

Representations to Mid Sussex District Plan 2021 - 2039 SHELAA Site Selection Review

Hill Place Farm, East Grinstead

Prepared for

Southern Sheeting Properties Ltd

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1. INTRODUCTION

- 1.1. This document comprises Representations submitted for, and on behalf of, Southern Sheeting Properties Ltd, in respect of the ongoing Examination of the Submission Draft (Regulation 19) Mid Sussex District Plan 2021 - 2039 (the 'Submission Draft Plan'). It is submitted in response to the Local Planning Authority's (LPA) decision, as advocated by the Local Plan Inspector, to 'test' a higher housing requirement than that set out in the Submission Draft Plan, and the potential to allocate additional sites for housing-led development.
- 1.2. The LPA have published a Post Hearings - Site Selection Methodology Review¹ that details the process that will be followed by the LPA in undertaking the re-appraisal of candidate development sites. It states that this will include those sites that were previously promoted and assessed in the 2024 Strategic Housing and Economic Land Availability Assessment (SHELAA) but were not proposed for allocation in the Submission Draft Plan, together with any new sites submitted to the LPA as part of the review.
- 1.3. These Representations relate to a land parcel that was assessed as part of the 2024 SHELAA, but which now includes additional land.
- 1.4. The original land parcel was known as 'Land North of Hill Place Farm Buildings, Turners Hill Road, East Grinstead' and was assessed under Site Reference ID 1060.
- 1.5. This larger land parcel includes land and buildings that (i) were not previously considered under the 2024 SHELAA, and (ii) an area of land that was previously considered under the 2024 SHELAA under a separate site appraisal. The latter was part of a land parcel known as Land South of Hill Place Farm, Turners Hill Road, East Grinstead, and was assessed under Site Reference ID 1067.
- 1.6. These Representations relate to a land parcel now referred to as Land at Hill Place Farm, Turners Hill Road, East Grinstead. It extends to some 3.6 hectares. It includes land and buildings that are currently used by Southern Sheeting Supplies Ltd, for storage and distribution purposes (Use Class B8); a building comprised of 2 residential dwellings Hill Place Farmhouse); a further residential dwelling (The Bungalow), and surrounding land that is either in agricultural use or is unused.
- 1.7. It is submitted that the site is developable and deliverable² for residential-led development and having regard to the Submission Draft Plan's Spatial Strategy, it should be allocated for development to help meet the higher housing target identified by the Local Plan Inspector.
- 1.8. It is considered that the site would be suitable to deliver circa 50 dwellings early in the Plan period.
- 1.9. These representations comprise a brief description of the site and its setting, a summary of the previous consideration and conclusions of its suitability for housing development as contained in the 2024 SHELAA, an overview of a prospective layout and quantum of development, and an assessment of the suitability of the site for allocation for residential development having regard to both the Spatial Strategy of the Submission Draft Plan, and the constraints and opportunities of the site.

¹ Document Reference MS-12

² as defined in the Glossary at Annex 2 of the NPPF

2. SITE AND SURROUNDINGS

- 2.1. Hill Place Farm is located on the south-west edge of East Grinstead.
- 2.2. The property is accessed from Turners Hill Road (B2110), that travels in a broadly south-west to north-east direction and which connects (via West Hill) to the town centre.
- 2.3. The site is a parcel of land that in total extends to some 3.6 hectares.
- 2.4. It is bordered to the south-east by Turners Hill Road; to the north-east by Barredale Court and residential properties in Bullards Road, Coneyburry Grove and Butlers Way; to the west by a railway line (comprising part of the Heritage Bluebell Railway); whilst to the south is agricultural land.
- 2.5. The site is accessed via a hard-surfaced track that leads west from Turners Hill Road. This route also comprises part of a designated Public Right of Way (PRoW) (EAG-43AEG).
- 2.6. The site comprises a number of land uses. It includes a storage and distribution site used by Southern Sheeting Supplies. This comprises a number of buildings together with extensive areas of hardstanding, including permanent racking. Immediately to the west of this is a building that is comprised of two residential dwelling units, (Hill Place Farmhouse). The building group is surrounded to the east, north and west by undeveloped land. Further to the west, immediately north of the PRoW, and a short way to the east of the railway line is a detached residential dwelling known as The Bungalow. South of the PRoW is a field parcel in agricultural use.
- 2.7. The topography of this site is broadly flat, with land falling away to the north, south and east. The railway line is contained within a cutting.
- 2.8. There are a number of mature trees located along the boundary of the site with Barredale Court, Turners Hill Road, along the route of the PRoW, and immediately south, west and north-west of Hill Place Farm dwellings.

3. 2024 STRATEGIC HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT

- 3.1. The Submission Draft Plan was supported by a range of background and evidence papers. This included the District Plan Review Site Selection Methodology, dated October 2023.
- 3.2. This set out the methodology followed by the LPA in developing a short list of potential housing sites that was subsequently used in the determination of which sites to allocate for development within the Plan.
- 3.3. The Paper set out that Stage 1 of the process was the identification of potential sites for development, predominantly comprising those put forward by promoters in response to a 'Call for Sites'.
- 3.4. It noted that a total of 260 sites were then appraised by the LPA as part of the SHELAA. This, Stage 2, comprised individual site assessments via a 3-step process.

