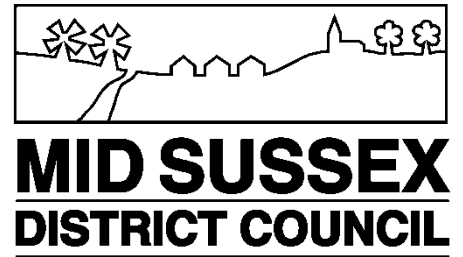


# Mid Sussex District Council



## Strategic Site Selection Paper

August 2016

## **Introduction**

- 1.1. The District Plan housing policy (DP5) identifies a number of sources for housing supply:
  - Commitments – sites that are already allocated or with extant planning permission.
  - Strategic Sites – sites strategic in scale, to be allocated within the District Plan itself.
  - Windfall – smaller, unplanned sites that have unexpectedly become available for development for which an allowance is made.
  - Neighbourhood Plans – sites identified and allocated through neighbourhood plans being prepared by the town/parish councils within the District.
  - Site Allocations DPD – sites to be identified within the forthcoming Site Allocations DPD
- 1.1. There is therefore a need to both deliver strategic sites and smaller sites in order to meet the District's need. As explained further on in this paper, the plan strategy is to allocated strategic sites, with smaller sites being allocated by Neighbourhood Plans and the forthcoming Site Allocations DPD.
- 1.2. The Strategic Housing Land Availability Assessment has identified a number of sites that could be considered 'strategic' in nature. Similarly the District Plan Sustainability Appraisal has appraised a number of 'reasonable alternatives' for strategic sites based on the findings within the SHLAA and sustainability judgements. This paper brings the key elements of both of these assessments together in order to determine the most appropriate site(s) for allocation in the District Plan.

## **Plan Strategy**

- 1.3. The District Plan strategy is based on a 'bottom-up' approach- supporting development identified within Neighbourhood Plans whilst dealing with strategic matters and allocations within the District Plan.
- 1.4. This approach reflects the Government's localism agenda, and its view that giving power and responsibility to local communities will give them the confidence to accept appropriate development and the corresponding benefits that can come with it. This view is confirmed in the National Planning Policy Framework (NPPF) (paragraph 16), which sets out that neighbourhoods should "*develop plans that support the strategic development set out in Local Plans... and plan positively to support local development*".
- 1.5. Strategic sites will be allocated in the District Plan in order to meet the majority of housing need. The Neighbourhood Plans will be given the first opportunity to allocate non-strategic sites within their areas to meet their needs and community aspirations. Further sites will be allocated within the forthcoming Site Allocations DPD in order to boost housing supply, particularly for latter years of the plan period.

## **Relationship to the District Plan Sustainability Appraisal (SA) and Strategic Housing Land Availability Assessment (SHLAA)**

- 1.6. The NPPF sets out the requirement to undertake Sustainability Appraisal (SA). The National Planning Practice Guidance (NPPG) provides further guidance – the SA should assess all reasonable alternative strategies, policies and sites against a range of objectives in order to determine the most sustainable option, which should help refine proposals for the Local Plan. The District Plan SA has appraised all options for strategy and policies. It has also appraised a total of 17 options for strategic housing sites.
- 1.7. The NPPF also sets out the requirement to undertake a Strategic Housing Land Availability Assessment (SHLAA). The NPPG provides further guidance – the SHLAA carries out an

assessment of land availability and its suitability/availability/achievability. The Mid Sussex SHLAA assesses a range of housing sites using criteria set out in its methodology.

- 1.8. It is not intended for this paper to replace the SA or the SHLAA, as they are both required by the NPPF and subject to their own guidance. However, neither document on their own provides a full and comprehensive assessment of sites using all key factors because both have different aims and purposes. The assessment within this paper therefore draws together information from both the SA and SHLAA into one comprehensive assessment. The key reasons for doing this are:
- Some of the SA ‘sustainability objectives’ are less relevant for the appraisal of sites and more relevant for appraisal of planning policies or strategy so may not go into enough detail on its own
  - The SA, unlike the SHLAA, does not look at deliverability/viability factors as they are not necessarily ‘sustainability’ factors (and therefore not incorporated within the sustainability objectives). The SHLAA has these non-sustainability factors within the assessment criteria.
  - The SHLAA, unlike the SA, undertakes assessments on an individual site basis rather than assessing and comparing options against one another or in combination.
  - Neither document considers strategic planning issues such as unmet housing need from neighbouring authorities in detail when assessing sites.
- 1.9. Therefore, whilst being useful in their own rights, none of the two documents can comprehensively provide the answer on their own. There is therefore a need to draw SA and SHLAA assessments together in one place to provide a comprehensive assessment of all sites, taking into account all relevant factors from each assessment document and comparing sites with one another in order to help determine the most appropriate sites for allocation within the District Plan.
- 1.10. The assessments of sites within this paper are therefore not presenting a brand new assessment of each site; they are simply drawing together information contained within the existing SA and SHLAA assessments to aid the site selection process.

### **Strategic Site – Definition**

- 1.11. There is no set definition of a ‘strategic site’ within national policy or guidance. This is presumably because the size of site and whether it is considered strategic in scale will be relative to the area it is proposed in – i.e. a site of 500 units may be considered a large site in a largely rural authority area, but could be considered small as an urban extension to a large city or within a largely urban authority area.
- 1.12. The NPPF states that Local Planning Authorities should “*identify key sites which are critical to the delivery of the housing strategy over the plan period*” (NPPF, para 47). The key sites which are critical for the District Plan are the large, strategic sites. As per the Plan Strategy, smaller sites have been allocated within the ‘made’ Neighbourhood Plans, or will be allocated in forthcoming Neighbourhood Plans or the Site Allocations DPD.
- 1.13. The District Plan strategy has been to allocate strategic sites, rather than a range of smaller sites. This is because:
- Allocating a number of smaller sites as an alternative to one strategic site may not deliver infrastructure benefits. For example, a site of over 500 units may be large enough to provide new education/health/retail/community facilities on site. A range of smaller sites totalling the same number units would increase need for facilities in various locations across the District without providing new facilities to meet this need (although contributions towards existing facilities would be expected).

- Neighbourhood Plans should be given the first opportunity to shape their areas by allocating sites within their towns/parishes to meet local need. These are likely to be smaller sites, leaving the District to allocate larger-scale sites.

1.14. For the purposes of the District Plan, a strategic site has been defined as a site of 500+ units. This is because:

- A yield of 500 units was a level considered 'strategic' for broad locations assessed in other Northern West Sussex authority SHLAAs (both the Crawley and Horsham SHLAAs jointly assess sites over 500 units as 'strategic').
- Growth of this scale is large in context with existing settlements within the District (Strategic Objective 2 of the District Plan is to ensure development reflects the District's distinctive towns and villages and retains their separate identity and character)
- A site of this size is likely (in viability terms) to be able to fund and provide new infrastructure (e.g. education, health, retail, employment) on-site to meet increased demand for additional services.
- A site of this size would be capable of meeting localised/District housing needs as well as housing need from neighbouring authorities.

1.15. Typically, as shown below, Mid Sussex's settlements are small or medium sized and if in accordance with District Plan strategic objective 2 of ensuring development retains the character of existing settlements, it is important that due consideration is given to the location of future growth.

- 1.16. An increase of 500 units has been put into context with the number of dwellings already within each settlement. Settlements shaded red in the table below represent areas where a strategic site of 500+ units would mean a greater than 50% increase to settlement size.
- In context with Category 1 settlements, a site of 500 units would be a relatively small and manageable increase (4-5%) in terms of overall growth of the settlement.
  - In context with Category 2 settlements, a site of 500 units would represent a large increase (20-30%) in terms of overall growth of the settlement and would affect the character of the settlement.
  - In context with Category 3 settlements, a site of 500 units would represent a significant increase (60-195%) in terms of the overall growth of the settlement and would significantly affect the character of the settlement.
  - In context with Category 4 settlements, a site of 500 units would represent a highly significant increase (300-450%) in terms of the overall growth of the settlement and would irreparable damage the character of the settlement.

Settlement	Category <sup>1</sup>	Dwellings (2011 Census)	Dwellings + Strategic Site (500 units)	% Increase
Burgess Hill	1	12,126	12,626	4
East Grinstead	1	11,061	11,561	5
Haywards Heath	1	11,587	12,087	4
Copthorne	2	1,818	2,318	28
Crawley Down	2	1,897	2,397	26
Cuckfield	2	1,439	1,939	35
Hassocks	2	3,341	3,841	15
Hurstpierpoint	2	2,242	2,742	22
Lindfield	2	2,524	3,024	20
Albourne	3	256	756	195
Ardingly	3	689	1,189	73
Ashurst Wood	3	723	1,223	69
Balcombe	3	755	1,255	66

<sup>1</sup> Note: Category 5 settlements are not included in the above table as data at this scale is not available.

<b>Bolney</b>	3	511	1,011	<b>98</b>
<b>Handcross</b>	3	440	940	<b>114</b>
<b>Horsted Keynes</b>	3	643	1143	<b>78</b>
<b>Pease Pottage</b>	3	294	794	<b>170</b>
<b>Sayers Common</b>	3	341	841	<b>147</b>
<b>Scaynes Hill</b>	3	489	989	<b>102</b>
<b>Sharpthorne</b>	3	294	794	<b>170</b>
<b>Turners Hill</b>	3	755	1,255	<b>66</b>
<b>West Hoathly</b>	3	294	794	<b>170</b>
<b>Ansty</b>	4	133	633	<b>376</b>
<b>Slaugham</b>	4	134	634	<b>373</b>
<b>Staplefield</b>	4	171	671	<b>292</b>
<b>Twineham</b>	4	111	611	<b>450</b>
<b>Warninglid</b>	4	113	613	<b>442</b>

- 1.17. An increase of 500 units would mean a significantly greater than 50% increase in settlement size for all settlements in category 3 and 4. The same impact would be felt for a site of 400 units; however this is unlikely to deliver the benefits of new on-site infrastructure.
- 1.18. In terms of context, therefore, a site of 500 units would be significantly large to impact on the character of the majority of settlements within Mid Sussex and should be for the strategic plan (i.e. the District Plan) to allocate. A site of this size, due to its context with existing settlements, is also more likely to require strategic level infrastructure improvements, which would be best planned at a District level.
- 1.19. A guide to the housing need (OAN) for each settlement is set out in the HEDNA Update (November 2015). This is based on proportioning out the District's overall housing need to each settlement, based on its size. A site of 500 units would meet the housing need of the majority of category 2-5 settlements as well as there being excess supply. This excess supply would most likely be for the benefit of neighbouring authorities who have unmet housing need and. A site of 500 units would therefore be of strategic importance, as cross-boundary housing need has been identified as a strategic issue. Whilst a site in excess of 300 units would also likely meet housing need in the majority of category 2-5 settlements, it would be to a far lesser extent. Sites of this size would also not carry the benefit of being able to provide on-site infrastructure (such as education/health/retail/community facilities) which would be essential given the infrastructure deficits across the District (particularly in rural areas) and growth in context with settlement size and the demands on infrastructure this would have.
- 1.20. Sites below 500 units are not precluded from development during the plan period – they may be allocated through the Neighbourhood Plan process or the forthcoming Site Allocations DPD.

