

Mid Sussex District Council

District Plan Review

Hearings Action Points – AP-013

Duty to CoOperate

Appendix C4:

Agendas/Minutes/Notes - Education

November 2024



From: Tracey Flitcroft <[REDACTED]>
Sent: 30 March 2022 16:51
To: Alice Henstock
Cc: Caroline West
Subject: Mid Sussex District Plan Review Informal Consultation
Attachments: District Plan Review WSCC Comments FINAL.docx; WSCC Comments Infrastructure Mitigation Consultation March 2022 FINAL.docx

Hi Alice

Thanks for the opportunity to comment on the Draft Allocations and Policies.

Please find attached our informal officer comments which hopefully will help with your plan making. Not all services were able to comment at this stage, however we will be able to provide further comments as the plan progresses.

Let me know if you have any questions.

Kind regards,

Tracey

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MSDC District Plan 2038 – Policies for WSCC review WSCC Informal Officer Comments (March 2022)

The whole Draft District Plan is available to view on the web site here [consultation-draft-district-plan-2038.pdf \(midsussex.gov.uk\)](https://www.midsussex.gov.uk/consultation-draft-district-plan-2038.pdf). This version of the plan has not yet been approved by the Council but we are taking the opportunity to engage with stakeholders prior to regulation 18 consultation. Below are a number of policies that we would welcome WSCC input at this stage.

Policy Ref – Title	Topic	Key issues
DPT1: Placemaking and Connectivity	Transport	To ensure WS are content and that it aligns with WS LTP
DPS1: Climate Change	Climate change	Overarching policy that sets out principles
DPS2: Sustainable Design and Construction	Sustainable design and construction	Sustainability measures including water efficiency
DPS4: Flood Risk and Drainage	Flood risk and drainage	SuDs, function of WSCC as LLFA
DPS6: Health and Wellbeing	Health and wellbeing	Overarching policy – an earlier draft has previously been reviewed by WSCC. To align with other emerging local plan policies in WSx, e.g. CBC and WBC.
DPN1: Biodiversity, Geodiversity and Nature Recovery	Nature recovery	Refers to nature recovery and emerging LNRS that WSCC is likely to lead on. There may be strategic issues to consider.
DPN2: Biodiversity Net Gain	BNG	Refers to nature recovery and emerging LNRS that WSCC is likely to lead on. There may be strategic issues to consider.
DPN3: Green Infrastructure	Green infrastructure	Refers to nature recovery. There may be strategic issues to consider.
DPN4: Trees, Woodland and Hedgerows	Trees etc	Links to nature recovery and resilience to the effects of climate change. There may be strategic issues to consider.

DPT2: Rights of Way and Other Recreational Routes	PROW	WSCC function.
DPI1: Securing Infrastructure	Infrastructure	Link to WSCC infrastructure (s106).
DPT2: Planning Obligations	Infrastructure	Link to WSCC infrastructure (s106).
DPH30: Older Persons' Housing and Specialist Accommodation	Specific accommodation	Sets out principles for this type of housing
DPH33: Gypsies, Travellers and Travelling Showpeople	Specific accommodation	Sets out principles for provision of Traveller accommodation.

DPT1: Placemaking and Connectivity

Development shall provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022-2036 and meet the requirements of the NPPF.

To meet these objectives:

- a. Development that is likely to have a significant impact on the transport network shall provide a Transport Assessment / Statement, Sustainable Transport Strategy and Travel Plan to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the NPPF.
- b. All relevant sustainable travel interventions (for the relevant local network) shall be fully explored and be taken into account in terms of their level of mitigation before considering highway infrastructure mitigation.
- c. Development shall integrate relevant requirements of Chapter 4 of the Mid Sussex Design Guide and be designed to prioritise sustainable and active modes of travel, providing safe and convenient routes for walking and cycling through the development and linking with existing and enhanced networks beyond; before the highway layout is planned.
- d. Create attractive, healthy places that have a permeable street network within the site with clearly defined route hierarchies that are safe and designed for all users and supporting opportunities for people to choose not to travel by car.

New streets shall be designed to adoptable standard which can easily incorporate Gigabit capable full-fibre or equivalent digital infrastructure, to expand the Local Full Fibre Network (LFFN) in the district.

DPS1: Climate Change

The Council will take an integrated and holistic approach to address the causes of climate change and to increase resilience to the effects of climate change. This will be achieved by:

Reducing carbon emissions

- a. Development will be expected to take measures to reduce carbon emissions, including improvements in energy efficiency and in the design and construction of buildings. This includes new buildings and the conversions of existing buildings. Detailed requirements are set out in Policies DPS2: Sustainable Design and Construction, DPS3: Renewable and Low Carbon Energy Schemes, and the Design Guide SPD.
- b. The Council will support renewable and low carbon energy schemes in line with the requirements set out in Policy DPS3: Renewable and Low Carbon Energy Schemes.
- c. Development should prioritise active travel such as walking and cycling and sustainable transport such as public transport to reduce reliance on private modes of transport and to facilitate healthy lifestyles. Detailed requirements are set out in Policies DPT3: Placemaking and Connectivity; DPT4: Cycling; and DPB1: Character and Design.
- d. Development likely to be sources of other greenhouse gas emissions (methane, nitrous oxide and fluorinated gases) will be expected to take opportunities to reduce these emissions. This includes proposals that may use these other greenhouse gases in their design and operation, for example, refrigerants and air conditioning systems.

Maximising carbon sequestration

- e. Development should protect existing trees, woodland and hedgerows and seek opportunities to plant appropriate species of trees in appropriate places. Detailed policy requirements are set out in Policy DPN4: Trees, Woodland and Hedgerows.
- f. Development will be expected to protect existing carbon sinks and take opportunities to provide nature-based solutions for carbon capture.
- g. Development will be expected to take opportunities to improve soil health and minimise disturbance to soils in order to protect soil biodiversity and carbon storage. Detailed policy requirements are set out in Policies DPN1: Biodiversity, Geodiversity and Nature Recovery, and DPS2: Sustainable Design and Construction.

Climate change adaptation and mitigation

- h. Development must be designed to minimise vulnerability from the effects of climate change particularly in terms of overheating, flood risk and water supply. Detailed policy requirements are set out in Policies DPS2: Sustainable Design and Construction; DPS4: Flood Risk and Drainage; and DPS5: Water Infrastructure and the Water Environment.
- i. Development will be expected to incorporate green infrastructure and nature-based solutions to moderate surface and air temperatures, increase biodiversity and as part of sustainable drainage systems. Detailed requirements are set out in Policies DPB1: Character and Design; DPS4: Flood Risk and Drainage; and DPN3: Green Infrastructure.

- j. Development will be expected to achieve a net gain in biodiversity and contribute to ecological networks. Detailed policy requirements are set out in Policies DPN1: Biodiversity, Geodiversity and Nature Recovery, and DPN2: Biodiversity Net Gain.
- k. The Council will seek adaptation and mitigation measures that improve resilience to climate change and allow communities, businesses, buildings, infrastructure and ecology to adapt to the impacts of climate change.

DPS2: Sustainable Design and Construction

All development in its design, construction, operation and use will be expected to contribute to the reduction of carbon emissions, increase resilience to the impacts of climate change and improve sustainability.

All development will be required to meet the relevant minimum standards set out below until they are superseded by higher national standards.*

Assessment frameworks

Planning applications should be accompanied by a pre-assessment, demonstrating how the BREEAM Technical Standards, or any future replacement standards, will be met.

Towards zero carbon development

All new build residential and non-residential development must meet at least 'Excellent' in BREEAM New Construction Technical Standards and must make reasonable endeavours to achieve an 'Outstanding' rating.

Specific BREEAM Technical Standards requirements will be required for significant sites and are detailed in those policies.

Proposals for major residential development involving the refurbishment of existing buildings and conversions must meet at least 'Excellent' in BREEAM Refurbishment and Fit-Out Technical Standards and must make reasonable endeavours to achieve an 'Outstanding' rating.

All non-residential development for refurbishment of existing buildings and conversions over 500m² must meet at least 'Excellent' in BREEAM Refurbishment and Fit-Out Technical Standards and must make reasonable endeavours to achieve an 'Outstanding' rating.

Proposals for householder development are encouraged to be as energy efficient and sustainable as possible incorporating the principles of both this policy and Policy DPS1: Climate Change.

Energy use

All new developments should follow the energy hierarchy to contribute to reducing carbon emissions: being lean (using less energy), being clean (supplying energy efficiently) and being green (using renewable energy).

Opportunities for incorporating decentralised, renewable and low carbon energy schemes into all new development should be considered in line with Policy DPS3: Renewable and Low Energy Carbon Schemes.

Prevent overheating

All new development should incorporate design measures to minimise potential overheating such as through the layout, orientation and design of buildings. Opportunities should be maximised for passive cooling through natural ventilation and other passive means. Reliance on air conditioning systems should be avoided. Green and blue infrastructure should be incorporated in line with Policy DPN3: Green Infrastructure to provide natural cooling and shading.

Water resources and water efficiency

New development proposals must accord with the findings of the Gatwick Sub Region Water Cycle Study with respect to water resources, water quality, water supply and wastewater treatment. Development must meet the following water consumption standards:

- Residential units should meet a maximum water consumption standard of 100 litres per person per day (including external water use);
- Non-residential buildings should meet the equivalent of an 'Excellent' standard as a minimum and make reasonable endeavours to achieve an 'Outstanding' rating, with regard to the BREEAM Technical Standards water consumption targets for the development type.

To achieve the sustainable water consumption rates above all development must demonstrate that opportunities have been taken to incorporate measures to reduce water use and reuse water including:

- Water efficient fittings and appliances;
- Rainwater harvesting;
- Greywater recycling; and
- Sustainable drainage systems in accordance with Policy DPS4: Flood Risk and Drainage.