- 3.5. Step 2A comprised an assessment of the relationship of the proposed sites to the existing settlement boundaries. Sites that were disconnected from existing settlements and/ or were of a size which meant they could not provide significant on-site facilities/ services (and so not likely to represent sustainable development), were rejected from further assessment.
- 3.6. This assessment was based on proximity of the sites to the defined built-up area boundary; physical separation of the site from the built-up area boundary by features such as ancient woodland or watercourses; and the ability to safely access the site on foot via existing footpaths to the nearest settlement.
- 3.7. Step 2B comprised an assessment of 'showstoppers'. This considered environmental constraints and deliverability issues. Sites with the greatest constraints (or where a significant proportion of the site was affected) were excluded from further assessment.
- 3.8. Step 2C comprised an 'overall assessment'. The sites not rejected at stage 2A and 2B were subject to assessment against 14 criteria that considered environmental constraints, deliverability, and accessibility.
- 3.9. Each criterion was graded using a traffic light system ranging from 'very positive' impact (green), to 'very negative' impact (red).
- 3.10. Following this approach, land located south of the PRoW of the site (Site Reference ID 1067) was rejected at stage 2A on the basis that it was not connected to the built-up area boundary of East Grinstead and would represent unsustainable development.
- 3.11. Land to the north of the PRoW (Site Reference 1060) progressed through stage 2A and 2B.
- 3.12. At Stage 2C, it was identified as extending to some 2.4 hectares of land (excluding the central part of the site comprised of existing built form), and was considered capable of delivering some 20 dwelling units.
- 3.13. The 14 point assessment criteria was comprised of Part 1- Planning Constraints (Criterion 1 - 7); Part 2 - Deliverability Considerations (Criterion 8 and 9); and Part 3 - Sustainability/ Access to Services (Criterion 10 - 14). In assessing the prospect of residential development of the site, the LPA set out summary comments against each of these criterion, as follows:
 - (1) Landscape - Neutral - Medium potential for change in landscape terms.
 - (2) Flood Risk - Very Positive - The site lies entirely within Flood Zone 1, the area of lowest fluvial flood risk.
 - (3) Trees - Positive - Presence of trees on-site or along the boundaries.
 - (4) Biodiversity - Very Positive - Site not within or adjacent to designated site.
 - (5) Listed Buildings - Negative - Listed buildings are present on/ within proximity of the site. Less than substantial impact to high impact. Hill Place (Grade II): The proposed development site, which is currently open fields, completely encircles Hill Place, (Grade II), and former farmstead. Development on the site would fundamentally alter its

character, which would become suburbanised. This would have a very significant negative impact on the setting of the listed farmhouse and historic farmhouse, including (it is likely) views of and from the buildings and the character of the approach to the buildings along the PRoW to the south and the contribution which this makes to the special interest of the farmhouse and any curtilage listed buildings and how this is appreciated. NPPF: less than substantial, high. Imberhorne Viaduct: The introduction of development relatively close to the base of the viaduct may have some detrimental impact on the contribution which the currently semi-rural setting within which it is viewed makes to its special interest. The extent of these impacts are, however, likely to be limited by the distance between the site and the viaduct and by partial screening of the site in views from the track by trees along its length. NPPF less than substantial, low.

- (6) Conservation Areas - Very Positive - There are no Conservation Areas within/ close to the site. No impact.
- (7) Archaeology - Very positive - No impact on archaeological assets.
- (8) Availability - Positive - The site is available for development within five years. No house builder on board.
- (9) Access - Neutral - Access does not exist but can be achieved within landholding to adjacent highway or through third-party land (agreement in place).
- (10) Public Transport - Positive - Bus service - Good. Train Service - Good. Access to public transport and/or frequency of public transport in this location is good.
- (11) Main Service Centre - Neutral - Within 20 minutes walk/ 30 minutes public transport.
- (12) Primary school - Negative - Over 20 minutes walk.
- (13) Health - Negative - Over 20 minutes walk.
- (14) Retail - Neutral - Within 20 minutes walk.

3.14. In light of the above assessment, the site was not selected for allocation within the Submission Draft Local Plan.

4. PROSPECTIVE LAYOUT AND QUANTUM OF DEVELOPMENT

- 4.1. The site proposed for development under these Representations extends to some 3.6 hectares.
- 4.2. It is proposed that all residential development be contained on land that is to the north of the PRoW.
- 4.3. All existing built form, except for the 2 dwellings contained in Hill Place Farmhouse, would be demolished.

- 4.4. Development would be comprised of a mix of dwelling units form and size. They would be predominantly 2-storey, and comply with the requirements of Policy DPH7 (Housing Mix) of the Submission Draft Plan.
- 4.5. The scheme would include affordable housing to accord with the requirements of Policy DPH8 of the Submission Draft Plan, comprising 30% on-site affordable housing. The tenure mix would be 25% First Homes and 75% social or affordable rented.
- 4.6. The development would be served by a new vehicular access on to Turners Hill Road, a shortway to the south-west of the existing. This would comply with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets parameters. It would comprise a 5.5m wide carriageway with a 2.0m footway on the north-east side and a margin on the south-west side.
- 4.7. A dropped kerb/ tactile paving crossing would be incorporated into the new footway to enable crossing of Turners Hill Road and access the existing footway infrastructure on the south-east side of the highway.
- 4.8. Visibility splays would be provided in accordance with DMRB CD123 parameters for both the vehicle access and the footway. This would include the removal and replanting of the existing hedge line comprising the field boundary along the back edge of Turners Hill Road.
- 4.9. The development would retain the existing PRoW as it connects to Turners Hill Road (but without the use of vehicular traffic over this route as occurs at present).
- 4.10. A prospective layout of a residential development of the site is contained at Appendix 1. This is indicative only. It confirms the retention of the listed dwellings with ample spacing and mitigatory planting around its periphery.
- 4.11. An access strip comprising a footway, crossing the site north-south and provided as part of the residential development to the north, to connect this site to the PRoW, lies outside of wider land ownership, and is owned by Vistry Homes The wider land owner, Southern Sheeting Properties Ltd have access rights over it. This route would be retained as part of the proposed scheme.
- 4.12. All trees around the site periphery would be retained, except where required to be removed for the purposes of delivering the requisite access and visibility.
- 4.13. An assessment of the accessibility of the site and details of the proposed new access are detailed at Appendix 2.
- 4.14. Land for requisite Biodiversity Net Gain would be located to the south and/or west (beyond the railway line) of the development.

5. SUITABILITY FOR ALLOCATION FOR RESIDENTIAL DEVELOPMENT

- 5.1. The Submission Draft Plan sets out that the 2018 District Plan Spatial Strategy focussed development towards the 3 main towns of the district (Burgess Hill, East Grinstead and Haywards Heath) and encouraged proportionate growth at other settlements to meet local needs and support

the provision of local services. It noted this Spatial Strategy informed the location of allocations within the 2018 District Plan and subsequent Site Allocations DPD.