### **Strategic Sites – Selection**

- 1.21. This Strategic Site Selection Paper assesses the same sites as the District Plan Sustainability Appraisal, which was based on sites defined in the SHLAA as 'strategic', using the definition above. The Sustainability Appraisal assessed sites that were approximately 500 units or over and:
- achieved at least 'two ticks' in the SHLAA (in terms of being suitable, available or achievable); or
  - were promoted to the District Plan during consultation
- 1.22. Sites that didn't substantially meet these criteria were 'rejected' within the Sustainability Appraisal, and are therefore not subject to this process.

1.23. Since the original Sustainability Appraisal was published in November 2014, a number of the sites have been re-submitted to the SHLAA, re-submitted during consultation periods on the District Plan, or have been significantly progressed in terms of pre-application advice and/or a planning application has been submitted. In some instances, this has shown that the developable yield is now significantly less than 500 dwellings. These would be more appropriately delivered through Neighbourhood Plans or the planned future Site Allocations DPD (or is progressing through the planning application process) rather than the strategic level District Plan for the reasons stated above. There are two sites that have therefore been excluded from this assessment process:

- C) Land to the South of Burgess Hill (Keymer Road / Folders Lane). 80 dwellings.
- J) Land East of Northlands Brook and south of Scamps Hill, Lindfield. 200 dwellings.

1.24. These sites have been submitted at 80 dwellings and 200 dwellings respectively, and would therefore not be realistic alternatives for a strategic site in comparison to the other alternatives put forward and assessed within this paper and the Sustainability Appraisal.

### **Site Assessment Criteria and Methodology**

1.25. The assessment uses a similar methodological approach to the Sustainability Appraisal – each site is assessed against a number of criteria – 15 in total. The impact on each criterion is graded using a ‘traffic light’ system dependant on its potential impact:

	Very Positive Impact
	Positive Impact
	Neutral Impact
	Negative Impact
	Very Negative Impact

1.26. For some criteria, there is more than one way of achieving a ‘very positive impact’ or ‘very negative impact’. Similarly, some criteria may not achieve any negative impacts as all possible outcomes are positive (for example, the criteria regarding ‘meeting District housing need’ has no potential negative impacts as every site could potentially contribute towards meeting housing need should it be allocated). The ‘very negative’ impacts are usually reserved for criteria that are highlighted within the National Planning Policy Framework (NPPF) as a significant constraint to development, or those which may not “significantly and demonstrably” outweigh any benefits.

1.27. The tables below for the criteria set out the justification and measures for determining the impact.

### **Criteria Selection**

1.28. The NPPF states that *“local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework”* and *“identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements”* (NPPF, para 47).

1.29. It goes on to say *“To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.”*

- 1.30. Therefore, the best sites for selection in the District Plan will be:
- Sustainable (i.e. consistent with the ‘presumption in favour of sustainable development’ as set out in the NPPF and therefore ‘consistent with the other policies’ set out within it)
  - Deliverable, particularly in the first five years of the plan period.
  - Developable
- 1.31. The Sustainability Appraisal for the District Plan sets out 18 sustainability objectives in order to appraise the strategy, policy options and housing options. Some of these sustainability objectives are not as relevant to housing appraisals as others – for example, objectives on tourism and crime are not likely to be site specific, however may be relevant when assessing the plan strategy or other policies in the plan.
- 1.32. The SHLAA Methodology comprehensively sets out (in Appendix C) a range of criteria in order to determine the suitability, availability and achievability of each site. This includes relevant land designations, constraints, accessibility to services, infrastructure and transport. Many of these criteria match sustainability objectives set out in the Sustainability Appraisal. The SHLAA also includes ‘non-sustainability’ criteria such as deliverability, timescales and intentions to develop.
- 1.33. The criteria for this Strategic Site Selection Paper have been drawn from a mix of sustainability objectives and non-sustainability objectives. The criteria are felt to be the most effective in order to compare sites against one another with the aim of determining the most sustainable, deliverable and developable in accordance with the NPPF. The criteria are based around the requirements of the NPPF to ensure that sites chosen are consistent with the principles of sustainable development and consistent with the policies within the framework (as per paragraph 47).
- 1.34. The impact of each site on each criterion has been measured using the requirements set out in the table below. The impacts have been drawn from the existing evidence base which informed the Sustainability Appraisal and SHLAA in order to ensure consistency between the assessments. As stated above, this assessment does not intend to replace the Sustainability Appraisal or SHLAA but instead draws the findings from both assessments into one place in order to be able to consider all available evidence when selecting the most appropriate sites for allocation in the District Plan.

## Criteria

### 1) AONB

*“Great weight should be given to conserving landscape and scenic beauty in National Parks, the broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to landscape and scenic beauty” (NPPF, para 115).*

Wholly Within	The whole site is within the AONB
Partly Within	Part of the site is within the AONB
Adjacent	The site lies adjacent to the border of the AONB
Proximity	Site is not within or adjacent to the AONB, but is in close proximity
N/A	Site is not within, adjacent or in close proximity to the AONB

### 2) Landscape Capacity/Suitability

*“Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged” (NPPF, para 113)*

*“Landscape character assessments should also be prepared, integrated with assessment of historic landscape character, and for areas where there are major expansion options assessments of landscape sensitivity.” (NPPF, para 170)*

Low	Based on the LUC Capacity Study and SHLAA Audit, low potential in landscape terms
Low/Medium	Based on the LUC Capacity Study and SHLAA Audit, low/medium potential in landscape terms
Medium	Based on the LUC Capacity Study and SHLAA Audit, medium potential in landscape terms
Medium/High	Based on the LUC Capacity Study and SHLAA Audit, medium/high potential in landscape terms
High	Based on the LUC Capacity Study and SHLAA Audit, high potential in landscape terms

### 3) Flood Risk

*“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere” (NPPF, para 100)*

Significant	Site is affected by significant areas of flood risk/historic flood events
FZ2/3 and Historic	Site has areas within Flood Zone 2/3 or has flooded historically
Partial FZ 2/3	Site has small areas within Flood Zone 2/3, no known historic events
Historic	Site has flooded historically but is not within Flood Zone 2/3
Adjacent FZ 2/3	Site is adjacent to Flood Zone 2/3, potential future flood risk
None	Site is unaffected by flood risk

### 4) Ancient Woodland

*“Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss” (NPPF, para 118)*

Significant	Site is affected by significant amounts of ancient woodland
Partial	Site is partially covered by areas of ancient woodland
Adjacent	Site is adjacent to an area of ancient woodland
15m Buffer only	Site is within a 15m buffer from an area of ancient woodland
None	No ancient woodland on site or within 15m

### 5) SNCI/SSSI/LNR

*“Proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted.” (NPPF, para 118)*

SNCI Adjacent	Site is adjacent to a Site of Nature Conservation Importance (SNCI)
SSSI Adjacent	Site is adjacent to a Site of Special Scientific Interest (SSSI)
LNR Adjacent	Site lies adjacent to a Local Nature Reserve (LNR)
None	Site is not adjacent SNCI/SSSI/LNR



## 6) Heritage (LB/Cons)

*“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be.”* (NPPF, para 132)

Adjacent CA	Site is adjacent to a conservation area
LB - On Site	Listed buildings are present on site
LB - Proximity	Listed buildings in proximity to the site, setting may be affected
None	There are no conservation areas/listed buildings near the site

## 7) Education – Distance to Primary Schools

*“Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.”* (NPPF, para 37)  
*“Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for...education...”* (NPPF, para 162)

>20 Minute Walk	Site is greater than a 20 minute walk from the nearest primary school
15-20 Minute Walk	Site is between 15-20 minute walk from the nearest primary school
10-15 Minute Walk	Site is between 10-15 minute walk from the nearest primary school
<10 Minute Walk	Site is less than a 10 minute walk from the nearest primary school
Onsite	Likely that a new school would be provided onsite as part of this development

## 8) Health – Distance to GP Surgery

*“Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver... the provision of health...”* (NPPF, para 156)  
*“Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for...health...”* (NPPF, para 162)

>20 Minute Walk	Site is greater than a 20 minute walk from the nearest GP surgery
15-20 Minute Walk	Site is between 15-20 minute walk from the nearest GP surgery
10-15 Minute Walk	Site is between 10-15 minute walk from the nearest GP surgery
<10 Minute Walk	Site is less than a 10 minute walk from the nearest GP surgery
Onsite	Likely that a new GP surgery would be provided onsite as part of this development

## 9) Services – Distance to Town/Village Centre

*“Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.”* (NPPF, para 37)  
*“Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver... the provision of retail, leisure and other commercial development...”* (NPPF, para 156)

>20 Minute Walk	Site is greater than a 20 minute walk from the nearest town/village centre
15-20 Minute Walk	Site is between 15-20 minute walk from the nearest town/village centre
10-15 Minute Walk	Site is between 10-15 minute walk from the nearest town/village centre
<10 Minute Walk	Site is less than a 10 minute walk from the nearest town/village centre

## 10) Public Transport

*“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”* (NPPF, para 29)  
*“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”* (NPPF, para 30)