All development will be required to meet the relevant minimum standards set out above until they are superseded by higher national standards.

Specific water consumption and efficiency requirements will be required for significant sites and are detailed in those policies.

Soil

Best practice should be complied with to protect soils during construction from compaction, pollution and erosion. Undisturbed soils should be protected and measures should be taken to minimise sterilisation of soils by permanent impermeable surfaces.

Minimise waste Waste Management Comments – it is suggested that this is lacking in detail – would a separate policy be useful?

All development will be required to follow the waste hierarchy to minimise the amount of waste disposed to landfill and incorporate facilities that enable and encourage high rates of recycling and re-use of waste and materials. Waste Management Comments: this is a bit vague. If this is referring to the design of new developments it should say so e.g., 'new developments should be designed to ensure there is adequate space for multiple recycling bins, including food waste, and houses of multiple occupancy should have safe and secure storage for bins (including food waste). Gardens should be of adequate size to allow space for composting. Turning circles for refuse vehicles should be considered through the design and planning process...' [etc]

The Council will seek to secure recycling facilities for new developments via planning conditions and/or planning obligations in line with Policy DPI2: Planning Obligations. Waste Management Comments: again, this is a bit vague – do you mean Bring Bank sites? This should be in consultation with the wastes collection authority

New development should minimise construction, demolition and excavation waste and maximise the recycling and re-use of demolition materials.

* References to major development are as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 or as amended.

Commented [CW1]: Policies in the Waste Local Plan could be referred to regarding reuse of materials onsite policy W23 Waste Management within Development

Commented [CW2]: Again Policy W23 in the adopted WLP.

Minerals and Waste Comments:

Referencing minerals and waste matters generally

Page 53 (of the Reg 18 Plan not consulted on) - the District Plan could include reference to the West Sussex Waste Local Plan (2014) and the Joint Minerals Local Plan, 2018 (Partial Review, March 2021). It could also refer to the fact that large parts of the district are within mineral safeguarding areas (brick clay and building stone and soft sand) and that the following safeguarded sites and infrastructure are within the district:

- Safeguarded rail depot at Ardingly (Policy M10 of the JMLP)
- Safeguarded strategic waste allocation - Land West of Wastewater Treatment Works, Goddards Green (Policy W10 of the WLP)
- Safeguarded minerals allocation - Extension to West Hoathly brickworks (Policy M11 of the JMLP).

Site allocations:

It is noted that Policy DPH4 (General Principles for Housing Allocations) includes a paragraph on minerals safeguarding. This should include waste safeguarding and reference to the Waste Local Plan (2014). Reference to the Joint Minerals Local Plan should be updated to read 'Joint Minerals Local Plan, 2018 (Partial

Review, March 2021)' and reference to Mineral Safeguarding Area rather than Zone.

Policies Map

The policies map should show the Minerals Safeguarding Areas and the safeguarded/allocated mineral and waste sites referred to above.

We would recommend that the rail depot operator at Ardingly (Hanson) are consulted at Regulation 18.

DPS4: Flood Risk and Drainage

Proposals for development will need to follow a sequential risk-based approach, ensure development is safe across its lifetime and not increase the risk of flooding elsewhere. The District Council's Strategic Flood Risk Assessment (SFRA) should be used to identify areas at present and future flood risk from a range of sources including fluvial (rivers and streams), surface water (pluvial), groundwater, infrastructure and reservoirs.

Particular attention will be paid to those areas of the District that have experienced flooding in the past and proposals for development should seek to reduce the risk of flooding by achieving a reduction from existing run-off rates.

Sustainable Drainage Systems (SuDS) should be implemented in all new developments of 10 dwellings or more, or equivalent non-residential or mixed development¹ unless demonstrated to be inappropriate, to avoid any increase in flood risk and protect surface and ground water quality.

Arrangements for the long-term maintenance and management of SuDS should also be identified.

For the redevelopment of brownfield sites, any surface water draining to the foul sewer must be disconnected and managed through SuDS following the remediation of any previously contaminated land.

SuDS should be sensitively designed and located to promote improved biodiversity, an enhanced landscape and good quality spaces that improve public amenities in the area, where possible.

The preferred hierarchy of managing surface water drainage from any development is:

1. Infiltration Measures,
2. Attenuation and discharge to watercourses; and if these cannot be met,
3. Discharge to surface water only sewers.

¹ As set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

Land that is considered to be required for current and future flood management will be safeguarded from development and proposals will have regard to relevant flood risk plans and strategies.

DPS6: Health and Wellbeing

All new development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs in Mid Sussex, as identified in the Joint Strategic Needs Assessment and West Sussex Joint Health and Wellbeing Strategy.

In order to maximise opportunities to enable healthy lifestyles, all new development must:

- i. Be of high quality in its design and construction and be set within an attractive environment;
- ii. Be well-designed to ensure legibility of layout and the public realm including through the use of materials;
- iii. Meet the needs of the community through accessible, inclusive and safe design including incorporating measures to reduce opportunities for crime;
- iv. Prioritise active travel such as walking and cycling and sustainable transport such as public transport;
- v. Incorporate green infrastructure and biodiversity;
- vi. Provide opportunities for both high quality private outdoor space and publicly accessible open and green space;
- vii. Support and facilitate healthy eating including through the provision, where possible, of local and domestic food production such as allotments, community growing spaces and community orchards;
- viii. Be supported by the necessary infrastructure;
- ix. Take opportunities to increase community connectivity and social inclusion such as by providing spaces for the community to gather, socialise and interact;
- x. Take opportunities to improve the factors that can contribute to poor health and social inequalities such as noise, air quality, crime, access to education and employment, and local amenity; and
- xi. Incorporate measures to provide resilience against the effects of climate change including overheating, flood risk and drought.

Detailed policy requirements are set out elsewhere in this Plan.

Proposals for major residential and major commercial developments* must set out how they address the requirements of this policy as part of a planning application. In order to satisfy this policy requirement, applicants will need to undertake a screening for a Health Impact Assessment (HIA). If necessary, a full HIA proportionate to the development proposed, will need to be prepared to demonstrate the health outcomes on the health and wellbeing of communities.

*As defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 or as amended.

HEALTH AND WELL-BEING SECTION Comments

General: The requirements set out in the health and well being policy of the plan are clear and address the core principles of healthy placemaking. We welcome the addition of Health Impact Assessments as a requisite for satisfying them. HIAs will allow health effects to be evaluated with greater rigour-facilitating a broader consideration of how a new development may impact on factors such as equity and other important determinants of health.

Mixed tenure development and 'tenure blindness': To prevent clustering of households by income, social class, etc., developers should be urged to randomly distribute affordable homes across new developments and incorporate designs which ensure 'tenure blindness'. This may help to prevent residential segregation and its resulting health and social impacts.

DPN1: Biodiversity, Geodiversity and Nature Recovery

Biodiversity and geodiversity are important natural capital assets and provide benefits as part of ecosystem services. Nature recovery is important for delivering improvements to nature, ecological networks and green infrastructure.

Development proposals will also need to be in accordance with DPN2: Biodiversity Net Gain.

Biodiversity will be protected and enhanced by ensuring development:

- Protects existing biodiversity by retaining features of interest, including connecting routes as part of wider ecological networks, and ensuring the long-term management of those features;
- Appropriate measures should be taken to avoid and reduce disturbance to sensitive habitats and species in accordance with the mitigation hierarchy set out in national policy. Unavoidable damage to biodiversity must be offset through ecological enhancements and mitigation measures (or compensation measures in exceptional circumstances and as a last resort);
- Contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure, so that there is a net gain in biodiversity, including through creating new designated sites and locally relevant habitats, and incorporating biodiversity features within developments;
- Minimises habitat and species fragmentation and maximises opportunities to enhance and restore ecological corridors to connect natural habitats and increase coherence and resilience;
- Promotes the restoration, management and expansion of priority habitats in the District; and
- Avoids damage to, protects and enhances the special characteristics of internationally designated Special Protection Areas, Special Areas of

Conservation; nationally designated Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty; and locally designated Local Wildlife Sites, Local Nature Reserves and irreplaceable habitats such as Ancient Woodland or to other areas identified as being of nature conservation or geological interest, including wildlife corridors, ancient, aged or veteran trees, Biodiversity Opportunity Areas, areas identified for nature recovery, and Nature Improvement Areas.

Designated sites will be given protection and appropriate weight according to their importance and the contribution they make to wider ecological networks and nature recovery.

Soils are important for biodiversity and carbon storage. Soils will be protected and enhanced, including the best and most versatile agricultural land, by development avoiding soil disturbance, compaction and erosion. Development should not result in soil pollution.

Geodiversity will be protected by ensuring development prevents harm to geological conservation interests, and where possible, enhances such interests. Geological conservation interests include Regionally Important Geological and Geomorphological Sites.

Development should seek to meet the objectives of the Local Nature Recovery Strategy, taking opportunities to deliver ecological networks and green infrastructure. Development will need to demonstrate that it will not harm or adversely affect an area or areas identified as opportunities for nature recovery.

DPN2: Biodiversity Net Gain

Development (as defined in legislation) will need to deliver a net gain in biodiversity which will contribute to the delivery of ecological networks, green infrastructure and nature recovery.

Development will need to demonstrate through a Biodiversity Gain Plan that measurable and meaningful net gains for biodiversity will be achieved and will be secured and managed appropriately.

Principles of Biodiversity Net Gain

Development will need to demonstrate that good practice principles for biodiversity net gain have been followed.

Development will need to demonstrate that the mitigation hierarchy has been followed.

Proposals for biodiversity net gain will also need to be in accordance with Policies DPN1: Biodiversity, Geodiversity and Nature Recovery; DPN3: Green Infrastructure; and DPN4: Trees, Woodland and Hedgerows, and avoid harm to irreplaceable habitats and protected sites.

