in the form of children's playgrounds and playing fields. In addition, there is a large area of informal open space between the villages, known as Finche Field. This area includes grassed areas, a picnic site and allotments and is served by a vehicular access and a car park. It has a total area of 6.2 ha, not including the allotments. This forms the major part of the gap between West Hoathly and Sharpthorne, and offers extensive views across the surrounding countryside. It is a very valuable amenity and an important part of the setting of the two villages. The area's inclusion within the local gap will safeguard it from development. To ensure its continued use as an amenity for local residents the area is designated as an informal public open space. Any proposals to enhance the informal open space must be compatible with the nature conservation interest. It is intended that the existing allotments will be retained.

WHS4 Finche Field is allocated as informal public open space. Only proposals which would enhance the informal public use of the site will be permitted.

Bluebell Railway

- 42.15 The future development and extension of the Bluebell Railway is dealt with in the Recreation and Tourism, Horsted Keynes and East Grinstead Chapters of the Local Plan. Trains currently run through Sharpthorne Station and terminate at Kingscote Station. The extension of the Bluebell line to East Grinstead is supported and proposals to re-open the station at Sharpthorne or to provide other facilities to serve the Bluebell line at this point will be carefully considered.

WHS5 Suitable proposals to re-open Sharpthorne Station will be permitted. Any development scheme submitted shall pay special attention to the need to safeguard the character and appearance of the buildings and their surroundings, having regard to the location of the site within an Area of Outstanding Natural Beauty. Proposals will take the form of a re-instatement of the original buildings and their features. It will need to be demonstrated that the development would not impact unacceptably on the wider area or amenities of the nearby residents through factors such as car parking, access arrangements and general disturbance.

Introduction

- 43.1 This chapter contains planning policies relating to specific locations outside the built-up areas. It includes policies for business development in two locations within the rural area; Rowfant Business Centre and High Grove, Imberhorne Lane. It also includes policies for areas and sites within the rural area that due to their nature have a specific policy relating to them. These are Furnace Wood, Crabbett Park, Worth Abbey and Saint Hill Manor Estate. This chapter also includes a description of a number of very small settlements within the rural parts of Mid Sussex (these settlements are not indicated on the Proposals Map). All other general policies relating to the rural area, including those dealing with the strategic gaps and the Areas of Outstanding Natural Beauty, are included within the Countryside chapter of this Local Plan.

Furnace Wood

- 43.2 Furnace Wood is located midway between Copthorne and East Grinstead, to the south of the A264. It has an area of approximately 36ha. Originally an area of woodland and scrub, development began to take place between the wars. The majority of these early dwellings were used as weekend retreats or for recreational purposes although many were subsequently occupied permanently. In more recent years a number of the smaller dwellings have been replaced by larger houses, and a few additional dwellings have been erected on some of the largest plots. There are now around 80 dwellings in the area. The majority fall within Mid Sussex, but a few, to the north, lie within Tandridge District where they are in the Green Belt.
- 43.3 The houses have been developed at a very low density. They are set in large plots, frequently well set back from the road. The considerable amount of landscaping and remaining areas of woodland means that the dominant features in the scene are the many trees, shrubs and hedgerows rather than the dwellings themselves. The unadopted roads are narrow, unlit and have no footways.
- 43.4 Because of its character and the absence of any supporting services, such as shopping facilities, Furnace Wood cannot reasonably be regarded as a village. Rather, it is an area of informal, loosely knit, low density housing in a well wooded rural setting. As such it is part of the countryside and falls within the strategic gap between East Grinstead and Crawley. The Council has sought to protect this character and has generally resisted proposals for new housing since the 1970s. This approach was endorsed by the Inspector at the time the previous Local Plan was prepared and in the great majority of cases since then has been supported on appeal where it has generally been acknowledged that the area should be regarded as part of the countryside.
- 43.5 In order to maintain its rural character and appearance and to safeguard its contribution to the strategic gap, the Council will continue to resist proposals for additional residential development at Furnace Wood, including proposals for infilling. No built-up area boundary has been defined and the area is therefore subject to the normal countryside development restraint policies of this Local Plan. This is consistent with the approach already adopted by Tandridge District Council who administer the northern part of Furnace Wood. Here the area is within the Green Belt and is therefore subject to particularly restrictive policies. Proposals for the replacement of individual properties on a one-for-one basis will be considered on their merits, and in accordance with the Housing and Countryside chapters of this Local Plan.