- 5.2. It sets out that the District Plan Review process has sought to determine whether the existing strategy is still relevant, given any changes to evidence or local circumstance, and whether the strategy can be maintained given the extended Plan period, future predicted needs, and availability of sites. It states that the findings of the Evidence Base has indicated that beyond existing commitments, there is limited growth potential at East Grinstead, Haywards Heath and AONB settlements.
- 5.3. In light of this, it states that further growth identified within the Submission Draft Plan is in accordance with a revised District Plan Spatial Strategy based on four key principles. These are:
 - Protection of the High Weald Area of Outstanding Natural Beauty (now High Weald National Landscape);
 - Making effective use of land (meaning the maximising of opportunities to re-use brownfield sites);
 - Growth at existing sustainable settlements where it continues to be sustainable to do so;
 - Opportunities for extensions to improve sustainability of existing settlements.
- 5.4. These principles are expressed and applied in a 'cascade' approach.
- 5.5. In respect of the third limb, the Submission Draft Plan states that promoting growth at existing sustainable settlements meets the Plan's Strategic Objectives by ensuring development can be directed away from protected landscapes within the District towards locations which can benefit from existing infrastructure and services. It notes that growth at these locations can contribute towards improved and/ or new facilities to the benefit of all the community.
- 5.6. The Plan notes that increased population can also provide additional support for local businesses and town village centres through increased patronage and staffing. The sustainable expansion of an existing settlement can help provide the critical mass to support viable sustainable travel solutions and improved active travel connectivity for all the community, reducing the need to travel by car and reducing the district's carbon footprint.
- 5.7. The Plan states that it is becoming more challenging to deliver future growth in accordance with this strategy, and that this limits capacity for further sustainable development at some settlements.
- 5.8. It notes there are a number of significant constraints which need to be taken into account when assessing whether future growth is compliant with this element of the strategy. It notes that the availability of sites which continue to be capable of accommodating sustainable growth has become much more limited, particularly at East Grinstead and Haywards Heath and larger villages.
- 5.9. The Spatial Strategy is supported by a Settlement Hierarchy, which the Submission Draft Plan notes has been developed to identify 5 categories of settlement within Mid Sussex District. It notes that

this is based on an assessment of the facilities, characteristics, and functional relationships of settlements with their surrounding areas.

- 5.10. Category 1 settlements are 'Towns'. These are noted as settlements with a comprehensive range of employment, retail, health, education, leisure services, and facilities. These settlements also benefit from relatively good public transport provision and are intended to act as a main service centre for the smaller settlements.
- 5.11. The Submission Draft Plan notes that within the District of Mid Sussex, there are three settlements which fall within Category 1 of the Settlement Hierarchy. These are Burgess Hill, East Grinstead, and Haywards Heath.
- 5.12. The Submission Draft Plan contains allocations that envisage the development of a further 1708 dwellings within Burgess Hill; a further 45 dwellings in East Grinstead, and a further 226 in Haywards Heath.
- 5.13. The allocation of additional residential development at East Grinstead is contained to a single site allocation (Policy DPA4). This is located within the High Weald National Landscape.
- 5.14. In undertaking the Examination of the Submission Draft Plan, the Inspector has identified the requirement for the LPA to test a higher housing requirement than is set out in the Plan.
- 5.15. The requirement for this predominantly arises as a result of the requirement for Mid Sussex District to seek to make a more significant contribution to meeting the unmet housing needs of the adjoining authority of Crawley Borough.
- 5.16. In undertaking this testing of the higher housing requirement, the Inspector has identified the importance of assessing the merit of sites having regard to the Spatial Strategy and in particular, the potential for delivery of additional development in the form of sustainable extensions to existing settlements.
- 5.17. The Inspector noted that the Plan envisaged a relatively modest quantum of development over the remaining plan period in East Grinstead and Haywards Heath, even though these are 2 of the 3 most sustainable settlements within the district, and where the Spatial Strategy emphasises growth should be directed where possible.
- 5.18. In undertaking the test of higher housing growth, and re-appraisal of candidate sites, the Inspector has emphasised the need for regard to 'positive planning', and for the LPA to have regard to prospective mitigation measures that may address concerns raised with sites that led to their omission from allocation in the Submission Draft Plan.
- 5.19. The need and reasons for undertaking a reappraisal of housing sites, and the observations of the Local Plan Inspector all indicate that the re-appraisal by the LPA should give particular consideration to the potential for allocating additional land for residential development in and around East Grinstead.
- 5.20. Having regard to the original site selection methodology, land north of Hill Place Farm (Site Reference ID 1060), progressed through Stages 2A and 2B of the assessment process.

- 5.21. At Stage 2C (overall assessment), the site scored either 'neutral', 'positive' or 'very positive' in 11 of the 14 criterion. Against the remaining 3 criterion, comprising impact to listed buildings, proximity to a primary school, and proximity to health facilities, the site assessment scored these as 'negative'.
- 5.22. An appraisal of the proposed development of the site as now submitted for development under these Representations, against the 14 criteria is detailed below.

Landscape

- 5.23. The site is not located within an area statutorily protected for its landscape beauty.
- 5.24. The northern boundary of the High Weald National Landscape, in proximity of the site, is contained to the south of, and is delineated by, Turners Hill Road.
- 5.25. The designation of land falling within the High Weald National Landscape includes land up to the edge of the built-up area boundary of much of the southern and eastern edge of East Grinstead. The northern edge of the town delineates the edge of the jurisdiction of Mid-Sussex District.
- 5.26. The western edge of East Grinstead therefore comprises the only area adjoining the town within Mid-Sussex District that is unfettered by National Landscape designation.
- 5.27. In consideration of the merits of land comprising Site Reference ID 1060, the landscape impact of the prospective development was considered to be 'neutral'.
- 5.28. Whilst this representation promotes additional land for development, the majority of this comprises the central part of the site that was previously omitted from assessment, with only a small section to the south comprising an expansion of the overall outer boundaries of the site.
- 5.29. Having regard to this, it is considered that the overall landscape effect of the prospective development would continue to be 'neutral'.