Biodiversity net gain, including off-site biodiversity net gain, should align with the objectives and priorities of the Nature Recovery Network, Local Nature Recovery Strategy and other relevant local strategies, contributing and connecting to wider ecological networks and green infrastructure. Consideration should be given to landscape character when developing proposals for biodiversity net gain.

It is expected that development proposals will enhance existing biodiversity and incorporate features to encourage biodiversity and pollination within and around the development.

Level of Biodiversity Net Gain

Biodiversity net gain will be calculated and assessed using the Government's published biodiversity metric.

The minimum percentage of biodiversity net gain required will be 10% as set out in legislation (or as amended by the government) or greater where it is required in another policy or a Supplementary Planning Document. The Council will encourage a higher level of biodiversity net gain and developments should seek to maximise opportunities, especially where development is located in or in proximity to the Biodiversity Opportunity Areas.

A minimum percentage of biodiversity net gain of 20% will be required on Significant Sites DPH5 – DPH8.

The Council will publish further guidance on delivering biodiversity net gain on its website. This guidance will be reviewed periodically to ensure it reflects local priorities and opportunities.

DPN3: Green Infrastructure

Green infrastructure (including blue infrastructure) delivers a range of environmental, social and economic benefits including resilience to climate change, positive health and wellbeing effects, nature-based solutions and supporting nature recovery.

Green infrastructure assets, links and the overall multi-functional network will be protected and enhanced by ensuring development:

- Responds to and incorporates existing on-site and off-site green infrastructure into the development design;
- Provides new green infrastructure integrated into the development design; and
- Contributes to the wider green infrastructure network by taking opportunities to improve, enhance, manage and restore green infrastructure, and providing links to existing green infrastructure including outside the development's boundaries.

Applicants should consider from the outset the landscape assets of the site and how they may be used to create part of a coherent landscape structure that

links to existing and proposed landscapes to form open space networks whenever possible, revealing existing landscape features.

Green infrastructure proposals will be expected to demonstrate that opportunities have been taken to:

- Strengthen connectivity and resilience of ecological networks;
- Improve resilience to the effects of climate change; and
- Support health and wellbeing by providing access to green space, nature and rights of way.

Green infrastructure proposals should be informed by and respond to existing evidence and guidance on the multi-functional green infrastructure network including Biodiversity Opportunity Area statements, priority habitats, green infrastructure mapping, ecological surveys and landscape character assessments.

Arrangements and funding for the future long-term management and maintenance of green infrastructure should be identified and implemented. Where appropriate, the Council will seek to secure this via planning conditions and/or planning obligations.

To help deliver a multi-functional green infrastructure network and to protect existing green infrastructure assets and links, the Council has identified land to be safeguarded from development as shown on the Policies Map.

Land which will be required to create and deliver a multi-functional 'Green Circle' around Burgess Hill will be safeguarded from development and allocated for informal open space as shown on the Policies Map.

Important green infrastructure assets and links will be safeguarded and allocated for informal open space or linear open space as shown on the Policies Maps.

DPN4: Trees, Woodland and Hedgerows

Trees, woodland and hedgerows are valuable natural capital assets including for biodiversity, nature recovery, green infrastructure and increasing resilience to the effects of climate change.

The District Council will support the protection and enhancement of trees, woodland and hedgerows, and encourage new planting. In particular, ancient woodland and ancient, aged or veteran trees will be protected.

Development that will damage or lead to the loss of trees, woodland or hedgerows that contribute, either individually or as part of a group, to the visual amenity value or character of an area, and/ or that have landscape, historic or wildlife importance, will not normally be permitted.

Development resulting in the deterioration or loss of irreplaceable habitats including ancient woodland and ancient, aged or veteran trees will not be

permitted unless there are wholly exceptional reasons and in such circumstances, compensatory measures will be provided.

Proposals for new trees, woodland and hedgerows should be of suitable species, usually native, and where required for visual, noise or light screening purposes, trees, woodland and hedgerows should be of a size and species that will achieve this purpose.

Trees, woodland and hedgerows will be protected and enhanced by ensuring development:

- incorporates existing important trees, woodland and hedgerows into the design of new development and its landscape scheme;
- prevents damage to root systems and takes account of expected future growth; and where possible, incorporates retained trees, woodland and hedgerows within public open space rather than private space to safeguard their long-term management;
- has appropriate protection measures throughout the development process;
- secures appropriate long-term management arrangements;
- takes opportunities to plant new trees, woodland and hedgerows within the new development to enhance on-site green infrastructure and increase resilience to the effects of climate change; and
- does not sever ecological corridors created by these assets.

Proposals for works to trees will be considered taking into account:

- the condition and health of the trees; and
- the contribution of the trees to the character and visual amenity of the local area; and
- the amenity and nature conservation value of the trees; and
- the extent and impact of the works; and
- any replanting proposals.

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, on a minimum of a 1:1 basis and of an appropriate size and type, will normally be required. The replanting should take place as close to the felled tree or trees as possible having regard to the proximity of adjacent properties.

Development should be positioned as far as possible from ancient woodland with a minimum buffer of 15 metres maintained between ancient woodland and the development boundary. A buffer will also be required for ancient, aged and veteran trees and should be at least 15 times larger than the diameter of the tree or 5m from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter. Buffer zones should contribute to green infrastructure and wider ecological networks and consist of a semi-natural habitat with appropriate planting. These requirements for an ancient woodland or tree buffer will apply unless superseded by a more environmentally favourable national standard set out in legislation or guidance.

DPT2: Right of Way and Other Recreational Routes

Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

- Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;
- Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;
- Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (*Note: 'multi-functional will generally mean able to be used by walkers, cyclists and horse-riders'.*)

DPI1: Securing Infrastructure

Development will be permitted where it is supported by, and coordinated with, the delivery and maintenance of infrastructure and/or mitigation measures to meet the additional need arising from the proposal. Both on-site and off-site provision, including beyond the district boundary, may be required to address the impacts of development, including cumulative effects on the existing infrastructure.

Existing infrastructure services and facilities will be protected where they contribute to the needs of local communities, unless an equivalent replacement or improvement is provided or there is sufficient alternative provision of the same type in the area, and subject to requirements set out elsewhere in the Plan.

Infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Applicants will be expected to have early engagement with infrastructure providers to ensure any necessary works can be undertaken in a timely manner. Larger developments may need to be phased to ensure that this requirement can be met.

Where a proposal would be made unviable in light of the infrastructure requirements, open book calculations verified by an independent consultant approved by the Council must be provided for consideration. All viability appraisals will be made publicly available and will be assessed with the assistance of an external consultant at the developer's cost. The Council's approach to the assessment of financial viability is set out in its viability policy (see Annex 2).

The design and layout of a development should ensure future access to utility infrastructure for maintenance and upgrading.

Proposals by service providers for the delivery of utility infrastructure required to meet the needs generated by new development in the District and by existing communities will be encouraged and permitted, subject to accordance with other policies within the Plan.

Infrastructure will need to be planned and delivered to ensure its future resilience against the impacts of climate change.

DPI2: Planning Obligations

Where required, the Council will use planning obligations to address the impacts of development in line with the legal tests set out in the Community Infrastructure Levy Regulations 2010 (as amended). This may include but is not limited to the planning obligations set out in the figure below.

Indicative planning obligations

Case by case basis	Affordable Housing <i>(within the AONB)</i>				Affordable Housing	
	Number of dwellings					
	5	6	10	11	50	+
Self-build and custom build housing						
Specialist accommodation or care						
Gypsy and Traveler accommodation						
Highway and Transport Improvements						
Sustainable Transport						
Green Infrastructure						
	SANG SAMMS <i>(Within 7km ZOI of the Ashdown Forest)</i>					Rights of Way Waste Management
					Travel Statements/Travel Plans Healthcare Police Fire and Rescue	
				SuDS		
				Local open space and facilities Education provision Social and Local Community		

Commented [TF3]: We would also expect a contribution for library provision
Reference to Highway and Transport Improvements under Case by case basis – the wording might lead to some misunderstanding as officers have read this differently ie our standard approach is to apply TAD up to 100 units with schemes identified in the legal agreement and on a case by case basis for larger developments but you might be saying that every contribution needs to be referenced to a specific scheme on a case by case basis – could there be clarification to reflect that all development contribute towards relevant schemes that mitigate the development, otherwise it might imply we use tariffs?

Other planning obligations may be sought to secure policy requirements set out in this plan and to mitigate the specific impacts of development in line with the legal tests set out in the Community Infrastructure Levy Regulations 2010 (as amended).

Appendix 3 sets out the infrastructure quantity and accessibility standards and formulae used to calculate contributions. The infrastructure standards may be reviewed and will be set following assessments of need and viability. Contributions will be subject to inflation reviews to ensure the necessary infrastructure can be delivered.

Where a planning obligation (which may also be known as a Section 106 Agreement or Unilateral Undertaking) is entered into, the Council will secure fees associated with the monitoring of any planning obligations in addition to the Council's legal costs in drafting and completing the agreement. The current applicable fees to be levied will be shown on the Council's website.

Commented [TF4]: WSCC also implement monitoring costs so this should refer to 'the Council and the County Council'

DPH30: Older Persons' Housing and Specialist Accommodation

Older Persons' Housing Need

Over the Plan Period there is an estimated need for 1,887 additional dwellings with support or care and 211 additional bedspaces. The need by type identified by the 2021 SHMA is set out below:

Older Persons' housing need to 2038 (2021 SHMA)

Accommodation Type and Tenure		Need (units/bedspaces)
Housing with Support <i>(retirement living or sheltered housing)</i>	Market	801
	Affordable	15
Housing with Care <i>(extra care)</i>	Market	857
	Affordable	214
Residential Care Bedspaces	n/a	300
Nursing Care Bedspaces	n/a	0 ²

Site Allocations

To ensure that a sufficient amount of older persons' housing and specialist accommodation is delivered to meet identified needs, the Council makes provision for older persons' accommodation as part of the following site allocations:

- DPH5: Land at west of Burgess Hill
- DPH6: Land at Ansty Farm, Ansty
- DPH7: Land south of Reeds Lane, Sayers Common
- DPH8: Land at Crabbet Park
- DPH14: Land to west of Turners Hill Road, Crawley Down

The amount of land made available should be commensurate with the overall scale of development proposed at the significant sites.