RA1 In order to safeguard its countryside character and appearance and its contribution to the strategic gap, Furnace Wood is subject to the countryside development restraint policies of this Local Plan. Proposals for additional dwellings at Furnace Wood will not be permitted. Proposals for the replacement of existing dwellings on a one for one basis will only be permitted where there would be no adverse impact on the character, appearance or setting of the site or of the surrounding area.

Business Development

43.6 Whilst the Council recognises the need to retain a healthy rural economy it will normally seek to restrict new business development to the built-up areas other than in exceptional circumstances, as outlined in the Economy and Countryside Chapters of this Local Plan. However, there are two sites in the rural part of northern Mid Sussex which the Council considers may be suitable for small scale business development, and as such would be of benefit to the local economy without unduly affecting the environment. These sites are located at:

- ☐ Rowfant Business Centre, Wallage Lane, Rowfant; and
- ☐ High Grove, Imberhorne Lane, near East Grinstead.

Rowfant Business Centre

43.7 Land at the former brickworks site at Rowfant was allocated for a small businesses centre in the 1985 East Grinstead and Worth Local Plan. Parts of the allocated area were subsequently redeveloped in the late 1980s and early 1990s to provide approximately 1000m² of new floorspace. The site now comprises a mix of purpose built small business units together with some older buildings which have been in commercial use for many years but some of which are now in poor condition or even vacant, together with some more open uses. To the rear of the existing developed area is the remainder of the old claypit, bounded by a tree lined steep bank which encloses the site. The whole complex is served by a long access road leading south from Wallage Lane. The surrounding area is predominantly open countryside including extensive areas of woodland.

43.8 Since it was developed as a small businesses centre the site has, for the most part, operated with little impact on the surrounding area. It is well screened from outside by extensive tree cover, and is some distance from most dwellings in the area. The main impact has been from the effects of increased business traffic on the surrounding road network.

43.9 The Council considers that having regard to the generally successful development of the small business centre and the modest impact this has had on its surroundings, there is an opportunity to achieve a similar improvement to the remainder of the previously allocated site. Such development would enable some rationalisation of existing uses within the site and also improve the internal layout and vehicle circulation to the benefit of new and existing occupiers. This would also be an opportunity to bring under Council control those parts of the original site which currently operate in a manner unrestricted by the terms and conditions of the earlier planning permission. Therefore, subject to the scale and nature of the proposed development the Council will consider favourably the replacement of redundant or obsolete buildings and open uses within the previously allocated site by purpose built business units of a similar size and type to those recently

erected on the remainder of the small business centre.

- 43.10 The Council will seek to strictly control the nature of further development on the site in order to safeguard existing amenities and the character of the rural area. However, another important factor limiting the potential scale of new development at this site is the inability of the surrounding road network to accommodate any material increase in traffic. Therefore the Council, in consultation with the Highway Authority will resist any development or redevelopment which would result in a significant increase in the level of traffic movement to and from the site. It will also investigate ways of controlling the routing of traffic to and from the site. However, subject to such safeguards the Council considers that limited development here would help boost the local economy and would rationalise and control the use of the remainder of the original part of the site.

RA2 Proposals for the replacement of obsolete buildings and open uses within the boundaries of the existing Rowfant Business Centre by purpose built small business units will be permitted where there will be no significant adverse impact on the character and amenities of the area and no significant increase in traffic on the surrounding road network.