Poor	Access to public transport and/or frequency of public transport in this location is poor
Fair	Access to public transport and/or frequency of public transport in this location is fair
Good	Access to public transport and/or frequency of public transport in this location is good
Excellent	Access to public transport and/or frequency of public transport in this location is excellent

### 11) Highways/Road Network/Access

*“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.” (NPPF, para 30)*  
*“Plans and decisions should take account of whether... improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (NPPF, para 32)*

Severe	Severe transport constraints, unlikely to be mitigated by development
Significant - Uncertain	Significant transport constraints, uncertain if they can be mitigated
Significant - Improve	Significant transport constraints, could be improved by development
Moderate - Improve	Moderate transport constraints, could be improved by development
Minor - Improve	Minor transport constraints, likely to be improved by development
None	No known transport constraints

### 12) Site Availability

*“To boost significantly the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites...To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.” (NPPF, para 47 (and footnote))*

Not Promoted	Site has not been promoted to the District Plan at any stage
Ownership unclear	Ownership of the site is unclear
Promoted Past - Not DP	Site promoted in the past (Core Strategy/allocations DPD) but not DP
Promoted - Past DP	Promoted to the DP in past but not at recent consultations (2014-)
Actively Promoted - DP	Site is actively promoted to the District Plan

### 13) Progress

*“To boost significantly the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites...To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.” (NPPF, para 47 (and footnote))*

No Details	No details regarding site deliverability/ownership/mitigation
Early Stage	Early discussions held/minimal site detail/site promotion at early stage
Previous Application	Application has been submitted before but refused/withdrawn
Pre-App/Advanced	Significant positive pre-app discussions held / site promotion advanced
Permission Granted	Site has received planning permission (Outline/Full)

### 14) Timescale

*“To boost significantly the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites...To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.” (NPPF, para 47 (and footnote))*

Unlikely Y1-5	Unlikely to deliver any units within 5 years
Potential Y1-5	Potential to deliver units within 5 years
Very Likely Y1-5	Very likely to deliver units / full site within 5 years.

### 15) District Needs

*“Local planning authorities should positively seek opportunities to meet the development needs of their area...Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change...” (NPPF, para 14)*  
*“To boost significantly the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area...” (NPPF, para 47)*

Small/Localised Need	Likely to meet housing need arising in local area only
District Need	Likely to contribute towards housing need arising District wide
District - Significant	Likely to contribute significantly towards housing need arising District wide

## 16) Unmet Needs<sup>2</sup>

*“To boost significantly the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area...” (NPPF, para 47)*

*“the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development” (NPPF, para 182)*

Unlikely	Negligible/low/no contribution towards unmet needs of neighbours
Minor Assist - B&H	Likely to make a minor contribution towards Brighton & Hove’s needs
Minor Assist - CBC	Likely to make a minor contribution towards Crawley’s needs
Major Assist - B&H	Likely to make a major contribution towards Brighton & Hove’s needs
Major Assist - CBC	Likely to make a major contribution towards Crawley’s needs
Assist Both C/B	Likely to significantly assist both Brighton & Hove and Crawley

## Conclusion

1.35. Total impacts, ranking of sites and a brief summary of the site assessments follows below. Individual site assessments and their corresponding ‘impacts’ against each criteria are set out and justified in Appendix A.

	A	B	D	E	F	G	H	I	K	L	M	N	O	P	Q
	Northern Arc	Kings Way	West of BH	Crabbet Park	Mayfield	Cuckfield Bypass	Great Harwoods Farm	North East Lindfield	HH Golf Course	Eastlands	Hardriding Farm	South Pease Pottage	Lower Tilgate	North and East Ansty	Imberhorne Farm
Impacts															
Rank	2	3	4	=12	7	6	15	10	9	=12	1	8	11	14	5

**Table1:** Summary of Impacts and Ranking

<sup>2</sup> The Sustainability Assessment of Cross-Boundary Options report and the District Plan Sustainability Appraisal conclude that the most appropriate authorities to receive assistance towards unmet need are Brighton & Hove and Crawley. These authorities are mentioned under category 17 as a guide, but it does not preclude any excess in housing supply contributing to any other neighbouring authorities.

## 'Major' Impacts

	A	B	D	E	F	G	H	I	K	L	M	N	O	P	Q
	Northern Arc	Kings Way	West of BH	Crabbet Park	Mayfield	Cuckfield Bypass	Great Harwoods Farm	North East Lindfield	HH Golf Course	Eastlands	Hardriding Farm	South Pease Pottage	Lower Tilgate	North and East Ansty	Imberhorne Farm
Very Positive	8	6	8	4	7	4	1	2	2	3	8	4	6	4	5
Very Negative	1	1	4	3	3	3	5	3	2	4	1	2	5	4	3
Outweigh Score	7	5	4	1	4	1	-4	-1	0	-1	7	2	1	0	2

**Table 2:** Summary of 'Major' Impacts

1.36. The NPPF requires the Objectively Assessed Need for housing to be met unless adverse impacts significantly and demonstrably outweigh the benefits. Table 2 looks at only the very positive and very negative impacts of each site to see where they most clearly diverge (although it should be borne in mind that there are also a number of minor positives and negatives for each site).

- Sites **(A): Northern Arc** and **(M): Hardriding Farm** have a large number of 'very positive' impacts and only one 'very negative'. Positives therefore clearly outweigh negatives (albeit that site **(M)** is within the AONB, and a separate test applies as set out below).
- Site **(B): Kings Way** has a large number of 'very positives' and one 'very negative', however this relates to impact on the adjacent SSSI which is being mitigated as part of the development scheme – potential positive benefits could apply if this mitigation is successful.
- Sites **(D): West of Burgess Hill** and **(F): Mayfield** have a similar number of 'very positive' impacts, however there are also a number of 'very negatives' impacts. Site **(D)** may suffer from more negatives when considered in combination with site **(A)** which is adjacent and more significantly progressed. The 'very negative' impacts for Site **(F)** relate to significant transport issues and timescale – there are also a number of minor negatives and no minor positives.
- For Sites **(E): Crabbet Park**, **(G): Cuckfield Bypass**, **(N): South of Pease Pottage**, **(O): Lower Tilgate**, and **(Q): Imberhorne Farm** the number of 'very positives' only just outweighs 'very negative' impacts. There are therefore more positive options for strategic development.
- For sites **(K): Haywards Heath Golf Course** and **(P): North and East Ansty**, 'very positive' and 'very negative' impacts balance. It is therefore not demonstrable that negatives are significantly greater than positives. There are therefore a number of sites that would have a more positive impact meaning these sites should be rejected at this stage.
- For sites **(H): Great Harwoods Farm**, **(I): North East Lindfield** and **(L): Eastlands**, the number of 'very negatives' outweigh 'very positive' impacts. There are therefore a number of sites that would have a more positive impact meaning these sites should be rejected at this stage.

## Overall Assessment and Ranking - Summary

### **1: Hardriding Farm, Pease Pottage (M).**

Great weight on negative impact re: AONB location. However, a number of major positive impacts especially regarding unmet needs of Crawley, no other constraints and timescale of delivery.

**Allocate.**

### **2: Northern Arc, Burgess Hill (A).**

High prospect of delivery, significant contributions to housing need. **Allocate.**

### **3: Kings Way, Burgess Hill (B).**

Planning permission granted ahead of allocation, development has commenced. **Allocate.**

### **4: West of Burgess Hill (D).**

Scores relatively positively but this may change when considered in combination with the significantly progressed option (A). Land ownership issues – insufficient evidence of deliverability to warrant allocation. **Do Not Allocate.**

### **5: Imberhorne Farm, East Grinstead (Q).**

Submitted to District Plan at a late stage. Significant transport constraints and further mitigation required. **Do Not Allocate.**

### **6: Cuckfield Bypass (G).**

Note being actively promoted and significant impacts on conservation area and listed buildings. **Do Not Allocate.**

### **7: Mayfield Market Town (F).**

Not a sustainable location, constraints will need to be mitigated. Has already been rejected by PINS in the Crawley and Horsham's local plans examination. **Do Not Allocate.**

### **8: South of Pease Pottage (N).**

Similar overall impacts as option (M) however this site is not being actively promoted and therefore there is no immediate prospect of the site being delivered – not sufficient evidence of deliverability to support allocation. **Do Not Allocate.**

### **9: Haywards Heath Golf Course (K).**

Existing use and availability of site (particularly in short/medium term) outweigh any positive impacts. **Do Not Allocate.**

### **10: North East Lindfield (I).**

Relatively constrained. Not being actively promoted and significant impacts on conservation area and listed buildings. **Do Not Allocate.**

### **11: Lower Tilgate (O).**

Great weight on negative impact re: AONB location. However, unlike (M), this site isn't being promoted, is constrained by other designations and has negligible landscape capacity. **Do Not Allocate.**

### **=12: Eastlands, Lindfield/Scaynes Hill (L).**

Not being actively promoted and unlikely to make significant contribution towards housing needs. **Do Not Allocate.**

### **=12: Crabbet Park (E).**

Would assist in meeting Crawley's unmet needs however site is not being promoted, known constraints regarding sewerage and transport capacity in combination with 2 new neighbourhoods being developed at Crawley. **Do Not Allocate.**

### **14: North and East Ansty (P).**

Promoted to District Plan but not at Focused Amendments stage. Constrained site, likely to have severe negative impacts when assessed in combination with site (A) which is significantly progressed. Lack of detail regarding land ownership/intentions. **Do Not Allocate.**

#### **15: Great Harwoods Farm, East Grinstead (H).**

Great weight on negative impact re: AONB location. However, unlike (M), this site isn't being promoted, is constrained by other designations, would make only small contributions to housing need and has severe transport issues. **Do Not Allocate.**

#### Weighting of Objectives

- 1.37. The above ranking of sites assumes equal weighting between the objectives. For instance, a site with significant flood risk is judged to have a negative impact to the same degree as a site that wouldn't contribute towards the unmet needs of neighbouring authorities, even though it is subjective as to whether one objective is more important than another – this is the nature of this type of assessment.
- 1.38. This is particularly important when considering whether positives outweigh negatives. For instance, the fact a site has significant transport impact or is within the AONB (major negatives) is not necessarily outweighed by the fact a site could be developed within the first 5 years of the plan period or has been promoted to the District Plan (major positive).
- 1.39. This should be borne in mind when assessing the rank order of sites; however it gives a good indication as to the most suitable sites and those that aren't as suitable at this moment in time.
- 1.40. In terms of the constraints assessed, impacts on the AONB hold the greatest weight due to their protection in the NPPF.
- 1.41. In terms of deliverability, the purpose of this exercise is to justify sites for inclusion in the District Plan. Sites that are not actively promoted, or would not significantly contribute to housing need, are unlikely to justify allocation at this stage, although this exercise doesn't rule them out for future consideration within Neighbourhood Plans or the Site Allocations DPD. Great weight should be applied to these objectives in order to ensure deliverability of the plan.