In addition, two sites are allocated specifically for older persons' specialist accommodation:

- DPH31: Land at Byanda, Hassocks
- DPH32: Land at Hyde Lodge, London Road, Handcross

The precise yield and accommodation type will be determined following further work with site promoter/ landowners and commensurate increases to overall yields and densities to reflect this type of accommodation as older persons accommodation as older persons accommodation can be provided at higher densities.

Allocations and proposals for older persons' accommodation will be required to:

- i. provide affordable housing in line with Policy DPH36, where classified as C2 or C3; and

² The Council's 2021 SHMA shows that there is currently an oversupply of 89 Nursing Care Bedspaces in the district, therefore provision should be focussed on other forms of older persons' accommodation.

- ii. be in accordance with the identified need as shown in the table above.

New developments

Proposals for new older persons' housing and those with specialist accommodation needs will be supported where the following criteria are met:

- iii. The site is allocated for such a use within the District Plan, Site Allocations DPD or Neighbourhood Plan, or the site is located within or contiguous to the Built-Up Area Boundary, as defined on the Policies Map;
- iv. The site is accessible by foot or public transport to local shops, services, community facilities and the wider public transport network;
- v. The planning application is accompanied by a Travel Plan which sets out how the proposal would seek to limit the need to travel and how it offers a genuine choice of transport modes for residents, staff and visitors;
- vi. Where the site is outside the Built-Up Area Boundary, the scale of the development respects the setting, form and character of the settlement and surrounding landscape.

Extensions to Housing for Older People and Specialist Housing

Proposals for extensions, upgrades and/or annexes to older person's housing and specialist accommodation will be supported where:

- vii. There is a demonstrable need and function of the extension/ annex to support the existing accommodation;
- viii. The design respects the character and appearance of the host building and local area and is sub-servient to the existing building;
- ix. The cumulative additions are not disproportionate to the original building; and
- x. It does not result in an unacceptable loss of privacy for existing or neighbouring residents.

Loss of Housing for Older People and Specialist Housing

The loss of existing specialist forms of accommodation for older people and those with specialist housing needs will not be supported unless it is demonstrated to the Council's satisfaction that:

- xi. There is no longer an identified need for the type of housing;
- xii. Suitable alternative provision is, or will be, provided locally so that there is no net loss; or
- xiii. The accommodation no longer meets minimum standards required to provide acceptable care and it is not practicable or viable to improve the accommodation to minimum standards or adapt for alternative specialist accommodation.

DPH33: Gypsies, Travellers and Travelling Showpeople

The Mid Sussex Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2021) identifies a need for 4 net permanent pitches for Gypsies and Travellers who still travel³ and 12 net permanent pitches for Gypsies and Travellers who no longer travel⁴, for the period 2021 to 2038. Part of the 16-pitch need will be met by the delivery of existing commitments⁵, as shown in the table below.

Gypsy and Traveller Provision

Gypsy and Traveller Pitch Provision	No longer travel	Still Travel
Minimum Permanent Pitch Requirement (2021 to 2038)	12	4
Commitments (as at 1 April 2021)	13	0
Total residual requirement	0	4

To ensure that a sufficient amount of suitable permanent accommodation for Gypsies, Travellers and Travelling Showpeople is delivered to meet identified needs within an appropriate timescale, the Council requires that on-site provision is made on Significant Site allocations to contribute to the overall need.

New and extensions to Gypsy, Traveller and Travelling Showpeople sites

In guiding the allocation of Gypsy, Traveller and Travelling Showpeople sites⁶ (permanent and transit) and considering planning applications, proposals will be supported provided that:

- i. The site or extension satisfies a clearly defined need, as evidenced by the Mid Sussex Gypsy and Traveller Accommodation Assessment, or the best available evidence;
- ii. The site is reasonably accessible to schools, shops, health and other local services and community facilities;
- iii. The site has or will have safe vehicular and pedestrian access to and from the road network and will have adequate provision for parking, turning space, servicing and emergency vehicles;
- iv. The development is appropriately located and designed to/ or capable of being designed, in the case of outline applications, to ensure good quality living accommodation for residents and that the local environment (noise and air quality) of the site would not have a detrimental impact on the health and well-being of the Travellers;
- v. The sites are compatible with neighbouring land uses, and minimise impact on adjacent uses and built form and landscape character;

³ For Gypsies, Travellers and Travelling Showpeople who meet, or considered may meet, the definition of a Gypsy and Traveller and Travelling Showperson for planning purposes, provided in Annex 1- PPTS (2015)

⁴ For Gypsies, Travellers and Travelling Showpeople who do not meet the definition of a Gypsy and Traveller and Travelling Showperson for planning purposes, provided in Annex 1- PPTS (2015)

⁵ Commitments here relate to pitches with planning permission.

⁶ For Gypsies and Travellers who meet the definition of a Gypsy, Traveller and Travelling Showperson for planning purposes, provided in Annex 1 – PPTS (2015) i.e. Gypsies and Travellers who still travel and settled Gypsies and Travellers who no longer travel.

- vi. In rural and semi-rural areas sites should not dominate the nearest settled community;
- vii. Each pitch should be capable of accommodating 1 mobile home, 1 touring caravan, 2 car parking spaces, an amenity building and amenity space;
- viii. Sites for Travelling Showpeople should include adequate space for storage and/ or keeping and exercising any animals associated with Travelling Showpeople's needs;
- ix. Any site within the 7km zone of influence around Ashdown Forest will require an assessment under the Habitats Regulations to be undertaken and appropriate mitigation provided as required (Policy DPC6: Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC) refers); and
- x. In the case of proposals within the High Weald AONB, Policy DPC4: High Weald Area of Outstanding Natural Beauty will apply.

The determination of planning applications for new sites or extensions to sites providing accommodation for settled Gypsy and Traveller and Travelling Showpeople⁷ use will be considered under the relevant District Plan policies.

Existing Gypsy, Traveller and Travelling Showpeople sites

Existing Gypsy and Traveller sites will be safeguarded for Gypsy and Traveller use. Planning permission will not be granted for an alternative use on an existing site unless an alternative, replacement site has been identified and developed to provide facilities of an equivalent or improved standard (including its location) whilst there remains a need for such sites as evidenced by the Gypsy and Traveller Accommodation Assessment, or the best available evidence.

Any new or extensions to existing Gypsy, Traveller or Travelling Showpeople sites⁸ granted permanent planning permission shall also be safeguarded for such use.

The provision of permanent and suitable accommodation to meet the changing needs of current and future Gypsy, Traveller and Travelling Showpeople households will be monitored to ensure a suitable supply of such sites is provided at the appropriate time.

⁷ For Gypsies, Travellers and Travelling Showpeople who do not meet the definition of a Gypsy and Traveller and Travelling Showperson for planning purposes, provided in Annex 1- Planning Policy for Traveller Sites (August 2015)

⁸ For Gypsies and Travellers who meet and do not meet the definition of a Gypsy, Traveller and Travelling Showperson for planning purposes, provided in Annex 1 – PPTS (2015) i.e. Gypsies and Travellers who still travel and settled Gypsies and Travellers who no longer travel.

Mid Sussex District Plan Review – infrastructure delivery on the proposed housing allocations

INFORMAL CONSULTATION

Informal WSCC service comments March 2022

As requested in your email of the 24 February 2022, this is an initial informal officer response to your request for WSCC infrastructure delivery on the proposed housing allocations. As the plan preparation progresses, please re-consult us as changes, to the number and location of sites as well as individual sites may affect strategies for delivery of services and therefore the mitigation requirements from planned development.

Minerals and Waste (Planning)

A steady and adequate supply of minerals and the achievement of sustainable waste management can help to achieve a District or Borough Council's goals in relation to the economy, housing, transport, communications, strategic infrastructure, and the environment. Therefore, District and Borough Local Plan documents should recognise the importance of minerals and waste issues as relevant to the scope of their overall strategies.

Please consider the location of sites in relation to minerals and waste sites and safeguarded uses. A number of sites fall within the Building Stone and the Brick Clay Minerals Safeguarding Area and Minerals Consultation Area. Therefore, consideration should be given to the Joint Minerals Local Plan, particularly Policy M9 (and associated guidance) on mineral safeguarding.

Policy M9 of the West Sussex Joint Minerals Local Plan 2018 (Partial review March 2021) requires the safeguarding of existing minerals sites from non-mineral development, it also safeguards soft sand (including potential silica sand), sharp sand and gravel, brick-making clay, building stone resources and chalk reserves against sterilisation. The policy sets out proposals for non-mineral development within the Minerals Safeguarded Areas will not be permitted unless they meet the criteria set out. The implementation of M9 requires cooperation between West Sussex County Council and the local planning authorities. Applications for any development in a minerals safeguarding area should be the subject of consultation with West Sussex County Council, in line with the recently published Safeguarding Guidance (November 2019).