High Grove, Imberhorne Lane

- 43.11 High Grove is located southwest of East Grinstead, close to the junction of Imberhorne Lane and Turners Hill Road (B2110). It has an area of 2.3ha part of which is used as a small market garden. West Sussex County Council owns an adjacent area of land which is used as a civic amenity site and refuse transfer station, together with vehicle garaging and storage of road maintenance materials. The County Council's use of that site will continue over the Local Plan period, and it is identified as a potential waste recovery/transfer site in the Waste Local Plan Deposit Draft 2003. The Council recognises the need to ensure that there are sufficient waste management facilities to provide for the needs of the area and to help the Council to contribute to meeting mandatory Government waste recycling and recovery targets. Facilities for recovery / transfer uses need not be incompatible with other business and industrial development. An area within the allocated land will be set aside for waste uses of this type.
- 43.12 The District Council considers that there is an opportunity for assisting the local economy without unduly affecting the rural environment through the development of modest scale business uses on the allocated site. Potential uses include small scale industrial or commercial units which would assist the development of small businesses; or some forms of open storage, such as plant and machinery, for which there are few suitable sites available on more traditional industrial estates elsewhere in the District. Larger scale industrial, commercial or storage units would not be appropriate in this location.
- 43.13 This Local Plan considers only the principle of this form of development on this site. Other factors to be considered include the amount of floorspace in any new development; the extent of additional landscaping required to supplement the already appreciable screening of the site; access and visibility requirements; and, in particular, the effects of the previous use of areas on and around this site for waste disposal. The Council will require the provision of sufficient information and research on the effects of the previous waste disposal use to enable the implications on the nature and extent of the future development of this site to be fully assessed before the grant of any planning permission. It will also prepare a development brief setting out the detailed planning requirements for the development of this site, taking account of the issues raised above. Any subsequent

planning permission would also control closely future use of the land to ensure that inappropriate uses are excluded. Finally the Council will ensure that future use of this site does not conflict in any way with the County Council's use of the adjacent civic amenity site. The Council would welcome any moves by the County Council to improve facilities at the civic amenity site.

RA3 Land at High Grove, Imberhorne Lane is allocated for small scale industrial, commercial or storage uses. The nature and extent of the future development of this site will be subject to the reservation of part of the site for waste management uses, including improvements to and expansion of the existing civic amenity site and waste transfer facility and the outcome of investigations into the previous use of part of this and adjoining land for additional waste disposal.

Other Sites Within the Rural Area

Crabbet Park

- 43.14 The area known as Crabbet Park is located to the east of the M23 approximately midway between Wakehams Green in the north and Turners Hill Road to the south. Crabbet Park House and its former Orangery are Grade II Listed Buildings which were converted and extended for office use in the 1980s. To the south are two detached dwellings. At one of these, Burleys, permission for residential development was granted in 2000. The group of buildings also comprises Crabbet Park Equitation Centre where there is a range of stables, a dwelling and other buildings including a hotel, conference and leisure facilities.
- 43.15 Although adjacent to the M23 to the west, this area is otherwise surrounded by very attractive countryside. As such it comprises an enclave of development in a rural area. It also lies within the strategic gap between East Grinstead and Crawley. While new development has been permitted here, this has been in the light of special circumstances at the individual sites - e.g. to ensure the restoration and use of important historic buildings (Crabbet Park House and the Orangery); the replacement of existing development by similar uses (Gatwick Worth Hotel); and residential development (at Burleys).
- 43.16 The Council acknowledges the special circumstances which have resulted in these developments being permitted at Crabbet Park. Also, together the existing complex of buildings comprises a relatively compact group which is not readily visible from the surrounding area. However, because of its location in the countryside and in the strategic gap the Council considers that any further development or intensification of use at Crabbet Park would be likely to have a material impact on the amenity and character of this important rural area. Therefore, the Council will carefully control further development at Crabbet Park beyond that which has already been permitted. The area subject to this policy is defined on the Proposals Map.

RA4 New development, including the intensification of uses beyond that already permitted, will only be approved at the area of Crabbet Park where there would be no material adverse impact on the character and amenity of the countryside and the strategic

gap.

Worth Abbey

- 43.17 Worth Abbey is located about 1.5 miles west of Turners Hill. Set within beautiful countryside, the estate totals approximately 200ha, the majority of which is farmland or woodland. The main complex of buildings is located to the south of Paddockhurst Road. The principal uses comprise a boys' school with boarders and day pupils; a monastery, convent and Abbey Church; and a lay community and day centre, which includes provision for the elderly and disabled. There is a wide range of architectural styles, and some of the buildings are listed. The Abbey Church itself is a fine building and is a prominent feature in the surrounding landscape.
- 43.18 As the Abbey complex has grown a number of additional buildings and facilities have been provided, and it is anticipated that further proposals will be forthcoming in the future as the institution continues to evolve and develop. The Abbey is now well established and, although extensive, generally operates without any undue adverse impact on its surroundings. Nevertheless, the site does lie within a particularly beautiful part of the High Weald Area of Outstanding Natural Beauty. Therefore, while the Council will seek to accommodate the Abbey's reasonable needs and aspirations, it will also seek to ensure that development will be limited to that which has no material adverse impact on the character or appearance of the site itself or on the amenity and landscape of the surrounding area.