Flood Risk

- 5.30. The site lies entirely within Flood Zone 1. This represents land with the lowest probability of flooding, defined as having less than a 1 in 1000 annual probability of river or sea flooding. It is considered the safest category of land for development in flood risk terms.
- 5.31. In consideration of the merits of land comprising Site Reference ID 1060, the flood risk of the prospective development was considered to be 'very positive'.
- 5.32. Whilst this representation promotes additional land for development, this further site area also falls entirely within Flood Zone 1.
- 5.33. Having regard to this, it is considered that the overall flood risk of the prospective development should continue to be 'very positive'.

Trees

- 5.34. There are a number of trees along the boundaries of the site and within proximity of the listed building.

- 5.35. All existing mature trees would be retained in conjunction with the prospective development, with the exception of a number of trees along the boundary with Turners Hill Road. These would need to be removed in order to provide the proposed new access to the site.
- 5.36. In conjunction with the development, it is proposed that mitigatory tree planting would be delivered, at a ratio of 2 trees planted for each 1 tree lost. The planting would be located within and around the southern periphery of the site.
- 5.37. In consideration of the merits of land comprising Site Reference ID 1060, the tree impact of the prospective development was considered to be 'positive'.
- 5.38. Whilst a number of trees are now be proposed for removal, the extent of mitigation via replacement planting would mean that it is considered that the overall tree impact of the prospective development would continue to be 'positive'.

Biodiversity

- 5.39. As detailed above, there are a number of trees along the boundaries of the site and within proximity of the listed building. The land generally comprises commercial buildings and hard standing, residential dwellings, unused grassland, and arable land.
- 5.40. The site is not within or adjacent to any site designated for its biodiversity interest.
- 5.41. In conjunction with the development, it is proposed that mitigatory tree planting be delivered on the site at a ratio of two trees planted for each one tree lost. The land ownership includes agricultural land to the south and west of the site, and it is proposed that this would be used to deliver requisite Biodiversity Net Gain in conjunction with development of the site.
- 5.42. In consideration of the merits of land comprising Site Reference ID 1060, the biodiversity impact of the prospective development was considered to be 'very positive'.
- 5.43. Notwithstanding the increase in the site area, and given the mitigatory and BNG proposals that would accompany the scheme, it is considered that the overall biodiversity impact of the proposed development would continue to be 'very positive'.

Listed Buildings

- 5.44. The site contains Hill Place Farmhouse, a Grade II listed building. The listing description notes that this is a timber-framed medieval hall-house that was much altered in the 19th Century. It notes it is two storey and is constructed externally of brick and tile hanging at first floor level, and the central stack was rebuilt in the 20th Century. The listing description notes that its identification as a heritage asset is in relation to the interior of the building.
- 5.45. The property would have originally comprised part of a farmstead. Much of this has now been redeveloped and comprises part of the commercial land use of Southern Sheeting Supplies Limited. This is located in close proximity immediately to the east of the building, including a large warehouse building.

- 5.46. The setting of the listed building is more open to the west, with the land generally undeveloped up to the railway line.
- 5.47. In consideration of the merits of land comprising Site Reference ID 1060, the listed building impact of the prospective development was considered to be 'negative'.
- 5.48. This was as a result of the effect of prospective development immediately around Hill Place Farmhouse, adversely impacting its setting.
- 5.49. Concerns were also raised at potential impact on the setting of the Grade II listed Imberhorne Viaduct.
- 5.50. This is located to the north of the site and was constructed in the 1880s. It comprises 10 brick arches, each with a span of some 18m and reaching a maximum height of 21m. It was opened in 1882 and carried the Lewes and East Grinstead Railway south from East Grinstead to Kingscote and onwards to Lewes. It was closed in 1958, and reopened in 2013 following work by the Bluebell Railway Society to restore and reconnect the line from the south to East Grinstead.
- 5.51. The viaduct is to the north of the prospective development site and there is little into visibility as a result of the more recent residential development in and around Butlers Way.
- 5.52. It is therefore considered that there would be no undue impact on the setting of this heritage asset.
- 5.53. As a result of the inclusion of additional land within this Representation, compared to previously, it is considered that development has the potential to mitigate the impact on the setting of the heritage asset of Hill Place Farmhouse. This is as a result of the proposed removal of the modern commercial development that lies immediately to the east of the dwelling, to provide increased spacing around the building.
- 5.54. Furthermore, as out in the indicative layout plan, there is the potential to deliver significant spacing in and around the listed building, together with mitigatory planting to supplement the mature trees that exist around the building.
- 5.55. It is considered that the impact on listed buildings from the prospective development would be 'neutral'.
- 5.56. These representations are accompanied by an initial Heritage Note prepared by Heritage Potential, and which is attached at Appendix 3.
- 5.57. This confirms that it is not considered that the heritage constraints should prevent the allocation of the site for residential development in principle.

Conservation Areas

- 5.58. There are no Conservation Areas within or close to the site.
- 5.59. In consideration of the merits of land comprising Site Reference ID 1060, the Conservation Area impact of the prospective development was considered to be 'very positive'.

- 5.60. Whilst this Representation promotes additional land for development, it does not materially extend the built form of development toward any Conservation Areas.
- 5.61. On this basis, it, it is considered that the Conservation Area impact of the prospective development would continue to be 'very positive'.

Archaeology

- 5.62. The site is not located within an area identified as having any archaeological potential.
- 5.63. In consideration of the merits of land comprising Site Reference ID 1060, the archaeology impact of the prospective development was considered to be 'very positive'.
- 5.64. Whilst this representation promotes additional land for development, it is considered that the scheme would not increase its impact on any archaeological assets.
- 5.65. On this basis, it is considered that the overall archaeological effect of the prospective development would continue to be 'very positive'.