Site name	Minerals & Waste Considerations
<i>Land at Ansty Farm, Cuckfield Road, Ansty (DPH5)</i>	Within Brick Clay (Wadhurst formation) and Building Stone (Cuckfield and Ardingly formations) Safeguarding Areas

<i>Land to the west of Burgess Hill (DPH6)</i>	Within Brick Clay (Weald formation) Safeguarding Area and Waste Consultation Area (waste infrastructure)
<i>Land to the South of Reeds Lane, Sayers Common (DPH7)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land at Crabbet Park (DPH8)</i>	n/a
<i>Batchelors Farm, Burgess Hill (DPH9)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land off West Hoathly Road, East Grinstead (DPH10)</i>	Within Brick Clay (Wadhurst formation) Safeguarding Area
<i>Land at Hurstwood Lane, Haywards Heath (DPH11)</i>	n/a
<i>Land at junction of Hurstwood Lane and Colwell Lane, Haywards Heath (DPH12)</i>	n/a
<i>Land east of Borde Hill Lane, Haywards Heath (DPH13)</i>	Within Brick Clay (Wadhurst formation) and Building Stone (Cuckfield formation) Safeguarding Area
<i>Land to the west of Turners Hill Road, Crawley Down (DPH14)</i>	n/a
<i>Hurst Farm, Crawley Down (DPH15)</i>	n/a
<i>Land west of Kemps, Hurstpierpoint (DPH16)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>The Paddocks, Lewes Road, Ashurst Wood (DPH17)</i>	Within Brick Clay (Wadhurst formation) Safeguarding Area
<i>Land at Foxhole Farm, Bolney (DPH18)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land West of London Road, Bolney (DPH19)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land rear of Daltons Farm and The Byre, The Street, Bolney (DPH20)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land east of Paynesfield, Bolney (DPH21)</i>	Within Brick Clay (Weald formation) Safeguarding Area

<i>Land as Chesapeake and Meadow View, Reeds Lane, Sayers Common (DPH22)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land at Coombe Farm, London Road, Sayers Common (DPH23)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land to the West of Kings Business Centre, Reeds Lane, Sayers Common (DPH24)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Land South of LVS Hassocks, London Road, Sayers Common (DPH25)</i>	Within Brick Clay (Weald formation) Safeguarding Area
<i>Ham Lane Farm House, Ham Lane, Scaynes Hill (DPH26)</i>	Within Building Stone (Ardingly and Cuckfield formations) Safeguarding Area and Waste Consultation Area (waste infrastructure).
<i>Land at Hoathly Hill, West Hoathly Road (DPH27)</i>	Within Brick Clay (Wadhurst formation) Safeguarding Area and Buildings Stone (Ardingly formation) Safeguarding Area
<i>Challoners, Cuckfield Road, Ansty (DPH28)</i>	n/a
<i>Land to the west of Marwick Close, Bolney Road Ansty (DPH29)</i>	n/a

Waste Management:

The cumulative impact from the housing numbers will have an impact on the waste infrastructure, namely Burgess Hill transfer station and recycling centre. As the strategy is progressed, we will seek to clarify what mitigation, contributions and land may be required. If expansion of the existing Burgess Hill transfer station and recycling centre, which is under WSCC ownership, were a potential solution during the plan period in order to mitigate planned development, contributions would be required to ensure the land is suitable and for the extension/reconfiguration of facilities.

Education Comments

WSCC is responsible for statutory education for children which includes free entitlement for early years, compulsory mainstream education from 4 – 19 years of age and for children with SEND from 2 – 25 years of age. More details are contained in the Planning School Places document 2022.

<https://www.westsussex.gov.uk/about-the-council/policies-and-reports/school-policy-and-reports/planning-school-places/>

Discussions are ongoing with the developers of sites DP5-8 as to land availability, suitability and appropriateness of their sites to incorporate new educational facilities. MSDC planning officers are part of these conversations in order to identify any changes that might be required to the draft District Plan in order for sites to mitigate their impacts. As discussed WSCC cannot allocate land for educational development, Mid Sussex District Council will need to allocate land for educational facilities required to mitigate planned development..

An additional 7,000 homes in Mid Sussex would generate the need for a significant number of new primary and secondary school places as well as early years, and Special Educational Needs and Disabilities (SEND) provision. As a starting point we would look for the following requirements (which will be subject to change as the plan is prepared):

Secondary School Provision: To serve the District at this time with the proposed development strategy put forward, the following would be required:

1 x new secondary school (6-8 forms of entry or 900-1200 places with or without a sixth form) - as a guide for plan making = 6.8 ha of land would be required to be allocated

OR

2 x all-through schools with four forms of entry at Secondary and two forms of entry at Primary (600 places in the Secondary phase and 420 places at Primary phase) with or without sixth form - as a guide for plan making = 6.91 ha of land would be required to be allocated (this is an estimate of a maximum figure as there may be opportunities for space saving with an all through school).

Primary School Provision: With regard to Primary needs we would envisage new schools at each of the strategic sites either as standalone primaries or as part of the all-through schools as mentioned above. We would favour campus arrangements in an appropriate configuration to cover primary, secondary, sixth form, early years and for children with SEND (whether this is a unit attached to a mainstream school or a full Special School).

As a guide for plan making: 2fe primary = 2ha - plus additional land for early years and SSC

As outlined in the table below: DP9-29 would be expected to contribute financially towards the cost of land and building of the new schools/early years or any expansion of existing education facilities in the vicinity of their development.

There are caveats around the above which is broadbrush at this stage and dependent on demographic changes and forecasts. Projects we plan to undertake in order to cater for the increase in pupils numbers may be subject to change particularly if they are more than five years away and the children are not yet born.

MSDC may wish to consider separately the need for Further Education, Sixth Form College places, the University Sector and Adult Education, as well as any Youth Provision that maybe generated, as these are not delivered directly by WSCC.

SEND: As outlined in our conversations with developers and MSDC Planning Officers, WSCC is looking for a site/land for a new SEND school with 150 on roll. This would not necessarily be on the same site as a new secondary school, as we would not expect a developer to provide two schools, contributions are required from all developments for SEND, depending on the provision will depend how they are directed.

As a guide for plan making an estimate (based on government guidelines) is:

120 on roll = 2.08ha

180 on role = 2.4ha

Early years: the standard calculations have been applied to the proposed sites and places are indicated in the table below. Some have come out as very small numbers which is not big enough for standalone provision but could support expansion where needed. Some of the sites have been combined to make a practical assessment.

To provide some guidance for plan making the site areas required that we use we use are:

30 places = 887m²

50 places = 1,374m²

90 places = 2,192m²

Site Address	Facilities included	Other considerations	Early Years
DPH5: Land at Ansty Farm, Cuckfield Road, Ansty (1600 homes)	Primary School	Early Years, Special Educational Needs, Secondary Education, Post 16 Education and Special School provision.	80 places
DPH6: Significant Site - Land to West of Burgess Hill (1400 homes)	Primary School	Early Years, Special Educational Needs, Secondary Education, Post 16 Education and Special School provision.	70 places
DPH7: Significant Site - Land to South of Reeds Lane, Sayers Common (2,000 homes of which 1,850 in plan period)	Primary School	Early Years, Special Educational Needs, Secondary Education, Post 16 and Special School provision.	100 places (93 in the plan period)

DPH8: Significant Site - Land at Crabbet Park (2,300 homes of which 1,000 in plan period)	Primary School	Early Years, Special Educational Needs, Secondary Education, Post 16 and Special School provision.	115 places (50 in the plan period)
DPH9: Batchelors Farm, Keymer Road, Burgess Hill (33 homes)		Financial contributions to wider schemes.	2 places
DPH10: Land off West Hoathly Road, East Grinstead (45 homes)		Financial contributions to wider schemes.	2 places
DPH11: Land at Hurstwood Lane, Haywards Heath (45 homes)		Financial contributions to wider schemes.	Combining sites = 130 homes = 7 places which could be a contribution towards expansion.
DPH12: Land at Junction of Hurstwood Lane and Colwell Lane, Haywards Heath (25 homes)		Financial contributions to wider schemes. Financial contributions to wider schemes.	
DPH13: Land east of Borde Hill Lane Haywards Heath (60)		Financial contributions to wider schemes.	
DPH14: Land to west of Turners Hill Road, Crawley Down (350)		Financial contributions to wider schemes.	Combining these sites = 387 homes = 19 places.
DPH15: Hurst Farm, Turners Hill Road, Crawley Down (37)		Financial contributions to wider schemes.	

DPH16: Land west of Kemps, Hurstpierpoint (90)		Financial contributions to wider schemes.	5 places
DPH17: The Paddocks, Lewes Road, Ashurst Wood (8)		Financial contributions to wider schemes.	No requirement
DPH18: Land at Foxhole Farm, Bolney (100)		Financial contributions to wider schemes.	Combining these sites = 261 homes = 13 places (for somewhere as small as Bolney this may have an impact)
DPH19: Land West of London Road (north), Bolney (81)		Financial contributions to wider schemes.	
DPH20: Land rear of Daltons Farm and The Byre, The Street, Bolney (50)		Financial contributions to wider schemes.	
DPH21: Land east of Paynesfield, Bolney (30)		Financial contributions to wider schemes.	
DPH22: Land at Chesapeake and Meadow View, Reeds Lane, Sayers Common (33)		Financial contributions to wider schemes.	
DPH23: Land at Coombe Farm, London Road, Sayers Common (210)		Financial contributions to wider schemes.	Combining these sites = 463 homes = 23 places
DPH24: Land to the West of Kings Business Centre, Reeds Lane, Sayers Common (100)		Financial contributions to wider schemes.	
DPH25: Land South of LVS Hassocks, London Road, Sayers Common (120)		Financial contributions to wider schemes.	
DPH26: Ham Lane Farm House, Ham Lane, Scaynes Hill (30)		Financial contributions to wider schemes.	2 places
DPH27: Land at Hoathly Hill, West Hoathly Road (18)		Financial contributions to wider schemes.	1 place
DPH28: Challoners, Cuckfield Road, Ansty (37)		Financial contributions to wider schemes.	Could combines these sites = 82 homes =4 places
DPH29: Land to the west of Marwick Close, Bolney Road, Ansty (45)		Financial contributions to wider schemes.	