RA5 **Proposals for the erection of additional buildings or the provision of further facilities at Worth Abbey will only be permitted where there would be no detrimental impact on the character, appearance and setting of the site or on that of the surrounding area.**

Saint Hill Manor Estate

- 43.19 The Saint Hill Manor Estate comprises about 22ha of countryside located approximately 1 mile south of East Grinstead. Originally comprising an 18th century country manor house set in landscaped grounds with a range of outbuildings, the estate has, since 1959, been the UK headquarters of the Church of Scientology. The Church has carried out a range of developments on the estate, most notably the construction of Saint Hill Castle, completed in 1989. Other works have included the restoration and refurbishment of a number of buildings, including the Manor House, and extensive landscaping of the grounds. The Church has indicated that it has an ongoing programme for the additional development of its facilities at Saint Hill, including further renovations, extensions to existing buildings, and landscaping.
- 43.20 The Church is a significant land use in this area and has generally operated without any undue impact on the surrounding area. However, the estate is located in a particularly beautiful part of the High Weald Area of Outstanding Natural Beauty. Whilst it will seek to accommodate the reasonable needs and aspirations of the Church for additional facilities at Saint Hill, the Council will give particularly close scrutiny to future development proposals in order to ensure that there is no material adverse impact on the character and appearance of the estate or on the amenity and landscape of the surrounding area.

In view of the nature of the local road network the Council will also pay particular attention to the impact of any development proposals on traffic generation.

RA6 Proposals for the erection of additional buildings or the provision of further facilities at Saint Hill Manor Estate will only be permitted where there would be no detrimental impact on the character, appearance or setting of the site or on that of the surrounding area, and where such development would not give rise to excessive traffic generation.

Saint Hill Road

- 43.21 Land currently occupied by the East Grinstead Lawn Tennis and Squash Club at Ship Street East Grinstead is allocated for housing (see Policy EG5 in Chapter 12 of this Local Plan). Implementation of that allocation will require the relocation of the Club to an alternative site elsewhere. The Club has been considering relocation in any event as they regard the existing Ship Street site as inadequate for their current and future needs. It has not been able to find a suitable alternative site within the built-up area of East Grinstead. However, the Club have identified the existing sports club facilities in Saint Hill Road as appropriate sites in view of the breadth of the existing activities, and their role as centres of excellence and for community sport.
- 43.22 There are two significant sports sites in Saint Hill Road, one centred on the hockey club to the west and the other on the rugby club to the east. Both lie outside the built-up area boundary of East Grinstead, in the countryside, and also in the High Weald Area of Outstanding Natural Beauty. Structure and Local Plan policies seek to protect such areas from inappropriate development, and their overall priority is to conserve and enhance natural beauty. Proposals will be rigorously examined and development only allowed in particular circumstances (see policy C4). However, both sites, and in particular the Hockey Club site, have been developed with more extensive facilities over recent years and to a degree provide centres of excellence in their respective fields. In the absence of suitable alternative sites elsewhere, the relocation of the East Grinstead Lawn Tennis and Squash Club to Saint Hill Road would add a further dimension to the provision of sports facilities to the East Grinstead community, thereby complying with one of the criteria of policy C4, that relating to local social/economic need. It would also free up a town centre site for housing, which itself would be of benefit to the town. Clearly redevelopment with extensive tennis club facilities, including substantial buildings, would have some impact on the area. Any relocation of the club to Saint Hill Road would need to be very carefully handled to ensure that this impact is minimised. It will also be necessary to address the issue of transport and access to the site. The tennis club has already referred to funds generated by the development of their existing site assisting with the provision of public transport to Saint Hill Road.
- 43.23 Subject to these considerations, the Council will permit additional sports development at these two sites in Saint Hill Road where there would be no significant impact on the area, and where issues of traffic generation and access are resolved satisfactorily.