Availability

- 5.66. These representations are prepared for, and submitted on behalf of, Southern Sheeting Properties Limited. They are the sole freehold owners of all of the land promoted under this Representation.
- 5.67. These freehold owners are also in advanced discussions with an experienced residential land promoter who has a track record of delivering comparable scale residential development, including within Mid-Sussex District.
- 5.68. Under this Representation, the land promoted for development, includes that occupied by Southern Sheeting Supplies, and which is used as a storage and distribution facility. This use would cease in conjunction with residential development.
- 5.69. Until 2024, the site was owned by a third party, and Southern Sheeting Supplies were a tenant of the site.
- 5.70. These tenants were indicated that the site would be sold to a residential developer, and that Southern Sheeting Supplies would need to vacate their premises.
- 5.71. As a result of this, Southern Sheeting Supplies submitted a planning application and secured full planning permission for the development of an alternative site suitable to provide land and buildings required for their storage and distribution use.
- 5.72. This site is located some 1.65km to the south of Hill Place Farm. The site is known as Saint Hill Farm Business Park. It is within the same family ownership.
- 5.73. Planning permission was granted on 26th June 2024 for redevelopment works to consolidate the operations of Southern Sheeting Supplies, within the area, at this site. The planning permission remains extant, but unimplemented at this time (LPA reference DM/24/0004).

- 5.74. It is intended that in conjunction with residential development of Hill Place Farm, the existing operations of Southern Sheeting Supplies would be relocated to Saint Hill Farm and the planning permission implemented.
- 5.75. In consideration of the merits of land comprising Site Reference ID 1060, the availability of the prospective development was considered to be 'positive'.
- 5.76. As a result of the promoter's acquisition of the site, the ability to relocate the existing commercial operations within the local area, and the advanced discussions with an experienced residential development promoter, it is considered that the availability of the prospective development is now 'very positive'.

Access

- 5.77. As part of the Representations for promotion of this site for residential development, an Access Review has been undertaken by i-Transport LLP. This is attached at Appendix 2.
- 5.78. This sets out that it is recommended that in conjunction with development, the existing substandard access on to Turners Hill Road is closed to vehicular traffic and that a new 'simple priority' junction arrangement is formed a shortway to the south.
- 5.79. It notes this would have the added benefit of removing vehicular traffic from the existing PRow which routes along the existing access road. The report notes that visibility is achievable in line with the posted speed limit of 40mph, although observed speeds of 36mph would only require a circa 58m of visibility consistent with Manual for Streets parameters.
- 5.80. The report notes a new dropped curb and tactile paving crossing is proposed to tie in with the new access to connect the site with existing infrastructure on the opposite side of Turners Hill Road.
- 5.81. The proposed location of the crossing provides the optimal location to maximise visibility. As the existing PRow does not benefit from crossing provision, the report notes that the footway could be extended to connect it with the existing crossing infrastructure.
- 5.82. It considers that the development of the site would not have a 'severe' impact on the performance of the highway network.
- 5.83. It concludes that the site and highway boundary are contiguous, enabling a formation of a new access, and that this can be delivered in accordance with contemporary design standards and guidance. Furthermore, the site would introduce new pedestrian infrastructure and would have a beneficial impact on the PRow (EAG-43AEG) by removing vehicular traffic from its route and connecting it to pedestrian infrastructure. It further notes that the removal of the commercial use of the site would minimise the traffic impact of the development.
- 5.84. More generally, the report notes that the site is in a sustainable location where there is a realistic alternative to the use of private car.
- 5.85. In consideration of the merits of land comprising Site Reference ID 1060, the LPA considered that a suitable site access did not exist but could be achieved within the landholding adjacent to the

highway or through third-party land, and that the access implications of the prospective development was considered to be 'neutral'.

- 5.86. As a result of the further work undertaken by the more recent landowner, and the proposed delivery of a new access and enhancements in the PRow, it is considered that the access implications of the prospective development would be 'positive'.

Access To Public Transport

- 5.87. The nearest bus stops to the site are located on Brooklands Way. This is some 700m north of the site. This constitutes a 9 minute walk. Bus service No.84 runs between Crawley and East Grinstead, while bus service No.81 provides an hourly service between Lingfield and Crawley via East Grinstead.
- 5.88. East Grinstead railway station is located 1.3km to the north of the site. This represents a 19 minute walk and a 6 minute cycle along Turners Hill Road. The station has 96 cycle parking spaces and provides regular services into London Bridge and London Victoria.
- 5.89. The Access Review notes that a Sustainable Transport Strategy, including proportional financial contributions and works to enhance sustainable travel and a Travel Plan, will be developed as part of a future planning application consistent with national and local planning policy.
- 5.90. In consideration of the merits of land comprising Site Reference ID 1060, the public transport accessibility from the site was considered to be 'good' for both bus service and train service. The public transport accessibility to the site was overall considered to be 'positive'.
- 5.91. Whilst the site area has modestly increased, the accessibility of the site to bus service and train service provision remains as previously.
- 5.92. It is therefore considered that the accessibility of the site to public transport remains 'positive'.

Access To Main Service Centre

- 5.93. The site is located some 1.6km from East Grinstead town centre via a walking route along Turners Hill Road. There is a continuous footway along the eastern side of this highway and then via West Hill, (with pedestrian crossings on all roundabout arms), to provide access to local services and facilities as well as the East Grinstead railway station.
- 5.94. There is also the potential for the site to, to provide pedestrian access to the north via the recently completed development focused around Butlers Way.
- 5.95. The accessibility on foot along footways to East Grinstead town centre would take a little under 20 minutes.
- 5.96. In consideration of the merits of land comprising Site Reference ID 1060, it was considered that the site was accessible within a 20 minute walk or 30 minutes by public transport to the main service centre of East Grinstead. As a result of this, the accessibility effect of the development was considered to be 'neutral'.

- 5.97. Whilst the site area promoted under this Representation has increased, the accessibility of the site to the main service centre of East Grinstead remains as per the previous assessment.
- 5.98. It is therefore considered that accessibility to the main service centre of East Grinstead should continue to be assessed as 'neutral'.

Access To Primary School

- 5.99. The nearest primary school to the site is the Meads Primary School, Mill Way, East Grinstead, RH19 4DD.
- 5.100. This can be accessed via footways along Turners Hill Road, and subsequently along Farm Road and Southlands. The walking route to this primary school is some 1.7km It can therefore be accessed on foot in some 21 minutes.
- 5.101. In consideration of the merits of land comprising Site Reference ID 1060, the accessibility to a primary school was considered to be 'negative.' This is on the basis that it is in excess of a 20 minute walk away.
- 5.102. As a result of the above, it is evidenced that access to the primary school is only marginally over the 20 minute threshold.
- 5.103. On this basis, and reflecting representations made at the Local Plan Examination Hearings, the LPA should apply a more granular analysis of such accessibility.
- 5.104. This is on the basis that a marginal exceedance of the 20 minute threshold should not result in an unduly negative re-assessment of the proposed development.
- 5.105. It is considered that the accessibility to a primary school should be assessed as 'neutral/ negative'.