Transport Planning (Transport Plan and Modelling)

Existing Policies, Guidelines and Standards: The West Sussex Transport Plan update (LTP) will be adopted in the first half of 2022 and should be consulted to understand the objectives which the County wishes to achieve in the next 15 years

as well as the supported principles for transport planning, delivery, operation and management. Further, the County Council's Transport Assessment Methodology Guideline (2007) should be used to inform the Transport Assessments. Should the opportunity arise further requirements may be communicated to the developer and their professional team taking into account more recent policies and guidelines nationally and locally. Further, the WSCC Parking Guidance (2020), Design Manual for Roads and Bridges, Manual for Streets and other national and industry guidelines and standards should also be adhered to ensuring the appropriate considerations as the site and its transport package progresses from strategic analysis to detailed design to support planning applications.

Land Use & Spatial Planning:

1. Land use type, mix of uses and quantum at each phase of development should be clearly communicated. Masterplanning should not only reflect the number of homes developed but also supporting mix of land uses to maximise active travel trips (providing segregation where necessary) and reduce trips external to the development which may require vehicle trips.
2. The spatial framework of development should take into consideration not only environmental and natural constraints, but also principles of local living and efficient and effective planning to achieve WSCC's objectives as set out in its LTP. Effective spatial planning should provide a suitable layout to support walkable communities where most daily services and commercial/retail needs are accessible by active travel, including on-site wherever practicable. These modes and users should be given priority within local roads and in towns to ensure direct travel routes, segregation where necessary to limited vehicle conflicts and protected precincts with lower traffic volumes for safer operations where necessary e.g. school precincts.
3. Spatial Planning should also extend and promote active travel networks and facilities to reach destinations in surrounding developments and existing settlements where the travel distances warrant. The Mid-Sussex LCWIP should be used as a first guide to potential active travel routes.
4. Further, compact spatial developments which promote efficient public transport operations should be achieved. This should maximise development densities in proximity to public transport stations and stops as well as social and commercial services. Lower density developments should be set back away from these locations higher density public transport corridors, but should still aim to minimise unnecessary use of private cars as far as practicable through:
 - use on-street parking and traffic management techniques to manage demand;
 - access to flexible alternatives, which could include mobility as a service, demand responsive services and car sharing.
5. Developers should adhere to the County's parking guidelines, noting that it makes provision for parking reductions under certain condition. Further, flexible parking provision should be explored which provides the opportunity for on-street parking management which allows other shared uses of

roadway capacity, better solutions for EV charging, the ability for more flexible parking management and redevelopment in the future.

Demand Analysis: The Mid-Sussex Transport Study is currently in progress and makes use of a Saturn Transport Model to evaluate the impacts of proposed developments on the local road network. This tool provides the opportunity to base planning decisions on scenario evaluations supported by rigorous data analysis.

To date the modelling has not yet identified preferred sustainable transport mitigation strategies and solutions. Mitigation will need to be apportioned appropriately to development sites on the basis of their size and location, but the initial results prior to mitigation indicate that the largest sites will need to consider the impacts on the following locations either due to severe congestion impacts or due to link flows inappropriate for smaller existing roads. Further issues may come to light from more detailed analysis. Any additional capacity should be on main and strategic roads; smaller roads should be protected from the forecasted impacts by other means including sustainable transport strategy and traffic management.

DPH5: Land at Ansty Farm, Cuckfield Road, Ansty:

A272 junctions with A23, B2036, B2272, A273

B2036 junction with Ardingly Rd

Flow increases on Cuckfield Rd

DPH6: Significant Site – Land to West of Burgess Hill

A2300 junctions with A23, Cuckfield Rd and Mill Lane

A273 junctions with York Rd, B2116 and B2112

Flow increases on Malthouse Lane, Chalkers Lane and Cuckfield Road through Hurstpierpoint

DPH7: Significant Site - Land to South of Reeds Lane, Sayers Common:

A23 junctions with B2118, A2300, A272 and A281

Flow increase on Shaves Wood Lane and Truslers Hill Lane

Flow increases on Mill Lane and Cuckfield Rd

DPH8: Significant Site - Land at Crabbet Park:

B2036 junctions with A2220, B2037

B2110 junction with B2028

Flow increases on Old Hollow and Turners hill Road

Flow increases at Pease Pottage and Colgate

Strategic site promoters should use appropriate tools to evaluate realistic active travel mode share scenarios based on trip distributions, trip purpose and travel distances. These can then be used as the technical basis on which agreement with

local authorities can be reached for active travel provision, associated vehicle trip reductions and infrastructure and delivery scheme provision.

Public transport demand and road network capacity analysis would also inform the need for public transport including bus priority measures based on analysis of travel time/ delays along the route. At this stage of the planning process, the identification of required bus priority infrastructure along public transport routes to ensure dependable travel times is required as well as analysis at critical junctions on the network where public transport prioritisation would be required. Evaluation of public transport mode share scenarios would be required to evaluate the various demand scenarios and provision of sustainable travel options. There is a need for an optimistic public transport modal split which would represent a scenario of higher levels of bus provision and inform the services and infrastructure requirements. Similarly, a conservative public transport mode share scenario must be evaluated to determine the impact on the local road network, should public transport take up not meet targets. A robust well-evidenced mobility strategy to determine what service will be viable to support the site will be required while promoting car competitive transport alternatives

Infrastructure & Service Planning: This work should include:

1. Internal road network (of development) hierarchy including:
 - typical cross-section and controls, parking and loading provisions, active travel provision;
 - active and passive management and enforcement;
 - how it integrates with the broader external (to development) road networks.Please ensure that the network adheres to the appropriate strategic components of the above-mentioned standards such as intersection spacings, design speeds etc.
2. The proposed public transport infrastructure (and service provision);
 - how it links with the broader public transport networks to maximise access and provide travel options for all user groups and journey choices;
 - A multi-modal approach should be taken ensuring access to the most appropriate mode for the journey, while be cognisant of the demand levels and cost implications of operating these services;
 - Deliverability of prioritised public transport infrastructure. This should be supported by analysis of options and assessment of congestion levels, mixed traffic travels times, junction design etc.;
 - Mode share scenario planning.
3. Pedestrian and cycle transport infrastructure network;
 - Typical cross-sections of pedestrian and cycle ways, ensuring they meet minimum standards;
 - How the walking and cycling routes meet desire lines for movement;
 - Provision of cycle storage facilities.

All of the above should be designed as a seamless and integrated network, allowing users to move effortlessly between modes and catering for the complete range of users and trip purposes. The network must also form an integrated

component of the urban development facilitating economic activity is a sustainable manner.

Funding Contribution proposals: High level cost estimates of transport infrastructure and service provision based on acceptable analysis methods will be required to commence discussions of funding sources and delivery mechanism.

Highways (Development Management and PRoW)

In general, it is recognised that a number of the sites are in relatively poor locations to promote walking, cycling and access by passenger transport (notably those sites in Bolney and Sayers Common) and will not be of such scale to deliver anything but localised transport improvements. Realistically residents at most of these sites will be reliant on the use of the private car.

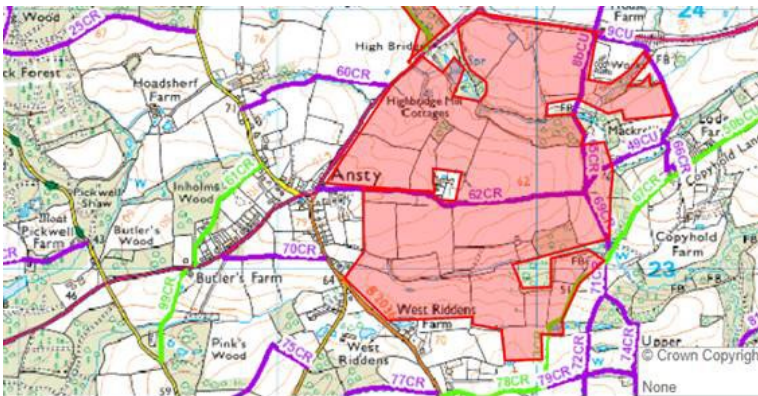
More detailed comments are:

DPH5: Land at Ansty Farm, Cuckfield Road, Ansty: The sustainable transport routes mentioned in the policy requirements could be more specific in terms of what is needed, i.e. provision of new and improved cycle routes towards Haywards Heath and improved pedestrian routes to Cuckfield. The inclusion of the Burgess Hill/Haywards Heath bus service is supported in principle, but there would need to be further work to ensure that a service can be offered that is sufficiently frequent to make this a genuine alternative to the private car and to ensure it has long term viability.

PRoW: There is reference to: ‘Sustainable transport routes connecting site to Ansty, Cuckfield and Haywards Heath’

From a PRoW perspective, this site should deliver the upgrade of Footpaths (FP) 62CR and 69CR to connect Bridleways (BW) 61CR in the west and BW67CR and BW68CR in the east towards Haywards Heath. This would also allow for sustainable modes of travel to Ansty.

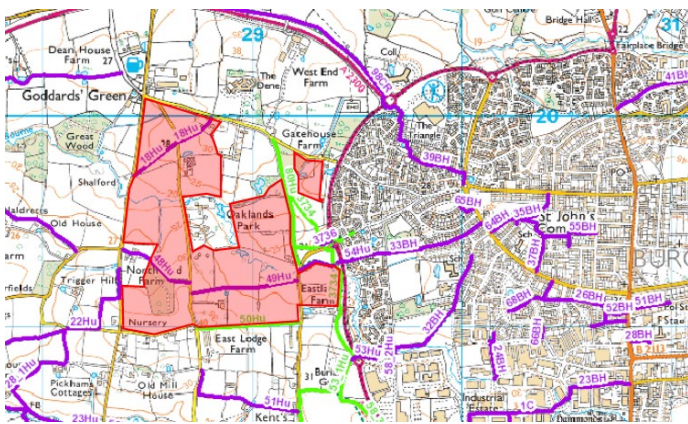
Upgrading FP65CR and 8bCU within the site to bridleways and contributing to the upgrade of FP8aCU outside the site would provide the sustainable transport link between this site and Cuckfield.