RA7 Proposals for additional sports facilities at East Grinstead Sports Club and East Grinstead Rugby Club in Saint Hill Road will only be permitted where there will be no unreasonable detrimental

impact on the character, appearance or setting of the site, the surrounding area, or the AONB or where the development will not give rise to excessive traffic generation.

Small Rural Settlements

Brook Street

- 43.24 The small hamlet of Brook Street lies close to the northern edge of Cuckfield, within the AONB. It comprises a scattered collection of dwellings lying along the B2036. In view of its appearance and rural character, it is expressly excluded from the built-up area of Cuckfield. This means that Countryside Area of Development Restraint and AONB policies will be applied.

Newtimber

- 43.25 Newtimber is located within the Sussex Downs Area of Outstanding Natural Beauty on the western side of the A23 between Albourne and Pyecombe.
- 43.26 Newtimber is very rural in character, with no clear centre, and consists of a handful of cottages together with Rectory Cottage, The Old Rectory, St John the Evangelist's Church and Newtimber Place. The church, which dates from the 13th century, is a Grade II* listed building. Newtimber Place, an impressive 17th Century moated house, has been Grade I listed. There are sites of archaeological interest at, and in the vicinity of, Newtimber including one Scheduled Ancient Monument which is of national importance.
- 43.27 Towards the southern end of the Parish near Saddlescombe Farm is a Site of Nature Conservation Importance comprising species-rich chalk grassland and scrub.

Twineham, Twineham Green and Hickstead

- 43.28 Twineham and Twineham Green are located along Bolney Chapel Road and Twineham Lane some two miles to the south of Bolney. Both are small secluded linear hamlets set in open countryside. Twineham Green consists of a number of properties scattered along the eastern side of Bolney Chapel Road between Hillmans Farm to the north and Hooker's Farm to the south. Twineham is further to the south and takes the form of a scattered low density settlement consisting of a few dwellings, St Peter's Church, The Old Rectory and primary school. Both the Church and the Old Rectory are listed buildings. There are also sites of archaeological interest in the area.
- 43.29 Hickstead is a small scattered hamlet which lies within Twineham Parish stretching along the western side of the B2116 (former A23) between Hickstead Lane and the All England Show Jumping Course. The settlement is set within an attractive area of countryside which has good views towards the High Weald and Sussex Downs Areas of Outstanding Natural Beauty. The main part of the hamlet lies on Hickstead Lane and centres on the Castle Public House, a listed building. To the south of Hickstead Lane lies Hickstead Place, a Grade II* listed building built originally in the 15th Century, though subsequently altered. There are also sites of archaeological interest at, and in the vicinity of, Hickstead. Adjacent to the Hickstead junction on the A23 a new development of roadside service facilities has been constructed comprising a petrol station, family restaurant and overnight accommodation.

- 43.30 Alongside the northbound sliproad of the A23 there exists a small area of industrial/commercial development. This is located within the Countryside Area of Development Restraint and it is therefore not considered that any intensification or expansion of activity would be appropriate.
- 43.31 Alongside the southbound sliproad of the A23 lies Northlands Farm which has previously been granted planning permission for use as a cattle market in exceptional circumstances. As the site lies within the Countryside Area of Development Restraint it is not considered to be suitable for any other form of development.

Housing Land Supply

Explanatory Note to the Mid Sussex Local Plan Policy H1 and paragraphs 5.8- 5.12

1. This Explanatory Note is intended to set out further information to support the Council's approach to meeting its housing land requirements. This Note does not, itself, form part of the Statutory Local Plan.
2. The Local Plan includes a table in paragraph 5.8 setting out the housing requirement for 2002-2006 and the likely supply:

Table 1: Housing land supply requirement for Mid Sussex, 2002 – 2006, based on the Approved Structure Plan (1993) incorporating Inspector's Recommendations.

	Dwelling requirement – Mid Sussex	
1	1993 West Sussex Structure Plan housing provision 1989 – 2006	8,400
2	Dwellings built 1989 – 2002	5,660
3	Remaining Structure Plan provision to be met 2002 – 2006	2,740
	Dwelling supply	
4	Forecast housing building 2002 – 2006 on:	
	i large identified sites	2,150
	iii small identified sites	170
	iv reserve site	120
	v unidentified sites up to 1 hectare	<u>660</u>
	Total supply 2002 – 2006	3,100

3. Government guidance set out in PPG3 paragraph 34 states that "Sufficient sites should be shown on the plan's proposals map to accommodate at least the first five years (or two phases) of housing proposed in the plan".