#### Areas of Outstanding Natural Beauty – Special Circumstances

- 1.42. Site (M) – Hardriding Farm, Pease Pottage, ranks the highest of the site options. In terms of its assessment in the Sustainability Appraisal, it didn't score as well as other options on the social objectives and because of its AONB location. However, this site scores well on the non-sustainability criteria within this assessment and there are no further environmental/heritage designations (other sites have multiple designations or constraints to development which may need mitigation). It is more likely to assist in meeting unmet housing need from neighbouring authorities (Crawley in particular), is capable of delivering in the short term (contributing towards the District's 5-year supply of housing), is available for development and is being actively promoted.
- 1.43. The NPPF states:  
  
*“Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty” (NPPF, para 115)*
- 1.44. It goes on to say:

*“Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:*

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and*
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.” (NPPF, para 116)*

1.45. Whilst this paragraph relates to how a planning application should be determined it is also relevant to the consideration of a site for allocation, as a site should not be allocated if it were not able to subsequently achieve planning permission.

1.46. Therefore, whilst site (M) ranks highly when compared to other site options, more weight should be put on its impact on the AONB, and the exceptional circumstances should be met before it is deemed appropriate for allocation.

### The Need for Development

1.47. There is a significant level of unmet need from neighbouring authorities, particularly Crawley which is within the same Housing Market Area as Mid Sussex.

1.48. The NPPF states:

*“the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development” (NPPF, para 182)*

1.49. Not meeting or contributing to meeting these needs would result in adverse social and economic impacts for those neighbouring authorities. The Sustainability Assessment of Cross-Boundary Options (LUC) confirms this; the findings are also shown in the Sustainability Appraisal accompanying the District Plan. The need for development at this broad location is therefore significant.

### Developing Elsewhere

1.50. The District Plan intends to meet the District’s OAN, as well as making an allowance to assist neighbouring authorities. The primary purpose of providing additional housing above the OAN for Mid Sussex is to address the unmet needs of Crawley and Brighton & Hove. With respect to Crawley, this can be best achieved by developing a strategic site adjacent to Crawley – the District Plan Sustainability Appraisal confirms this. There is no other site outside of the AONB adjacent to Crawley that could deliver housing within five years to meet housing need both within Mid Sussex and Crawley (other than a site already committed west of Cophorne, although this is predominantly to meet Mid Sussex housing need). A number of alternative sites have been appraised within the Sustainability Appraisal and this site selection paper; other options for strategic development do not perform as positively and have subsequently been rejected at this stage.

### Impact on the Environment and Mitigation

1.51. This site has been assessed within the SHLAA and audited within the “Review of Landscape and Visual Aspects” (LUC SHLAA Audit) for its impact on the environment, with respect to landscape. This assesses the site as having Low/Medium landscape suitability (the lowest rating being ‘Low’). Care will need to be taken to protect views in and out of the site and take account of the High Weald AONB Management Plan objectives in the design of the development.

- 1.52. District Plan policy DP24a proposes minimum density requirements for new developments. This site, at 600 units, would propose a smaller yield than that required by DP24a in order to mitigate landscape impacts and to respect its location within the High Weald AONB.
- 1.53. This site lies adjacent to Crawley. The Sustainability Assessment of Cross-Boundary options suggests that locations closer to Crawley are more preferable (in sustainability terms) compared to other sites, when looking to assist in meeting unmet need. This enables the housing need to be met closer to where it is generated from. This has environmental sustainability benefits by reducing potential car journey times for commuting (assuming residents out-migrating from Crawley to this site would still be reliant on services within Crawley such as education and/or jobs). It may also reduce travel time for Mid Sussex residents who work in Crawley/Gatwick Airport – Census 2011 shows that a high proportion of Mid Sussex workers commute to this location.

#### Site (M): Hardriding Farm, Pease Pottage - Conclusion

- 1.54. With regard to the paragraph 116 tests for development in the AONB, the exceptional circumstances in this case are that:
- 1.55. The development of this site will undoubtedly cause harm and would not normally be considered acceptable. However, given the significant unmet needs of Crawley and the site's proximity to that town, on balance it is considered that the adverse impacts of allocating this site would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, and therefore it should be selected as a strategic site to be allocated in the District Plan.

#### Strategic Site Selection – Conclusion

- 1.56. The District Plan should seek to allocate:

**Site (A):** Land to the North of Burgess Hill (Northern Arc). 3,500 units.

**Site (B):** Land to the East of Burgess Hill (Kings Way). 480 units.

**Site (M):** Hardriding Farm, Brighton Road, Pease Pottage. 600 units.



## APPENDIX A: Site Assessments

A: Land to the North of Burgess Hill (Northern Arc)			
Potential Units: 3,500. SHLAA Reference: #493			
Constraints	AONB	N/A	This site is remote from high status protected areas (AONB/National Park).
	Landscape Capacity/Suitability	Low/Medium	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Low/Medium potential for development according to previous studies, in landscape terms.
	Flood Risk	Partial FZ2/3	Whilst some areas of this site are in a flood zone, these are not crucial areas of the site (i.e. they are not required for access or dwellings). Water compatible uses would be expected in these areas.
	Ancient Woodland	Partial	There are small pockets of ancient woodland within this site but these have been accounted for in terms of the site's developable area, and master planning will ensure these areas (plus buffer zones) are avoided.
	SNCI/SSSI/LNR	SNCI Adjacent	The site contains a small part of the Bedelands SNCI on its eastern boundary. Development is not proposed within this area of the site. Mitigation may be required to protect this designated area.
	Heritage (LB/Cons)	LB - Proximity	There are listed buildings in the vicinity but these are unlikely to be significantly affected by development of this site.
Accessibility	Education	On Site	Due to its size this site is likely to contain provision of new primary and secondary education on site as part of the strategic development scheme.
	Health Facilities	On Site	Due to its size this site is likely to contain provision of new health facilities on site as part of the strategic development scheme.
	Town/Village Centre	15-20 Minute Walk	This site is an approximate 15-20 minute walk from Burgess Hill town centre where a range of shopping/leisure facilities exist.
	Public Transport	Fair	The majority of the site is greater than a 20 minute walk from Burgess Hill train station. However, it is likely that bus provision will be improved in the town to serve the site.
	Road Congestion	Significant - Improve	Likely to have significant transport impacts due to its size but transport improvements are planned as part of the scheme.
Deliverability	Site Availability	Actively Promoted - DP	This site has been actively promoted by a consortium of developers. It is supported by Burgess Hill Town Council.
	Progress	Pre-App/Advanced	Active discussions are taking place between the promoters and the District/Town Councils. A planning application is due.
	Timescale	Very Likely Y1-5	It is likely to deliver units within the first 5 years of the plan period.
Housing Need	District Needs	District - Significant	The size of this site will contribute significantly towards the District's housing need.
	Unmet Needs	Assist Both C/B	Due to the size and location of this site, it is likely to contribute towards the unmet needs of Crawley and Brighton & Hove.
<b>Conclusion:</b>			
	8	This site scores very positively. There are 8 major positives expected, with only 1 major negative to outweigh it – this concerns the adjacent	

0	SNCI although through master-planning it is not expected that development would impact on this, therefore the positives of delivery far outweigh the negatives. This site has the significant benefit in that it is actively promoted, well progressed (applications are due imminently) and could deliver in the short term which will help meet local and adjacent authority's needs.
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## B: Land to the East of Burgess Hill (Kings Way)

Potential Units: 480. SHLAA Reference: #233

<b>Constraints</b>	<b>AONB</b>	N/A	This site is remote from high status protected areas (AONB/National Park)
	<b>Landscape Capacity/Suitability</b>	Low/Medium	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Low/Medium potential for development according to previous studies, in landscape terms.
	<b>Flood Risk</b>	None	There are no areas of flood risk or historical flooding.
	<b>Ancient Woodland</b>	Partial	There are two very small areas of ancient woodland which are not likely to be affected by development
	<b>SNCI/SSSI/LNR</b>	SSSI Adjacent	Whilst a SSSI is adjacent this is in poor condition. As part of the approved scheme this development will make contributions towards improving its condition, which mitigates the negative impacts.
	<b>Heritage (LB/Cons)</b>	LB - Proximity	There are listed buildings in the vicinity but these are unlikely to be significantly affected by development of this site.
<b>Accessibility</b>	<b>Education</b>	10-15 Minute Walk	Whilst new education facilities are not proposed on this site, an existing primary school is within a 10-15 minute walk.
	<b>Health Facilities</b>	15-20 Minute Walk	Whilst new health facilities are not proposed on this site, an existing GP surgery is within a 15-20 minute walk.
	<b>Town/Village Centre</b>	15-20 Minute Walk	This site is an approximate 15-20 minute walk from Burgess Hill town centre where a range of shopping/leisure facilities exist.
	<b>Public Transport</b>	Excellent	The majority of the site is within a 20 minute walk from Burgess Hill train station. Bus provision and frequency in this location is excellent.
	<b>Road Congestion</b>	Moderate - Improve	Transport improvements are planned in order to make this scheme acceptable.
<b>Deliverability</b>	<b>Site Availability</b>	Actively Promoted - DP	This site has been actively promoted to the District Plan.
	<b>Progress</b>	Permission Granted	This site has received outline planning permission. Reserved Matters have been approved and construction has started on the first phase.
	<b>Timescale</b>	Very Likely Y1-5	Construction has started on the first phase of this development, therefore completions are guaranteed within the first 5 years of the plan.