Access To Health Facilities

- 5.106. The nearest health facility to this site is Ship Street Surgery, Ship Street, East Grinstead, RH19 4EE.
- 5.107. This can be accessed via footways along Turners Hill Road, and and subsequently along West Hill (with pedestrian crossings on all roundabout arms) and West View Gardens to Ship Street. The walking route to this health facility is some 1.8kms. It can therefore be accessed on foot in some 24 minutes.
- 5.108. In consideration of the merits of land comprising Site Reference ID 1060, the accessibility to health facilities was considered to be 'negative.' This is on the basis that it is in excess of a 20 minute walk away.
- 5.109. As a result of the above, it is evidenced that access to the nearest health facility is only marginally over the 20 minute threshold.
- 5.110. On this basis, and reflecting representations made at the Local Plan Examination Hearings, the LPA should apply a more granular analysis of such accessibility.

- 5.111. This is on the basis that a marginal exceedance of the 20 minute threshold should not result in an unduly negative re-assessment of the proposed development
- 5.112. It is considered that the accessibility from the site to a health facility should be assessed as neutral/negative.

Access To Retail Facilities

- 5.113. There are a range of retail facilities within proximity of the site. These are predominantly in and around the town centre of East Grinstead, and include Sainsbury's, Waitrose and Partners, Iceland, Boots, and the Queen's Walk Shopping Parade. A number of these are accessible within a 20 minute walk and/ or a little in excess of this.
- 5.114. These facilities can be accessed via footways along Turners Hill Road and then via West Hill (with pedestrian crossings on all roundabout arms).
- 5.115. In consideration of the merits of land comprising Site Reference ID 1060, it was considered that the accessibility to retail facilities would be within a 20 minute walk and the accessibility to health facilities was therefore considered to be 'neutral'
- 5.116. Whilst the site area promoted under this Representation has modestly increased, the accessibility of the site to these retail facilities remains as considered under the previous assessment.
- 5.117. It is therefore considered that accessibility to retail facilities should continue to be assessed as 'neutral'.

6. SUMMARY AND CONCLUSIONS

- 6.1. These representations are submitted in response to the LPA's re-appraisal of candidate housing sites as, as part of a testing of a higher housing figure to be facilitate for delivery in the emerging District Plan.
- 6.2. This is being undertaken at the direction of the Local Plan Inspector, as part of the ongoing Examination into the Submission Draft Plan.
- 6.3. The LPA have indicated that they will undertake a re-appraisal of known candidate sites, submitted to the 2024 SHELAA, together with any new additional sites.
- 6.4. These representations relate to a site previously assessed under Site Reference ID 1060, but which now comprises an enlarged site area to include both new land not previously submitted and considered by the LPA, and a small area of a separate land parcel previously considered under a separate appraisal site reference ID 1067.
- 6.5. The representations relate to a site that extends to some 3.6h hectares, and which it is considered would be suitable for the development of circa 50 dwellings. The site is located adjoining the built-up area boundary of East Grinstead, where the adopted and emerging Spatial Strategy seeks to focus significant development, having regard to the categorisation of the town as a Tier 1 Settlement. It thus provides a comprehensive range of employment, retail, health, education, leisure

services and facilities, and which benefits from relatively good public transport provision to other centres.

- 6.6. The site is beyond any area statutorily protected for its landscape beauty. Relatively little land adjoining the settlement edge of East Grinstead, that lies within the jurisdiction of Mid-Sussex District Council, is unfettered by such designation.
- 6.7. The site is at the lowest risk of flooding, and it is considered development could be delivered without undue impact on trees and biodiversity.
- 6.8. The omission of the site from allocation in the Submission Draft Plan was ostensibly on the grounds of the prospective impact of the development on the setting of the Grade II listed Hill Place Farmhouse, which is positioned broadly centrally within the site.
- 6.9. With the inclusion of additional land, the development now envisages the removal of significant commercial development which is located immediately to the east of the listed building. As a result of the removal of such built form, there would be an improvement in the setting of the heritage asset. It is therefore considered that the impact on listed buildings from this proposed development is diminished in comparison to the previously proposed development assessed under the 2024 SHELAA.
- 6.10. The development would have no impact on Conservation Areas or archaeology.
- 6.11. The site is available for development early within the plan period, and the landowners are in advanced discussions with an experienced residential development promoter that has a track record of delivery of comparable scale development, including within Mid-Sussex District.
- 6.12. The development would be delivered with a new access that would meet requisite highway standard requirements. This would improve the amenity of the use of the existing PRow through the site, by removing vehicular traffic that currently travels along its course. The scheme would also deliver improvements in footway connectivity to facilitate access along the footway on the south side of Turners Hill Road to the facilities in East Grinstead.
- 6.13. The site has good access to public transport, including bus service and train service. It is also accessible to East Grinstead town centre via walking routes in a little under 20 minutes. This centres contains a range of retail facilities. Access to the nearest primary school and health facilities are accessible along footways in a little over 20 minutes.
- 6.14. Overall, the site represents an excellent opportunity to deliver requisite additional development in the district in a location that supports the spatial strategy aspiration to focus development within and around Tier 1 Settlements. There are few other opportunities for such development in and around East Grinstead.
- 6.15. As a result of the revised development proposals, it is considered that the impact assessment of the site against the 14 criterion in the 2024 SHELAA should now be all considered to have either a neutral or positive impact.

- 6.16. The site represents a suitable and sustainable opportunity to contribute to the additional housing need that is being tested for delivery by the LPA as part of the ongoing examination of the Submission Draft Plan. The site is available and deliverable. It should therefore be allocated for development for residential development of some 50 dwellings within the emerging Mid Sussex District Plan Review.