4. Based on the PPG3 guidance above the Government Office for the South East (GOSE) takes the view that to ensure a five year supply of housing it should be identifiable, ie without reliance on unidentified sites. The Local Plan Inspector uses footnote 11 from 'Tapping the Potential' which states that the purpose of the 5 year requirement is to safeguard against unrealistic windfalls. Given the short timescale of the Mid Sussex Local Plan he states "I do not consider that in this situation the most appropriate safeguard is to identify a 5 year housing land supply." (Local Plan Inspector's Report paragraph 5.30)
5. The Local Plan Inspector supported the Plan period and was quite clear that the end date should not be changed. However, in his conclusions but not as a formal recommendation, he suggests that the Council should consider housing provision for the year 2006-2007 in case the Local Development Framework is not in place by mid 2006. He suggests that the extra requirement should be based on the 1993 Structure Plan requirement extrapolated for a further year and that supply should consist of any remaining allocated sites and the reserve site and sites assessed against the housing policy aims (these reflect the sequential approach of using previously developed sites before greenfield sites). In essence this will mean using the unidentified sites which come forward on previously developed land before those on greenfield sites.

Table 2: Housing land requirement for Mid Sussex, 2002 – 2007, based on the Approved Structure Plan (1993), with the requirement extrapolated by adding the annual average requirement (as suggested by the Local Plan Inspector)

	Dwelling requirement – Mid Sussex 2002-2007	
1a	1993 West Sussex Structure Plan housing provision 1989 – 2006	8,400
1b	Housing provision 1989-2007 (extrapolated figure)	8,890
2	Dwellings built 1989 – 2002	5,660
3	Remaining Structure Plan provision to be met 2002 – 2007	3,240

6. The following table shows how a five year supply of land can be achieved from identified sites.

Table 3: Identifiable housing land supply 2002-2007

	No. of dwellings
1993 Structure Plan requirement (extrapolated) for 5 years 2002 - 2007	3,240
Identifiable housing supply:	
• large identified sites of 6+ dwellings up to 2007)	2,350
• small identified sites of less than 6 dwellings (as for up to 2006) ¹	170
• increased density on Hemsleys Nursery, Pease Pottage	30
• new allocation at Weald Cottage, Bolnore Farm Lane, Haywards Heath	16
• extended allocation at land west of Orchard Way, Hurstpierpoint	35
• Reserve site at Mackie Avenue, Hassocks ²	120
• Haywards Heath south west sector 2007+	209
• Planning permissions on sites of 6+ dwellings since 1.7.02 (see Tables A, B and C below)	276
• Planning permissions on sites of less than 6 dwellings since 1.7.02 ¹ (see Table D below)	82
Total identifiable dwellings	3,288
Identifiable dwellings as a proportion of five year requirement	5.1

Note 1: In order to reflect long term trends the allowance made by West Sussex County Council for completions on small identified sites is discounted so that it is based on 55% of permissions. The same discount is made for the recent small sites.

Note 2: See paragraphs 7 and 8 below.

Land at Mackie Avenue, Hassocks

7. A reserve, greenfield, site of 6 hectares is included in policy H1 for 120 dwellings. This is included as a contingency measure to ensure that sufficient housing land can be provided for the period to 2006 should there be delays in the delivery of identified or unidentified sites. This land will only be released should there be a shortfall in housing supply identified through regular monitoring of housing permissions and completions. The need for housing development on this site during the Plan period may not arise. The Council is committed to the plan, monitor and manage approach to ensure delivery of sufficient housing to meet the requirements of the District.
8. If residential development on this site is not permitted prior to 2006 because the requirement does not arise the Local Plan Inspector recommended that, together with an additional 2 hectares to the north and to the west, the site should be favourably considered for residential development after 2006 dependent upon the need to identify additional housing land in the District. Under the emerging legislation of the Planning and Compulsory Purchase Bill the Council's review of the Local Plan will take the form of a Local Development Framework for Mid Sussex consisting of a number of Development Documents. The Council will undertake a detailed assessment of all potential greenfield sites in the District, as part of the work needed to accommodate the emerging Deposit Draft Structure Plan housing requirement for the period 2006 – 2016. All potential housing sites will be subject to informal public consultation before the Local Development Document is submitted to the Government Office and is subject to formal consultation.