<b>Housing Need</b>	<b>District Needs</b>	District Need	It will contribute a moderate amount towards the District's overall need.
	<b>Unmet Needs</b>	Minor Assist - B&H	Due to its location, it is more likely to assist Brighton and Hove than Crawley in terms of unmet housing need, however could make a small contribution towards both authorities.
<b>Conclusion:</b>			
	6	This site has a good number of positives. It is relatively unconstrained. It has also been actively promoted, work has commenced on the northern area with permission granted for the rest of the site. It is therefore proven as deliverable and will make a significant contribution towards the 5-year supply. The major negatives are very likely to be mitigated – in terms of the SSSI this development could assist in improving the designated area. The positives outweigh any potential negatives for this site.	
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## D: Land to the West of Burgess Hill

Potential Units: 2,500. SHLAA Reference: #740

<b>Constraints</b>	<b>AONB</b>	N/A	This site is remote from high status protected areas (AONB/National Park)
	<b>Landscape Capacity/Suitability</b>	High	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has High potential for development according to previous studies, in landscape terms.
	<b>Flood Risk</b>	Significant	A large area of Flood Zone 2/3 crosses the middle of the site, effectively cutting it into two areas. This could affect deliverability of the whole site.
	<b>Ancient Woodland</b>	Partial	There are small areas of ancient woodland within the site.
	<b>SNCI/SSSI/LNR</b>	None	This site is not affected by SNCI/SSSI/LNR designations.
	<b>Heritage (LB/Cons)</b>	LB - On Site	There are listed buildings within the site; development here would have to respect their setting.
<b>Accessibility</b>	<b>Education</b>	Onsite	Due to its size this site is likely to contain provision of new primary education on site as part of the strategic development scheme.
	<b>Health Facilities</b>	Onsite	Due to its size this site is likely to contain provision of new health facilities on site as part of the strategic development scheme.
	<b>Town/Village Centre</b>	15-20 Minute Walk	This site is an approximate 15-20 minute walk from Burgess Hill town centre where a range of shopping/leisure facilities exist.
	<b>Public Transport</b>	Good	The majority of the site is greater than a 20 minute walk from Burgess Hill train station. The majority of the site would be served by the existing bus network which is good in this location.
	<b>Road Congestion</b>	Significant - Improve	A site of this size is likely to have negative transport impacts, although the site is located on the A2300 and western distributor road. However, its impact is likely to be highly negative when combined with option (A) which is

			already significantly progressed.
Deliverability	Site Availability	Actively Promoted - DP	This site has been promoted to the District Plan, however is not significantly progressed. The site is in multiple ownership with uncertainties regarding intentions to develop. It is therefore unlikely to deliver any units within the first 5 years.
	Progress	No Details	This site has not progressed any further than being promoted to the District Plan (i.e. no further discussions/pre-application advice, etc.).
	Timescale	Unlikely Y1-5	Due to the lack of progress with this site so far and no application imminent, it is unlikely this site will deliver units within the first 5 years of the plan period.
Housing Need	District Needs	District - Significant	A site of this size is likely to significantly meet the District's housing need.
	Unmet Needs	Assist Both C/B	Due to the size and location of this site, it is likely to contribute towards the unmet needs of Crawley and Brighton & Hove.
<b>Conclusion:</b>			
	8	This site has a good number of major positive impacts; in particular its size could ensure that new facilities/services are provided onsite and would be likely to contribute significantly to the District's housing need as well as unmet needs of neighbouring authorities. However, there are a number of major negatives – the site is not significantly progressed, whilst it has been promoted land ownership is fragmented, and there is a significant area of flood risk that splits the site in two. As the Northern Arc (option (A)) is significantly progressed, it is unlikely that this site would be deliverable in the short/medium term as the combination of effects between the two sites could make this scheme undeliverable and unacceptable (particularly in transport and sewerage terms). The positives are not outweighed by the negatives.	
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## E: Land to the East/South of Crawley (Crabbet Park)

Potential Units: 2,300. SHLAA Reference: #18

Constraints	AONB	Partly Within	The southern part of this site (south of Turners Hill Road) is within the High Weald AONB.
	Landscape Capacity/Suitability	Low/Medium	In landscape terms this site has Low/Medium potential for development, based on LUC's SHLAA Audit and Capacity studies.
	Flood Risk	Partial FZ 2/3	An area on the east of the site is within Flood Zone 2/3. This is on the edge of the site and is therefore not crucial (i.e. not required for access or dwellings). Water compatible uses would be expected in these areas.
	Ancient Woodland	Partial	There are small pockets of ancient woodland within this site but these have been accounted for in terms of the site's developable area, and master planning should ensure these areas (plus buffer zones) are avoided.
	SNCI/SSSI/LNR	SNCI Adjacent	A small section of SNCI is adjacent to this site, although impacts on it are uncertain.
	Heritage (LB/Cons)	LB - Proximity	There are a number of listed buildings adjacent to the site. Development here would have to respect their setting.
essibility	Education	Onsite	Due to its size this site is likely to contain provision of new education facilities (primary, secondary, or both) on site as part of the strategic development scheme.

	<b>Health Facilities</b>	Onsite	Due to its size this site is likely to contain provision of new health facilities on site as part of the strategic development scheme.
	<b>Town/Village Centre</b>	>20 Minute Walk	This site is remote from town centre retail/leisure facilities. Crawley town centre is remote on foot and would most likely be reached by private car.
	<b>Public Transport</b>	Fair	The majority of the site is greater than a 20 minute walk from Three Bridges train station. However, it is likely that bus provision will be improved in the town to serve the site.
	<b>Road Congestion</b>	Significant - Improve	Due to its size and location, significant transport improvements would be required to make this site acceptable. Its impact is likely to be highly negative when combined with the 2 new neighbourhoods currently being built at Crawley.
<b>Deliverability</b>	<b>Site Availability</b>	Promoted Past - Not DP	This site was previously included in the withdrawn Core Strategy as a contingency site, and was promoted in the past. However, it has not been promoted in recent stages of the District Plan and land ownership/availability is unclear.
	<b>Progress</b>	No Details	This site has not progressed any further than being promoted to the District Plan in the past (i.e. no further discussions/pre-application advice, etc.).
	<b>Timescale</b>	Unlikely Y1-5	Due to the lack of progress with this site so far and no application imminent, it is unlikely this site will deliver units within the first 5 years of the plan period.
<b>Housing Need</b>	<b>District Needs</b>	District - Significant	Should it be delivered, it would contribute significantly to the District's housing needs.
	<b>Unmet Needs</b>	Major Assist - CBC	This site would be in an ideal location to assist in meeting Crawley's unmet housing need.
<b>Conclusion:</b>			
	4	This site has a small number of major positives, however these all relate to potential benefits that could arise should the site be developed. These are outweighed by negative impacts which could limit its suitability for development, particularly in the short-medium term. In particular, this site is not being promoted, and due to this there is no prospect of delivery in the first five years of the plan and uncertainty regarding the improvements to infrastructure that would be required.	
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## F: New Market Town (Sayers Common Area – 'Mayfield Market Town').

Potential Units: 5,000. SHLAA Reference: #678

<b>Constraints</b>	<b>AONB</b>	N/A	This site is remote from high status protected areas (AONB/National Park)
	<b>Landscape Capacity/Suitability</b>	Medium	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Medium potential for development according to previous studies, in landscape terms.
	<b>Flood Risk</b>	FZ2/3 and Historic	Large areas of Flood Zone 2/3 cross the northern part of the site. A number of historic flood events have been reported in this area.

	<b>Ancient Woodland</b>	Partial	There are small pockets of ancient woodland within this site but these have been accounted for in terms of the site's developable area, and master planning will ensure these areas (plus buffer zones) are avoided.
	<b>SNCI/SSSI/LNR</b>	None	This site is not affected by SNCI/SSSI/LNR designations.
	<b>Heritage (LB/Cons)</b>	LB - On Site	There are a number of listed buildings towards the northern and southern sections of the site. Development here would have to respect their setting.
<b>Accessibility</b>	<b>Education</b>	Onsite	Due to its size this site is likely to contain provision of new primary and secondary education on site as part of the strategic development scheme.
	<b>Health Facilities</b>	Onsite	Due to its size this site is likely to contain provision of new health facilities on site as part of the strategic development scheme.
	<b>Town/Village Centre</b>	>20 Minute Walk	This site is remote from existing town centre retail/leisure facilities – Burgess Hill town and Hurstpierpoint village centres are at least a 10 minute drive away from most of the site. Retail/leisure facilities would be expected to be delivered as part of this site but may not offer the equivalent quantity/quality of existing town centres.
	<b>Public Transport</b>	Poor	This site is remote (at least a 10 minute drive) from the nearest railway station (Burgess Hill or Hassocks). The site is infrequently served by the existing bus network although access/frequency would be improved through development of this site.
	<b>Road Congestion</b>	Severe	There are severe transport concerns with a site of this size in this location. It will be a predominantly car-based site, with impact on the A23 in terms of access and traffic movements. It is currently unclear as to how these will be resolved and how viable/acceptable any proposed mitigation measures will be.
<b>Deliverability</b>	<b>Site Availability</b>	Actively Promoted - DP	This site is actively promoted through the District Plan, although does not have local or political support.
	<b>Progress</b>	Early Stage	At present there are a number of uncertainties regarding land ownership, exact site boundaries, mitigation required, infrastructure lead-in times and the impact this site would have on existing settlements both adjacent and in proximity.
	<b>Timescale</b>	Unlikely Y1-5	Due to the scale of this site and the infrastructure and site preparation required, it is highly unlikely to deliver any units within the first 5 years of the plan period.
<b>Housing Need</b>	<b>District Needs</b>	District - Significant	Should it be delivered, it would contribute significantly to the District's housing needs.
	<b>Unmet Needs</b>	Assist Both C/B	Due to the size and location of this site, it is likely to contribute towards the unmet needs of Crawley and Brighton & Hove.
<b>Conclusion:</b>			
	7	This site has a good number of major positive benefits, particularly due to its size – it could deliver new facilities onsite and would assist with District and neighbouring housing needs. However, there are a number of major negatives – there are a number of infrastructure constraints due to its location, particularly regarding transport. The site is not well connected to sustainable transport measures and is likely to have a significant impact on the local road network as well as the A23. There are flooding concerns on large areas of the site. Due to its size it is unlikely to deliver in the short term. Importantly, this site does not have widespread local or political support, there are a number of uncertainties regarding land ownership and delivery, and it has already been dismissed at Crawley BC and Horsham DC's local plan examinations. The positives that could arise from this site are not outweighed by the significant negative impacts.	
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## G: Land north of Cuckfield Bypass, Cuckfield.