DPH6: Significant Site – Land to West of Burgess Hill

PRoW: There is reference to: 'Sustainable travel connections to Burgess Hill and links to employment centred around the A2300' and 'Green travel corridors for cycle and pedestrian access throughout with links to the 'Green Circle'

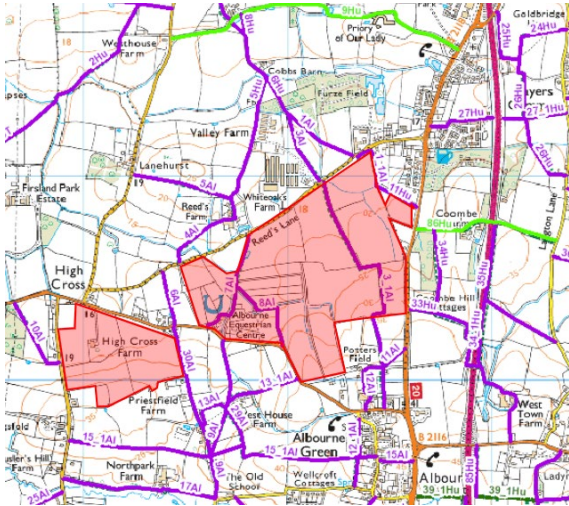
The upgrade of FP48Hu (both within and outside the site) and 49Hu would connect those within this site to existing bridleways to the west of Burgess Hill already designated to be part of the Burgess Hill Green Circle.



DPH7: Significant Site - Land to South of Reeds Lane, Sayers Common: If this site is to be allocated, there would need to be some feasibility studies undertaken to ensure any sustainable transport links to Burgess Hill or any other identified locations are deliverable. In terms of bus services, this is a significant allocation but it is questioned whether a service could be operated to the site in the long term that offers sufficient frequency to encourage modal shift. The journey time by bus to Burgess Hill is unlikely to make this appealing compared with driving. This factor would also influence any bus service viability.

PRoW: There is reference to: 'Sustainable travel connections to Burgess Hill'

Existing PRoW within the site largely run North-South with no onward connections to bridleways. There is little reason to upgrade these however an internal layout providing for a pedestrian and cycling exit from the eastern edge of the site opposite BW86Hu would allow cyclists from the site to travel east to Langton Lane, then travel northwards to Mill Lane then eastwards again, all along quieter 'D' class roads until reaching site DPH6. With DPH6 delivering the upgrade of FP48Hu this would connect all within this Sayers Common site (DPH7) to the Burgess Hill Green Circle.



DPH8: Significant Site - Land at Crabbet Park: The policy requirement should include a restriction on vehicular access onto Turners Hill Road. This restriction could limit access to sustainable modes only or alternately limit to a given number of dwellings. There is concern that if access is unrestricted it would impact upon the Turners Hill crossroads. There would also need to be a policy requirement covering Old Hollow, a public highway that crosses the site from north to south, and the various uses proposed along it. The exact treatment of Old Hollow would need to be considered through the master plan but this should not be used to facilitate access to the proposed development.

PRoW: There is reference to: 'Improved linkages to cycling and walking network to improve sustainable transport routes to Three Bridges train station, Crawley Town Centre and areas of employment centre including links to the Worth Way.' There are no PRoW linking the site westwards towards Crawley and its infrastructure. Two of the three PRoW footpaths through the site however (14W and 12W) are part of Worth Way walk 2. The additional pressure this development will have on these PRoW will require surface improvements to be made.

DPH11: Land at Hurstwood Lane, Haywards Heath and **DPH12: Land at Junction of Hurstwood Lane and Colwell Lane, Haywards Heath:** Access to these sites would need to be considered in light of the Haywards Heath Neighbourhood Plan Policy for Hurst Farm that requires Hurstwood Lane to be closed to vehicular traffic. Any closure would of course still need to allow for access to the existing properties on Colwell Lane, so access to the proposed allocations should still be viable onto Colwell Lane.

DPH14: Land to west of Turners Hill Road, Crawley Down: If feasible a pedestrian/cyclist access should be formed onto Worth Way, which runs to the

south of the proposed allocation. Worth Way provides a traffic free route directly into Crawley Down.

PRoW general comments for all sites - DPH9 – 29: In accordance with NPPF, developers must consider the impact of development on existing PRoW and the opportunities presented to improve the network, both in physical terms so that users have greater connectivity, convenience and enjoyment and in terms of path status, such as upgrading footpaths to bridleways for the benefit of a wider user group.

To achieve valuable and useable additions to the PRoW network it may be necessary on occasions to deliver improvements outside of a site boundary. In such cases developers are encouraged to participate in negotiating necessary consents and deliver works or make financial contributions towards improvements, as appropriate.

From: Vanessa Cummins [REDACTED]
Sent: 13 September 2023 16:37
To: Natalie Sharp; Estelle Maisonnial
Cc: Eleanor Harman; Eloise Witty; Rachel Conway; Katie Crompton
Subject: FW: Infrastructure queries
Attachments: WSCC Comments Infrastructure Mitigation Consultation March 2022 FINAL.docx

Categories: AP

Hi Natalie,

Thank you for getting in touch and updating us on the District Plan Review.

We are working on SEND and EY but before we come back to you in writing could we meet to get the latest with your thinking on any changes to the DPR? I've made some tentative comments below in red but these can be confirmed after the 25th and you have spoken to the Leads for EY and SEND, Katie and Rachel, if that's ok.

Kind regards,

Ness.

Vanessa Cummins LLB (Hons), Award LGM| Schools Planning Officer, School Organisation and Capital Team | Education Directorate | [West Sussex County Council](#)
Location: Ground Floor Northleigh, County Hall, Chichester PO19 1QT
Internal: <>

E-mail: [v](#) [REDACTED]



From: Natalie Sharp <[N](#) [REDACTED]>
Sent: 30 August 2023 15:57
To: Tracey Flitcroft <[\[REDACTED\]](#)>; Eloise Witty <[\[REDACTED\]](#)>
Cc: Estelle Maisonnial <[\[REDACTED\]](#)>
Subject: Infrastructure queries

****EXTERNAL****

Hi Tracey and Eloise,

I hope you're both well.

Thank you again for meeting us earlier in the month, it was a helpful catch up. As discussed, we have outlined what was discussed and set out the queries we had below. If you're able to respond once you've been able to discuss with your colleagues, if needed, that'd be great. Apologies that it's taken until now to send these, with a public inquiry and various leave it's taken longer than we wanted!

General

- MSDC intends to produce one overall IDP bringing together the 2018 District Plan, Site Allocations DPD and draft District Plan IDP into one document. WSCC were generally supportive of approach, should make it easier to update.
- Developer contributions: are the WSCC contributions sought (thresholds and amounts) up to date?

Transport

- The highway projects identified; are these funded from TAD monies or contributions on top of TAD?

Education

- Early years provision: Is a campus approach preferred (early years attached to the primary school)? Are the calculations provided in March 2022 still appropriate (see attached)? **KC to confirm the calculations which I believe have changed from Mar 22. My understanding is that EY attached to the primary phase is our preferred option. Again KC to confirm.**
- SEND: Does WSCC have a preferred location? Our last understanding was that Graham was discussing with Thakeham the potential of DPSC1 to provide a SEND school, but your confirmation of where those discussions got to would be helpful. **This is not my understanding but you maybe more up to date. We were originally looking at the Ansty development which I understand is not favoured.**
- Expansion land: In WSCC's Reg 18 response expansion land was identified for significant sites DPSC2: Land south of Reeds Lane, Sayers Common and DPSC3: Land at Crabbet Park, Copthorne. This is not something raised previously. Promoters have been working on the basis of providing an all-through school (2FE primary and 4FE secondary) on approximately 6.91ha. Would additional land be needed to allow for provision of expansion land? We may need some from WSCC on why it's needed. **Yes, I think you are right we may need to future proof some more land particularly with biodiversity net gain (my limited understanding here) and for further expansion. Happy to discuss further.**
- All-through schools: Currently, DPSC2 and DPSC3 have identified on-site provision of an all-through school (2FE primary and 4FE secondary). WSCC's Reg 18 response now identifies a ~~4-6FE~~ secondary on DPSC2 and a ~~3FE~~ primary and ~~4-6FE~~ secondary on DPSC3. Is this correct and if so, what is the reasoning behind the changed positions? **See above.**
- WSCC Education Paper: Tracey mentioned a paper that was being produced; is this in a position that can be shared? Will this contain any updated pupil projections? **I believe it will be circulated prior to the PPOG meeting in Oct.**

Other

- Metal recycling/ CDE Waste and Aggregate Recycling facility consultation area: clarification on the location of these would be helpful and where they're identified. They were mentioned in WSCC's Reg 18 response in relation to sites DPSC1 and DPH23: Ham Lane, Scaynes Hill.
- Gypsy and Traveller accommodation: DPSC2 is currently to provide a site of 6 permanent pitches. Would WSCC have the capacity to take on the site and manage? Does WSCC have a preferred approach to how the site is delivered?

We also agreed that myself and Estelle would arrange a separate meeting with Ness as there were some detailed questions that would benefit further discussion. Happy for you to forward our questions to Ness in advance of us arranging this meeting.

If you have any questions on the above please let us know.
Many thanks,
Nat

Natalie Sharp
Senior Planning Officer
Planning Policy



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From: Eleanor Harman [REDACTED]
Sent: 01 November 2023 13:37
To: Estelle Maisonnial
Cc: Natalie Sharp; Eloise Witty; Caroline West; Tracey Flitcroft
Subject: RE: Mid Sussex District Plan - Infrastructure Policies
Attachments: Infrastructure Policies.docx

Follow Up Flag: Follow up
Flag Status: Completed

Categories: AP

Hi Estelle,

Please find attached some comments on the infrastructure policy you sent to us for comment last week. Please let me know if you have any queries.