PLANNING PERMISSIONS ON SITES FOR DWELLINGS GRANTED SINCE 1ST JULY 2002*

TABLE A: PERMISSIONS FOR 6+ DWELLINGS AT 01/07/2002 (NOT RECORDED BY WSCC)*

SITE ADDRESS	APPLICATION REFERENCE	DATE OF PERMISSION	NUMBER OF DWELLINGS	STATUS
East Grinstead				
Heathcote Maypole Road East Grinstead	GR/01/1924/OUT	07/12/2001	7	
R/O 220-230 Holtye Road East Grinstead	GR/01/1926/FUL	27/11/2001	8	Building work started 17/04/2002
Hurstpierpoint				
St George's House Hassocks Road Hurstpierpoint	HP/136/99	14/04/2000	19	
Total			34	

TABLE B: PERMISSIONS FOR 6+ DWELLINGS FROM 01/07/2002 - 01/07/2003

SITE ADDRESS	APPLICATION REFERENCE	DATE OF PERMISSION	NUMBER OF DWELLINGS	STATUS
Burgess Hill				
3A and 4A Keymer Road, Burgess Hill	BH/03/1088/FUL	23/06/2003	6	
East Grinstead				
Land At Fairfield Pine View And Aldringham Fairfield Road East Grinstead	GR/02/470/FUL	26/07/2002	52	Building work started 08/05/03
Chapter House West Street East Grinstead	GR/02/1058/FUL	05/02/2003	6	Building work started 27/02/2003
Stildon London Road East Grinstead	GR/02/1262/FUL	27/08/2002	11	Building work started 12/05/03
Coombe Hall Coombe Hill Road East Grinstead	GR/02/1420/FUL	05/02/2003	15	Building work started 03/03/2003
Woodbury House Hotel Lewes Road East Grinstead	GR/02/1564/FUL	14/03/2003	8	Building work started 07/03/2003
Haywards Heath				
Rogers Ceramics Sydney House Sydney Road Haywards Heath West Sussex RH16 1QD	HH/01/483/OUT	03/09/2002	24	
34 Paddockhall Road Haywards Heath	HH/01/1969/FUL	28/04/2003	12	Building Regs- conditional approval, not commenced
Bridgers House Balcombe Road Haywards Heath West Sussex RH16 1NU	HH/02/971/OUT	16/04/2003	7	
Southdowns Park Colwell Road Haywards Heath	HH/02/1439/FUL	07/08/2002	14	
Maplehurst Nursing Home 53 Oathall Road Haywards Heath West Sussex	HH/02/1838/COU	29/10/2002	8	
Copthorne				
Kitsbridge House Copthorne Road Copthorne	WP/02/604/FUL	15/11/2002	33	

Handcross				
Caffyns Cottages And Dorset House High Street Handcross Haywards Heath	SV/02/1412/FUL	29/10/2002	9	
Pease Pottage				
Land at Corner of Old Brighton Road and Horsham Road (The Old Depot) Pease Pottage	SV/02/319/FUL	20/12/2002	14	
Sayers Common				
Land at Fielding Reeds Lane Sayers Common	HP/01/1468/FUL	08/08/2002	9	Building work started (no date)
TOTAL			228	

TABLE C: PERMISSIONS FOR 6+ DWELLINGS FROM 01/07/2003 - 30/09/2003

SITE ADDRESS	APPLICATION REFERENCE	DATE OF PERMISSION	NUMBER OF DWELLINGS	STATUS
East Grinstead				
Wealden House Annexe Lewes Road East Grinstead	GR/01/1611/FUL	29/08/2003	14	
Total			14	

Table D: PLANNING PERMISSIONS ON SITES FOR UP TO 5 DWELLINGS GRANTED SINCE 1ST JULY 2002

	NUMBER OF DWELLINGS
Permissions granted from 01/07/2002- 01/07/2003	115
Permissions granted from 01/07/2003- 30/09/2003	34
Total	149