Potential Units: 500. SHLAA Reference: #240

Constraints	AONB	N/A	This site is remote from high status protected areas (AONB/National Park)
	Landscape Capacity/Suitability	Low/Medium	In landscape terms this site has Low/Medium potential for development, based on LUC's SHLAA Audit and Capacity studies.
	Flood Risk	None	There are no areas of flood risk or historical flooding.
	Ancient Woodland	15m Buffer only	This site contains a small area within a buffer for Ancient Woodland.
	SNCI/SSSI/LNR	None	This site is not affected by SNCI/SSSI/LNR designations.
	Heritage (LB/Cons)	Adjacent CA	The site is adjacent to the Cuckfield Conservation area, to the north. Extensive development may severely harm the setting of the Grade 1 listed church, which lies adjacent and within the conservation area.
Accessibility	Education	10-15 Minute Walk	Whilst new education facilities are not proposed on this site, an existing primary school and secondary school are within a 10-15 minute walk.
	Health Facilities	10-15 Minute Walk	Whilst new health facilities are not proposed on this site, an existing GP surgery is within a 10-15 minute walk.
	Town/Village Centre	<10 Minute Walk	This site is an approximate 10 minute walk from Cuckfield village centre where a small number of shops exist.
	Public Transport	Good	This site is greater than a 20 minute walk from the nearest railway station (Haywards Heath). Bus provision and frequency in this location is good.
	Road Congestion	Significant - Improve	There is no direct vehicular access from highway. Cuckfield Bypass (A272) is the only bordering highway.
Deliverability	Site Availability	Promoted Past - Not DP	This site was previously promoted to the withdrawn Core Strategy, but has not been promoted for strategic development to the District Plan at any stage.
	Progress	No Details	This site has not progressed any further than being promoted to the SHLAA and withdrawn Core Strategy in the past (i.e. no further discussions/pre-application advice, etc.).
	Timescale	Unlikely Y1-5	Due to the lack of progress with this site so far and no application imminent, it is highly unlikely this site will deliver units within the first 5 years of the plan period.
Housing Need	District Needs	Small/Localised Need	Development of this size at this location is unlikely to meet wider District needs - it is more likely to meet localised need.
	Unmet Needs	Minor Assist - CBC	Due to its location it is more likely to assist Crawley than Brighton & Hove in terms of unmet housing need; however it could make a small contribution towards both authorities.
<b>Conclusion:</b>			
	4	This site has a small number of major positives, these all relate to it not being within a designated area (such as the AONB, National Park or SNCI/SSSI/LNR). These major positives are outweighed by the potential negative impact on the adjacent conservation area and listed buildings. The site has not been promoted for development, therefore there is no certainty that this site would come forward, particularly in the first 5 years of the plan period. The site isn't likely to make major contributions towards District or the unmet housing need of neighbouring authorities.	
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	1	Overall, the potential positives regarding this site are outweighed by a number of negative impacts.
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## H: Land adj. Great Harwoods Farm, East Grinstead.

Potential Units: 600. SHLAA Reference: #17

Constraints	AONB	Wholly Within	This site is wholly within the High Weald Area of Outstanding Natural Beauty.
	Landscape Capacity/Suitability	Low/Medium	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Low/Medium potential for development according to previous studies, in landscape terms.
	Flood Risk	FZ2/3 and Historic	The southern area of this site is within Flood Zone 2/3 and this area has flooded in the past. These are not crucial areas of the site (i.e. they are not required for access or dwellings).
	Ancient Woodland	Significant	There are significant amounts of ancient woodland on this site – both in terms of quantity and location. The location would mean the site becoming fragmented, with some areas inaccessible unless the woodland is removed.
	SNCI/SSSI/LNR	None	This site is not affected by SNCI/SSSI/LNR designations.
	Heritage (LB/Cons)	LB - Proximity	A listed building lies adjacent to the western boundary of this site. Development here would have to respect its setting.
Accessibility	Education	10-15 Minute Walk	Whilst new education facilities are not proposed on this site, an existing primary school is within a 10-15 minute walk.
	Health Facilities	15-20 Minute Walk	Whilst new health facilities are not proposed on this site, an existing GP surgery is within a 15-20 minute walk.
	Town/Village Centre	15-20 Minute Walk	This site is an approximate 15-20 minute walk from East Grinstead town centre where a range of shopping/leisure facilities exist.
	Public Transport	Fair	The majority of the site is greater than a 20 minute walk from East Grinstead train station. The majority of the site would be served by the existing bus network which is good in this location.
	Road Congestion	Severe	There are severe transport constraints within East Grinstead; this is likely to limit the amount of strategic development that would be appropriate within the town unless significant mitigation is proposed. This may affect the viability of this site.
Deliverability	Site Availability	Promoted Past - Not DP	The site has been promoted in the past, but has not been directly promoted to the District Plan at any stage.
	Progress	No Details	This site has not progressed any further than being promoted in the past (i.e. no further discussions/pre-application advice, etc.).
	Timescale	Unlikely Y1-5	Due to the lack of progress with this site so far and no application imminent, it is highly unlikely this site will deliver units within the first 5 years of the plan period.
Single Need	District Needs	District Need	It will contribute a moderate amount towards the District's overall need.



	<b>Unmet Needs</b>	Minor Assist - CBC	Due to its location, it is more likely to assist Crawley than Brighton and Hove in terms of unmet housing need.
<b>Conclusion:</b>			
	1	There are only a few major positives associated with this site, and these relate to it not being within a National Park or SNCI/SSSI/LNR. However, this is outweighed by the negative impact of the site being wholly within the High Weald AONB. The site has significant areas of ancient woodland, which is likely to limit the amount of developable land – this may reduce the site to a size that would not be considered strategic, and therefore not appropriate for allocation in the District Plan. The site’s major negatives relate to the severe transport constraints, which affect all sites in the East Grinstead area. The contribution this site would make towards District/neighbouring housing need is not likely to be outweighed by the major negative impact of being in the AONB. In any case, this site is unlikely to be deliverable in totality due to its constraints.	
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<b>I: Land North East of Lindfield.</b>			
<b>Potential Units: 1,200. SHLAA Reference: #498</b>			
<b>Constraints</b>	<b>AONB</b>	Proximity	The north/western edges of this site are in close proximity to the High Weald AONB.
	<b>Landscape Capacity/Suitability</b>	Low/Medium	In landscape terms this site has Low/Medium potential for development, based on LUC’s SHLAA Audit and Capacity studies.
	<b>Flood Risk</b>	Significant	The southern area of this site is within Flood Zone 2/3. This could constrain access to the site from the south.
	<b>Ancient Woodland</b>	15m Buffer only	This site contains a small area within a buffer for Ancient Woodland.
	<b>SNCI/SSSI/LNR</b>	LNR Adjacent	The site contains the Eastern Road Local Nature Reserve, this will limit developable area and impact of development on the nature reserve will need to be considered.
	<b>Heritage (LB/Cons)</b>	Adjacent CA	The site borders the Lindfield Conservation Area to the west
<b>Accessibility</b>	<b>Education</b>	10-15 Minute Walk	Whilst new education facilities are not proposed on this site, an existing primary school is within a 10-15 minute walk.
	<b>Health Facilities</b>	<10 Minute Walk	Whilst new health facilities are not proposed on this site, an existing GP surgery is within a 10 minute walk.
	<b>Town/Village Centre</b>	<10 Minute Walk	This site is an approximate 10 minute walk from Lindfield village centre where a small number of shops exist.
	<b>Public Transport</b>	Fair	The majority of the site is greater than a 20 minute walk from Haywards Heath train station. The majority of the site would be served by the existing bus network which is ‘fair’ in this location.
	<b>Road Congestion</b>	Significant - Improve	A site of this size in this location is likely to have significant traffic issues. The site is also difficult to access, particularly from the south, due to the presence of a flood risk zone.
<b>verabit</b>	<b>Site Availability</b>	Promoted Past - Not DP	This site was previously promoted to the withdrawn Core Strategy, but has not been promoted for strategic development to the District Plan at any stage.

	<b>Progress</b>	No Details	This site has not progressed any further than being promoted to the withdrawn Core Strategy in the past (i.e. no further discussions/pre-application advice, etc.).
	<b>Timescale</b>	Potential Y1-5	It is unlikely that this site will deliver any units within the first 5 years of the plan period.
<b>Housing Need</b>	<b>District Needs</b>	District Need	It will contribute a moderate amount towards the District's overall need.
	<b>Unmet Needs</b>	Minor Assist - CBC	Due to its location, it is more likely to assist Crawley than Brighton and Hove in terms of unmet housing need.
<b>Conclusion:</b>			
	2	There are very few positives for this site, the only major benefit being that it is not within the South Downs National Park. It is, however, adjacent to the High Weald AONB. It also has an area of flood risk in an area of the site that may be crucial for access. It also contains a Local Nature Reserve and is adjacent to a conservation area and listed buildings. Given these constraints, and the fact that contributions towards the District and neighbouring unmet needs are likely to be relatively minor compared to other options, the negatives are not outweighed by the positives.	
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<b>K: Haywards Heath Golf Course.</b>			
<b>Potential Units: 450. SHLAA Reference: #503</b>			
<b>Constraints</b>	<b>AONB</b>	Proximity	The north/western edges of this site are in close proximity to the High Weald AONB.
	<b>Landscape Capacity/Suitability</b>	Medium/High	In landscape terms this site has Medium/High potential for development, based on LUC's SHLAA Audit and Capacity studies.
	<b>Flood Risk</b>	Historic	Although not in a flood risk zone, historic flood events have been recorded on this site.
	<b>Ancient Woodland</b>	Partial	There are small areas of ancient woodland on the edges of the site.
	<b>SNCI/SSSI/LNR</b>	SNCI Adjacent	A small section of SNCI is adjacent to this site to the north, although impacts on it are uncertain.
	<b>Heritage (LB/Cons)</b>	None	There are no heritage assets (listed buildings/conservation areas) in proximity to this site.
<b>Accessibility</b>	<b>Education</b>	15-20 Minute Walk	Despite its yield, the site proponents have suggested that new education facilities may be provided on site. An existing primary school is within a 15-20 minute walk.
	<b>Health Facilities</b>	>20 Minute Walk	New health facilities are not proposed on site. Existing facilities are greater than a 20 minute walk away.
	<b>Town/Village Centre</b>	15-20 Minute Walk	This site is an approximate 15-20 minute walk from Haywards Heath town centre where a range of shopping/leisure facilities exist.