Kind regards

Eleanor

Eleanor Harman

Principal Planner (Part Time: Mon, Tues and Weds 9.30-2.30)
Planning Policy and Infrastructure Team, Planning Services
West Sussex County Council, Ground Floor, Northleigh, Chichester, PO19 1RQ
Phone: .
E-mail: [REDACTED] | Web: www.westsussex.gov.uk

From: Estelle Maisonnial [REDACTED]
Sent: 26 October 2023 15:57
To: Eloise Witty [REDACTED]
Cc: Natalie Sharp [REDACTED]; Eleanor Harman [REDACTED]
[REDACTED] Policies

****EXTERNAL****

Hi Eloise,

Further to our meeting earlier today, please find attached a copy of the proposed key infrastructure policies.

Let me know if you would like me to make any amendments.

Kind regards,
Estelle

Estelle Maisonnial
Senior Planning Policy Officer
Planning Policy and Housing

DPI1: Infrastructure Provision

Policy: Strategic
Review Status: Major Update
Strategic Objectives: 6 – Infrastructure to Support Sustainable Communities

The provision of the right levels and type of infrastructure is essential to support new homes, economic growth and the creation of sustainable communities. A strategic objective of the District Plan is to ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This ensures that development is adequately served without overstressing existing infrastructure and putting an unacceptable strain on the environment.

The term 'infrastructure' comprises physical, social and green infrastructure and includes utilities, open space, sport facilities, play areas, roads, public transport, education, libraries, health facilities and community facilities. It is provided and managed by a wide range of organisation in Mid Sussex. A full list is provided in the Infrastructure Delivery Plan, updated alongside and to support the District Plan. It sets out what infrastructure provision is needed and where and when it needs to be delivered in order to support the development and anticipated future growth identified in this Plan. It also identifies who is responsible for delivery and the associated costs.

Providers have been engaged in the preparation of the District Plan and the plan's objectives and policies to address their various strategies and programmes. Infrastructure providers are encouraged to maintain close dialogue with the Council as their plans develop, to ensure that any issues are resolved at an early stage.

Infrastructure provision can be funded through the public sector and the private sector. The District Plan will play a key role in securing continued investment in infrastructure delivery and in aligning the programmes of the various providers with the local need to achieve sustainable communities.

This includes transport projects, health facilities, school places and open space and leisure provision. Known infrastructure projects are listed in the Infrastructure Schedule in the Infrastructure Delivery Plan, with information about phasing of delivery, estimated cost and funding.

The Infrastructure Schedule provides a framework for the monitoring of progress in the delivery of key infrastructure programmes. It will be updated annually through continuous engagement with the delivery agencies to reflect the most up-to-date information and the organic nature of infrastructure planning. Any issues with delivery will be addressed in discussion with the relevant agency and partnership body. Future growth in the district together with projected demographic changes will place increased demand upon the capacity of infrastructure. Investment to improve existing infrastructure and the provision of new infrastructure and services will be necessary to support sustainable development. The Council expects developers to fund and provide the necessary investments so as to mitigate or compensate for the impact of their proposals. Sites required to deliver specific elements of essential infrastructure during the plan period are signposted within the Plan and the requirements clearly identified under the relevant site allocation policy.

Commented [EH1]: Waste management, telecommunications, flood defences.

Commented [EH2]: Also, as mentioned below, is it worth adding something here, or para 6 below, about monitoring and managing the infrastructure delivery and funding through the IDP.

Commented [EH3]: Libraries, waste management, flood defences, telecommunications. .

DPI1: Infrastructure Provision

To support growth across the District, the Council will safeguard and improve infrastructure and work in partnership with infrastructure and service providers to ensure the delivery of the necessary additional physical infrastructure. The potential and predicted infrastructure requirements over the lifetime of the District Plan are identified in the Infrastructure Delivery Plan.

Commented [EH4]: I know it makes reference to monitoring through the IDP in the supporting text, but perhaps reference to the monitoring of infrastructure projects, including funding could be included here or elsewhere in the policy?

New development

Development will be permitted where it is supported by, and coordinated with, the delivery and maintenance of infrastructure and/or mitigation measures to meet the additional need arising from the proposal. Both on-site and off-site provision, in-kind and via financial contribution, including beyond the district boundary, may be required to address the impacts of development, including cumulative effects on the existing infrastructure. Generally, these will be secured via section 106 planning obligation, or where relevant via planning conditions.

Where a proposal would be made unviable in light of the infrastructure requirements, open book calculations verified by an independent consultant approved by the Council must be provided for consideration. All viability appraisals will be made publicly available and will be assessed with the assistance of an external consultant at the developer's cost to ensure that the value of planning obligations has been maximised having regard to the likely viability. The Council's approach to the assessment of financial viability is set out in its viability policy (see Policy DPI7).

The design and layout of a development should ensure future access to utility infrastructure for maintenance and upgrading.

Existing Infrastructure

Existing infrastructure services and facilities will be protected where they contribute to the needs of local communities, unless an equivalent replacement or improvement is provided or there is sufficient alternative provision of the same type in the area, and subject to requirements set out elsewhere in the Plan. Replacement facilities must be provided to at least the same standard which could include floorspace, volume, functionality and purpose.

Infrastructure Delivery

Infrastructure should be provided at the appropriate time as recommended by the relevant infrastructure provider. This may be prior to the development becoming operational or being occupied. Applicants will be expected to have early engagement with infrastructure providers to ensure any necessary works can be undertaken in a timely manner. Larger developments may need to be phased to ensure that this requirement can be met.

Where on-site delivery has been identified, direct delivery by the developer will be favoured. The Council will encourage dialogue between service providers and developers. Where appropriate opportunities arise, the co-location of services and joint delivery of infrastructure by service providers will be supported.

Significant sites must prepare a site-wide Infrastructure Delivery Strategy demonstrating that the development will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the proposed development as a whole and also mitigate to an acceptable level the effect of the whole development upon the surrounding area and community.

Proposals by service providers for the delivery of utility infrastructure required to meet the needs generated by new development in the District and by existing communities will be encouraged and permitted, subject to accordance with other policies within the Plan.

Infrastructure will need to be planned and delivered to ensure its future resilience against the impacts of climate change.

DPI2: Planning Obligations

Policy: Strategic
Review Status: New Policy
Strategic Objectives: 6 – Infrastructure to Support Sustainable Communities

Planning obligations, commonly referred to as 'section 106', are a type of developer contribution entered into to assist in mitigating the impact of a development. This can be via a planning agreement entered into by a person with an interest in the land and the planning authority, or via unilateral undertaking entered into by a person with an interest in the land without the local planning authority. Planning obligations run with the land, are legally binding and enforceable.

Planning obligations must meet the statutory test set out in the CIL Regulations:

- i) Necessary to make the development acceptable in planning terms;
- ii) Directly related to the development; and
- iii) Fairly and reasonably related in scale and kind to the development.

Planning obligations will be the principal mechanism for securing and collecting development contributions.

The obligation sought will depend on the nature of the development proposed to address the impact of the development on the capacity of existing infrastructure. The Infrastructure Delivery Plan identifies the expected level of provision to address the level of growth throughout the plan period, and where known the projects that will be funded. It will be updated as information is made available by the relevant providers.

Further information about the requirement for the obligations listed in the policy is provided under relevant policies elsewhere in the plan, which have been tested for their cumulative impact on development viability and are therefore considered deliverable.

In situation where it has been demonstrated that planning obligations cannot viably be supported by a specific development, the priorities will be determined XXX.

For some obligations, charging approaches for monetary contributions are set out in appendix 3, with further information in the relevant policies about how and when these

charging approaches will be used. The infrastructure standards may be reviewed and will be set following assessments of need and viability. Contributions will be subject to inflation reviews to ensure the necessary infrastructure can be delivered. Planning obligations secured for improvement to open space can be spent on all types of open space such as allotment, parks and recreation grounds, play space, amenity green space and natural green space, including those on housing estates.

A monetary contribution for the monitoring of planning obligations will be sought.

Monitoring fees must be:

- Fairly and reasonably related in scale and kind to the development and
- Not exceed the authority's estimate of its cost of monitoring the development over the lifetime of the planning obligations which relate to that development.

They will be calculated on a case-by-case basis according to the nature of the proposed development, the obligation secured and the number of trigger points. Monitoring fees are set out on the Council's website.

The Council reports on development contributions secured, received and spent in its Annual Funding Statement.

DPI2: Planning Obligations

Planning obligations will be sought to:

- A. Secure affordable housing in line with the requirements of policy DPH32
- B. Ensure that proposals appropriately mitigate the impact of development.
Depending on the nature of the development, this may include although it would not be restricted to:
 - i. Provision of, or financial contribution towards the provision of, infrastructure such as travel and transport, education, health, community facilities, open space and leisure, green infrastructure, and emergency services.
 - ii. Highways and traffic improvements
 - iii. Local walking and cycling improvements
 - iv. Car clubs, parking restrictions, and travel plans
 - v. Access to employment opportunities created by development opportunities
 - vi. Sustainable drainage system and flood risk mitigation
 - vii. Connection to, and support of, quality broadband and other telecommunication and information technology support networks
 - viii. Specialist accommodation
 - ix. Accommodation for Gypsies, Travellers and Travelling Showpeople
 - x. Waste management
 - xi. Green and blue infrastructure
 - xii. Measures to deliver biodiversity net gain
 - xiii. Adequate measures to avoid or mitigate adverse effects on the integrity of the Ashdown Forest SPA and SAC
 - xiv. Other sustainability measures including mitigation impacts on and/pr enhancement of biodiversity
 - xv. Maintenance and management arrangements
- C. Secure an appropriate contribution towards monitoring of planning obligations, in addition to the Council's legal costs in drafting and completing the agreements.