APPENDIX 1

Indicative Site Layout - Fluid Architects



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Sketch
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This drawing illustrates a sketch proposal only and as such is subject to detailed site investigation, including ground conditions/contaminates, drainage design and planning/density negotiations. The layout may be based upon an enlargement of an O.S. sheet or other small scale plans and its accuracy needs to be verified by a comprehensive site survey. CDM Regulations have not been fully considered.

Rev	Description	Drawn	Chkd	Date
/	-	XX	XX	xx/xx/xxxx



HILL PLACE FARM

Land at Hill Place Farm
Turners Hill Road
East Grinstead
West Sussex
RH19 4LS
MERROW WOOD

Drg No.	FL26-2381-005
Title	Masterplan
Revision	/
Scale at A2	1:1000
Status	SKETCH



APPENDIX 2

Access Appraisal - i-Transport



Hill Place Farm, East Grinstead

Access Review

Client: Southern Sheeting Supplies

i-Transport Ref: DS/LJ/ITS211075-002

Date: 19 March 2026

Hill Place Farm, East Grinstead

Access Review

Client: Southern Sheeting Supplies

i-Transport Ref: DS/LJ/ITS211075-002

Date: 19 March 2026

i-Transport LLP

Princes Exchange

Leeds

LS1 2PY

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITS211075-002	Issue	19 th March 2026	LJ/DG	DS

File Ref: S:\Projects\210000 Series\211075ITS - Hill Place Farm East Grinstead\Admin\Report and Tech Notes

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SECTION 2	Sustainable Travel Opportunities	3
SECTION 3	Site Access	6
SECTION 4	Traffic Impact	9
SECTION 5	Summary and Conclusion	10

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Figure 2	Local Services and Facilities

Drawings

ITS211075-GA-002	Site Access Arrangement
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Appendices

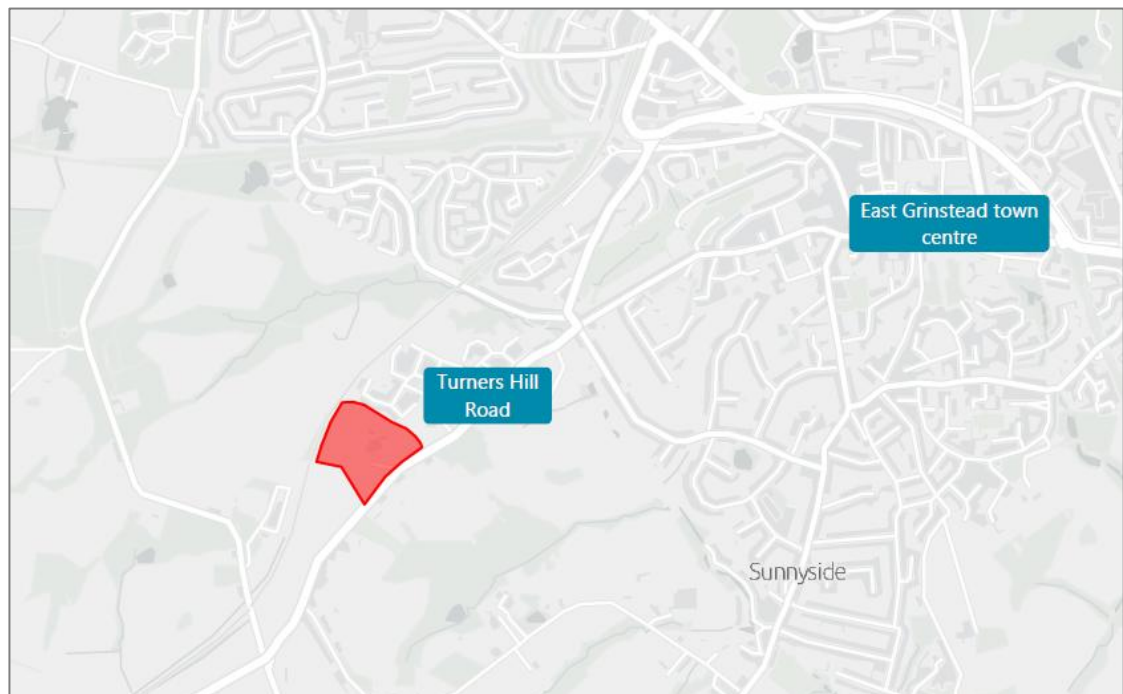
APPENDIX A.	Highway Boundary
APPENDIX B.	TRICS Outputs

SECTION 1 Introduction

1.1 Background

- 1.1.1 Southern Sheeting Supplies (SSS) has instructed i-Transport LLP to provide highways and transport advice in relation to the potential development of a site on Hill Place Farm to serve up to 50 dwellings.
- 1.1.2 The site is located to the southwest of East Grinstead, and west of the B2110 Turners Hill Road. The site boundary is shown in Figure 1 (**Image 1.1** below).

Image 1.1: Site Location Plan



- 1.1.3 The site currently accommodates grassland; a storage and distribution centre used by SSS; and three residential dwellings, two of which are contained within a listed building. The proposed development will replace the commercial use of the site but the existing residential dwellings will remain.

1.2 Purpose of the Report

- 1.2.1 In accordance with the National Planning Policy Framework (NPPF), development proposals are typically benchmarked against four key transport tests set out in paragraph 115:
- a Whether sustainable transport modes are prioritised, taking account of a site's vision.*
 - b Whether safe and suitable access can be achieved.*

- c Whether the design of the development satisfies contemporary guidance.*
- d That the development does not have an unacceptable impact on network capacity and / or safety.*

1.2.2 This access review has been prepared in the context of the above transport tests, focusing primarily on clause (b). A high-level overview is also provided on clauses (a) and (d), relating to the sustainable travel opportunities and the potential traffic impact of the development.