	<b>Public Transport</b>	Poor	The majority of the site is greater than a 20 minute walk from Haywards Heath train station. Bus provision for this site is currently poor. However, bus provision could be improved in the town to serve the site.
	<b>Road Congestion</b>	Minor - Improve	This site would require improvements to access. It is remote from public transport and services so is likely to be reliant on private car usage
<b>Deliverability</b>	<b>Site Availability</b>	Actively Promoted - DP	This site has been actively promoted to the District Plan.
	<b>Progress</b>	Early Stage	Discussions regarding this site have taken place between the promoters and the District Councils.
	<b>Timescale</b>	Unlikely Y1-5	The representation to the District Plan states that the site may not be available for development until after 2022, therefore it is unlikely to deliver any units in the first five years of the plan.
<b>Housing Need</b>	<b>District Needs</b>	District Need	It will contribute a moderate amount towards the District's overall need.
	<b>Unmet Needs</b>	Minor Assist - CBC	Due to its location, it is more likely to assist Crawley than Brighton and Hove in terms of unmet housing need.
<b>Conclusion:</b>			
	2	This site has a small number of major positives – it is being actively promoted to the District Plan and is relatively unconstrained. Buffers/mitigation may be required in terms of the nearby AONB, adjacent SNCI and ancient woodland. Although the site is largely positive, there are a number of uncertainties. It is unlikely to contribute significantly towards unmet needs compared to other options. It is remote from existing facilities and services in Haywards Heath and may not be large enough to include new facilities on site – it would therefore be car dependant. The site's deliverability is also questioned, as it is currently being used as a golf course. The impact of its loss, and/or replacement, is currently unknown. Site proponents claim that the site would be available for development in the longer term (post 2022).	
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## L: Eastlands, Lewes Road, Scaynes Hill.

Potential Units: 630. SHLAA Reference: #515

<b>Constraints</b>	<b>AONB</b>	N/A	This site is remote from high status protected areas (AONB/National Park)
	<b>Landscape Capacity/Suitability</b>	Low/Medium	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Low/Medium potential for development according to previous studies, in landscape terms.
	<b>Flood Risk</b>	None	There are no areas of flood risk or historical flooding.
	<b>Ancient Woodland</b>	Adjacent	A small area of ancient woodland (including buffer) lies adjacent to the site to the north and west.
	<b>SNCI/SSSI/LNR</b>	SNCI Adjacent	A small section of SNCI is adjacent to this site to the north, although impacts on it are uncertain.
	<b>Heritage (LB/Cons)</b>	None	There are no heritage assets (listed buildings/conservation areas) in proximity to this site.

<b>Accessibility</b>	<b>Education</b>	10-15 Minute Walk	Whilst new education facilities are not proposed on this site, an existing primary school is within a 10-15 minute walk.
	<b>Health Facilities</b>	15-20 Minute Walk	Whilst new health facilities are not proposed on this site, an existing GP surgery is within a 15-20 minute walk.
	<b>Town/Village Centre</b>	>20 Minute Walk	Whilst located on the edge of Scaynes Hill there are limited retail/leisure facilities within the village. The site is therefore remote from existing retail/leisure facilities.
	<b>Public Transport</b>	Fair	The site is remote from the nearest train station (Haywards Heath). Bus provision and frequency in this location is 'fair'.
	<b>Road Congestion</b>	Moderate - Improve	Transport improvements would be needed due to the site's size, access could be gained from Lewes Road although part of this is subject to a blanket Tree Preservation Order.
<b>Deliverability</b>	<b>Site Availability</b>	Not Promoted	This site was submitted to the SHLAA, but has not been promoted to the District Plan.
	<b>Progress</b>	No Details	This site has not progressed any further than being promoted to the SHLAA (i.e. no further discussions/pre-application advice, etc.).
	<b>Timescale</b>	Unlikely Y1-5	Due to the lack of progress with this site so far and no application imminent, it is highly unlikely this site will deliver units within the first 5 years of the plan period.
<b>Housing Need</b>	<b>District Needs</b>	Small/Localised Need	Development of this size at this location is unlikely to meet wider District needs - it is more likely to meet localised need.
	<b>Unmet Needs</b>	Minor Assist - CBC	Due to its location, it is more likely to assist Crawley than Brighton and Hove in terms of unmet housing need.
<b>Conclusion:</b>			
	3	Although there are a small number of major positives, these relate to the fact the site isn't in a designated environmental area. However, landscape assessments have shown that there is only low/medium capacity for development at this location. There are a number of uncertainties regarding the delivery of this site – it has not been actively promoted and has not been subject to any formal pre-application advice. Therefore it is uncertain as to whether this site will be delivered, particularly in the short term. The negatives therefore outweigh any positives.	
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### M: Hardriding Farm, Brighton Road, Pease Pottage

**Potential Units: 600. SHLAA Reference: #666**

<b>Constraints</b>	<b>AONB</b>	Wholly Within	This site is wholly within the High Weald Area of Outstanding Natural Beauty.
	<b>Landscape Capacity/Suitability</b>	Medium	In landscape terms this site has Medium potential for development, based on LUC's SHLAA Audit and Capacity studies.
	<b>Flood Risk</b>	None	There are no areas of flood risk or historical flooding.

	<b>Ancient Woodland</b>	Partial	There are small areas of ancient woodland within and adjacent to the site.
	<b>SNCI/SSSI/LNR</b>	None	This site is not affected by SNCI/SSSI/LNR designations.
	<b>Heritage (LB/Cons)</b>	None	There are no heritage assets (listed buildings/conservation areas) in proximity to this site.
<b>Accessibility</b>	<b>Education</b>	On Site	The site proponent has indicated that this site is likely to contain provision of new primary education on site as part of the strategic development scheme.
	<b>Health Facilities</b>	>20 Minute Walk	The application includes provision of a community café/hospice. Existing health facilities are greater than a 20 minute walk away.
	<b>Town/Village Centre</b>	>20 Minute Walk	This site is remote from town centre retail/leisure facilities. Crawley town centre is remote on foot and would most likely be reached by private car.
	<b>Public Transport</b>	Good	The site is remote from the nearest train station (Crawley/Three Bridges). Bus provision and frequency in this location is good.
	<b>Road Congestion</b>	Significant - Improve	Transport mitigation is likely to be required due to the impacts of this site on the adjacent A/M23 junction. It is remote from public transport and services so would be reliant on private car usage.
<b>Deliverability</b>	<b>Site Availability</b>	Actively Promoted - DP	This site has been actively promoted to the District Plan.
	<b>Progress</b>	Pre-App/Advanced	Active discussions are taking place between the promoters and the District Council. An application has been submitted for this site. This is still to be determined.
	<b>Timescale</b>	Very Likely Y1-5	This site is likely to deliver within the first 5 years of the plan period.
<b>Housing Need</b>	<b>District Needs</b>	District Need	Due to its size and location this site is likely to make a small contribution to the District's need overall housing need.
	<b>Unmet Needs</b>	Major Assist - CBC	The site is adjacent to the Crawley Borough boundary. Development here would make a major contribution towards Crawley's unmet housing need.
<b>Conclusion:</b>			
	8	This site has a high number of major positive impacts. These are predominantly regarding delivery – this site is being promoted, at an advanced stage (a planning application has been submitted) and should it be accepted, is likely to deliver within the first five years of the plan period. It is likely to be of major benefit to Crawley, in terms of assisting to meet their unmet need for housing. The major negative is the site's location within the High Weald AONB. Great weight should be placed on this designation as it is a high status protected site according to the NPPF. There are many positives to this site which could outweigh this major negative.	
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## N: Land South of Pease Pottage.

Potential Units: 660. SHLAA Reference: #603

Constraints	AONB	Wholly Within	This site is wholly within the High Weald Area of Outstanding Natural Beauty.
	Landscape Capacity/ Suitability	Medium	In landscape terms this site has Medium/High potential for development, based on LUC's SHLAA Audit and Capacity studies.
	Flood Risk	None	There are no areas of flood risk, further environmental designations or heritage assets in proximity to this site.
	Ancient Woodland	Partial	There are small areas of ancient woodland within and adjacent to the site. Some areas of woodland are in locations which may constrain access to other areas of the site.
	SNCI/SSSI/LNR	None	This site is not affected by SNCI/SSSI/LNR designations.
	Heritage (LB/Cons)	None	There are no heritage assets (listed buildings/conservation areas) in proximity to this site.
Accessibility	Education	>20 Minute Walk	New education facilities are not proposed on site. Existing facilities are greater than a 20 minute walk away.
	Health Facilities	>20 Minute Walk	New health facilities are not proposed on site. Existing facilities are greater than a 20 minute walk away.
	Town/Village Centre	>20 Minute Walk	This site is remote from town centre retail/leisure facilities. Crawley town centre is remote on foot and would most likely be reached by private car.
	Public Transport	Good	The site is remote from the nearest train station (Crawley/Three Bridges). Bus provision and frequency in this location is good.
	Road Congestion	Significant - Improve	Transport mitigation is likely to be required due to the impacts of this site on the adjacent A/M23 junction. It is remote from public transport and services so would be reliant on private car usage.
Deliverability	Site Availability	Promoted - Past DP	This site has previously been promoted to the District Plan (in 2012), but has not been submitted during recent consultation periods.
	Progress	No Details	This site has not progressed any further than being promoted to the District Plan (i.e. no further discussions/pre-application advice, etc.).
	Timescale	Potential Y1-5	This site has potential to deliver within the first 5 years of the plan.
Housing Need	District Needs	District	Due to its size and location this site is likely to make a small contribution to the District's need overall housing need.
	Unmet Needs	Major Assist - CBC	The site is adjacent to the Crawley Borough boundary. Development here would make a major contribution towards Crawley's unmet housing need.
<b>Conclusion:</b>			
	4	There are a number of major positives associated with this site. It could meet some of the District's need for housing but is more likely to benefit Crawley Borough by contributing towards their unmet need for housing. The major negative is the site's location within the High Weald AONB.	
	3	Great weight should be placed on this designation as it is a high status protected site according to the NPPF. Despite previous promotion, this site has not been recently promoted to the District Plan; therefore it is unclear whether it is still a deliverable option for allocation. Potential	
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4	negatives do not outweigh the positives.
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### O: Land at Lower Tilgate, Pease Pottage.

Potential Units: 1,750. SHLAA Reference: #243

<b>Constraints</b>	<b>AONB</b>	Wholly Within	This site is wholly within the High Weald Area of Outstanding Natural Beauty.
	<b>Landscape Capacity/Suitability</b>	Low/Medium	In landscape terms the majority of this site has Low/Medium potential for development, based on LUC's SHLAA Audit and Capacity studies. However it has negligible landscape capacity.
	<b>Flood Risk</b>	Adjacent FZ 2/3	An area of Flood Zone 2/3 runs adjacent to the east and south of the site.
	<b>Ancient Woodland</b>	Significant	There are significant areas of ancient woodland within and adjacent to the site. These effectively cut off most of the site, making it difficult to access without losing ancient woodland. The developable area would likely be significantly decreased, which may affect viability and deliverability.
	<b>SNCI/SSSI/LNR</b>	None	This site is not affected by SNCI/SSSI/LNR designations.
	<b>Heritage (LB/Cons)</b>	None	There are no heritage assets (listed buildings/conservation areas) in proximity to this site.
<b>Accessibility</b>	<b>Education</b>	Onsite	Due to its size this site is likely to contain provision of new education facilities (primary, secondary, or both) on site as part of the strategic development scheme.
	<b>Health Facilities</b>	Onsite	Due to its size this site is likely to contain provision of new health facilities on site as part of the strategic development scheme.
	<b>Town/Village Centre</b>	>20 Minute Walk	This site is remote from town centre retail/leisure facilities. Crawley town centre is remote on foot and would most likely be reached by private car.
	<b>Public Transport</b>	Poor	The site is remote from the nearest train station (Crawley/Three Bridges). Bus provision and frequency in this location for most of the site is poor.
	<b>Road Congestion</b>	Significant - Improve	Transport mitigation is likely to be required due to the impacts of this site on the adjacent A/M23 junction. It is remote from public transport and services so would be reliant on private car usage.
<b>Deliverability</b>	<b>Site Availability</b>	Not Promoted	This site was submitted to the SHLAA, but has not been promoted to the District Plan. Prospect of delivery is therefore uncertain, especially in the short term.
	<b>Progress</b>	No Discussions	This site has not progressed since it was originally identified as a potential strategic site (i.e. no further discussions/pre-application advice, etc.).
	<b>Timescale</b>	Unlikely Y1-5	Due to the lack of progress with this site so far and no application imminent, it is unlikely this site will deliver units within the first 5 years of the plan period.

<b>Housing Need</b>	<b>District Needs</b>	District - Significant	Due to its size and location this site is likely to make a significant contribution to the District's need overall housing need.
	<b>Unmet Needs</b>	Major Assist - CBC	The site is adjacent to the Crawley Borough boundary. Development here would make a major contribution towards Crawley's unmet housing need.
<b>Conclusion:</b>			
	6	There are a number of major positives associated with this site. It could meet some of the District's need for housing but is more likely to benefit Crawley Borough by contributing towards their unmet need for housing. The major negative is the site's location within the High Weald AONB. Great weight should be placed on this designation as it is a high status protected site according to the NPPF. There is also significant coverage of ancient woodland on this site, which would limit the amount of land developable and could make the scheme unfeasible to deliver. This site has not been recently promoted to the District Plan; therefore it is unclear whether it is still a deliverable option for allocation. Overall the major negatives outweigh any positives that may arise from developing this site.	
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<b>P: Broad Location east of Ansty.</b>			
<b>Potential Units: 3,000. SHLAA Reference: #736</b>			
<b>Constraints</b>	<b>AONB</b>	Partly Within	The northern part of this site (north of Ansty/west of Cuckfield) is within the High Weald AONB.
	<b>Landscape Capacity/Suitability</b>	Low/Medium	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Low/Medium potential for development according to previous studies, in landscape terms.
	<b>Flood Risk</b>	FZ2/3 and Historic	An area of Flood Zone 2/3 crosses the site from east/west. There are also recorded incidents of historic flooding.
	<b>Ancient Woodland</b>	Significant	There are various areas of ancient woodland within and on the boundary of the site.
	<b>SNCI/SSSI/LNR</b>	SNCI Adjacent	A small section of SNCI is adjacent to this site, although impacts on it are uncertain.
	<b>Heritage (LB/Cons)</b>	LB - Proximity	There are listed buildings in the vicinity but these are unlikely to be significantly affected by development of this site.
<b>Accessibility</b>	<b>Education</b>	Onsite	Due to its size this site is likely to contain provision of new education facilities (primary, secondary, or both) on site as part of the strategic development scheme.
	<b>Health Facilities</b>	Onsite	Due to its size this site is likely to contain provision of new health facilities on site as part of the strategic development scheme.
	<b>Town/Village Centre</b>	>20 Minute Walk	This site is remote from town centre retail/leisure facilities. Burgess Hill town centre is remote on foot and would most likely be reached by private car.
	<b>Public Transport</b>	Poor	The site is remote from the nearest train station. Bus provision and frequency in this location is poor.
	<b>Road Congestion</b>	Significant - Uncertain	A site of this size is likely to have significant transport impacts. However, there is no further detail regarding impact on the network, access or mitigation, therefore it cannot be certain that this scheme would be acceptable in



			transport terms.
<b>Deliverability</b>	<b>Site Availability</b>	Promoted - Past DP	The site was promoted at an early stage of the District Plan, but has not been submitted during the most recent consultation.
	<b>Progress</b>	No Details	This site has not progressed any further than being promoted to the District Plan (i.e. no further discussions/pre-application advice, etc.).
	<b>Timescale</b>	Unlikely Y1-5	It is very unlikely to deliver any units within the short/medium term.
<b>Housing Need</b>	<b>District Needs</b>	District - Significant	The size of this site will contribute significantly towards the District's and other authority's needs.
	<b>Unmet Needs</b>	Assist Both C/B	Due to the size and location of this site, it is likely to contribute towards the unmet needs of Crawley and Brighton & Hove.
<b>Conclusion:</b>			
	4	There are a small number of major positives to this site, however these all relate to impacts should it be delivered – it could provide new facilities/services onsite and would contribute significantly towards District and unmet housing need from neighbouring authorities. However, there are very few positives regarding constraints – there is significant ancient woodland, flood risk, and transport constraints. The site is not being actively promoted and is unlikely to deliver in the short/medium term. As the Northern Arc (option (A)) is significantly progressed, it is unlikely that this site would be deliverable in the short/medium term as the combination of effects between the two sites could make this scheme undeliverable and unacceptable (particularly in transport and sewerage terms). The positives are not outweighed by the negatives.	
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## Q: Imberhorne Farm, East Grinstead.

Potential Units: 550. SHLAA Reference: #770

<b>Constraints</b>	<b>AONB</b>	N/A	This site is remote from high status protected areas (AONB/National Park)
	<b>Landscape Capacity/Suitability</b>	Medium/High	The LUC SHLAA Audit only assessed sites that had been deemed unsuitable in landscape terms – therefore this site was not assessed in the audit. Overall this site has Medium/High potential for development according to previous studies, in landscape terms.
	<b>Flood Risk</b>	None	There are no areas of flood risk or historical flooding.
	<b>Ancient Woodland</b>	Partial	There are small areas of ancient woodland, largely on the northern and southern boundary of this site.
	<b>SNCI/SSSI/LNR</b>	SNCI Adjacent	A small section of SNCI is adjacent to this site, although impacts on it are uncertain.
	<b>Heritage (LB/Cons)</b>	LB - Proximity	There are listed buildings in the vicinity but these are unlikely to be significantly affected by development of this site.

<b>Accessibility</b>	<b>Education</b>	On Site	The proposal would facilitate the consolidation of Imberhorne School onto a single site at Imberhorne Lane.
	<b>Health Facilities</b>	>20 Minute Walk	New health facilities are not proposed on site. Existing facilities are greater than a 20 minute walk away.
	<b>Town/Village Centre</b>	10-15 Minute Walk	This site is an approximate 10-15 minute walk from East Grinstead town centre where a range of shopping/leisure facilities exist.
	<b>Public Transport</b>	Excellent	The majority of the site is within a 20 minute walk from East Grinstead train station. Bus provision and frequency in this location is excellent.
	<b>Road Congestion</b>	Severe	There are severe transport constraints within East Grinstead; this is likely to limit the amount of strategic development that would be appropriate within the town unless significant mitigation is proposed. This may affect the viability of this site.
<b>Deliverability</b>	<b>Site Availability</b>	Actively Promoted - DP	This site has been actively promoted to the District Plan but at a late stage (Focused Amendments consultation).
	<b>Progress</b>	Early Stage	Early discussions have taken place between the promoters and the District Council.
	<b>Timescale</b>	Unlikely Y1-5	Due to the uncertainties regarding transport and relatively early progress of this site, it is unlikely to deliver any units within the first 5 years of the plan.
<b>Housing Need</b>	<b>District Needs</b>	District Need	It will contribute a moderate amount towards the District's overall need.
	<b>Unmet Needs</b>	Minor Assist - CBC	Due to its location, it is more likely to assist Crawley than Brighton and Hove in terms of unmet housing need.
<b>Conclusion:</b>			
	5	There are a small number of major positives for this site, however these related to it not being in a designated protected area. The site's major negatives relate to the severe transport constraints, which affect all sites in the East Grinstead area. Mitigation would be required which may affect the viability and deliverability of the site, particularly in the short/medium term. Although it could make a small contribution towards unmet needs of neighbouring authorities, the negatives of this site outweigh these positives.	
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