1.2.3 The remainder of this note is set out as follows:

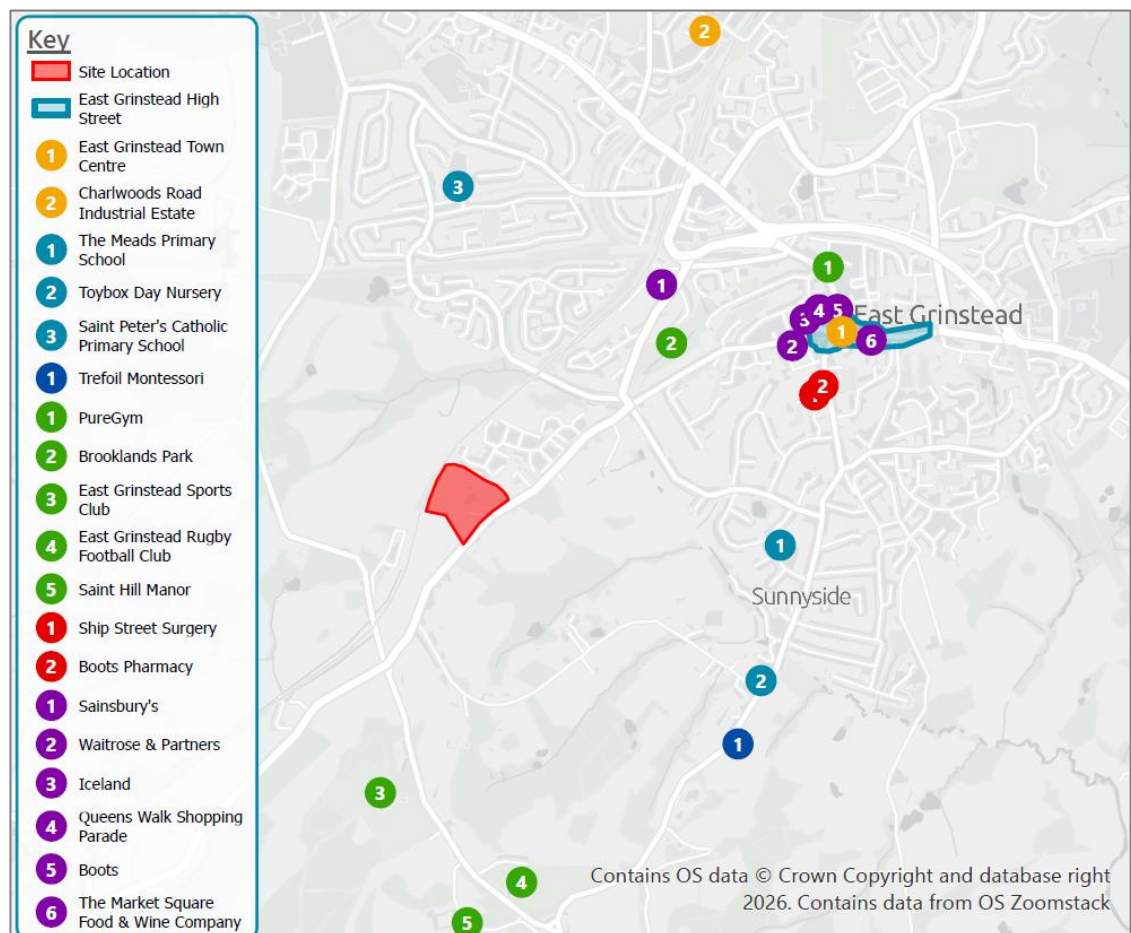
- **Section 2** – Sustainable Travel Opportunities
- **Section 3** – Site Access
- **Section 4** – Traffic Impact
- **Section 5** – Summary and Next Steps

SECTION 2 Sustainable Travel Opportunities

2.1 Local Facilities

2.1.1 East Grinstead has a range of facilities and services to satisfy everyday needs including supermarkets, leisure facilities, primary school, health services and employment opportunities. These facilities are accessible via continuous footway provision, or by bus services which route through the town. Figure 2 (**Image 2.1**) illustrates the site's location and its proximity to local facilities and services.

Image 2.1: Local Facilities

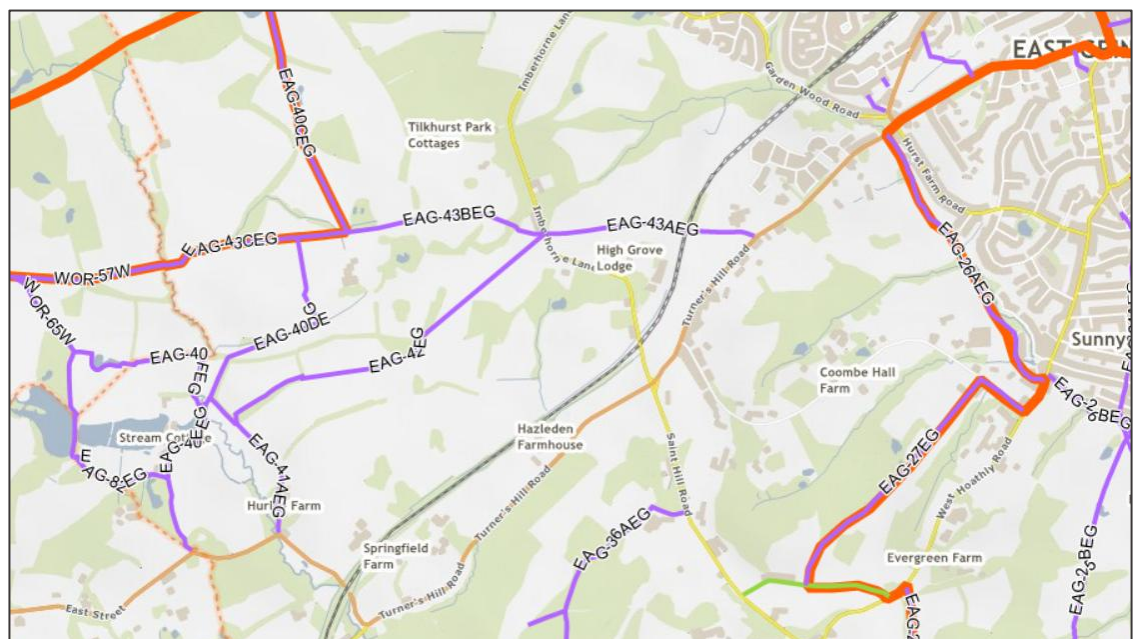


2.1.2 Routes into East Grinstead will be the primary desire line for sustainable travel journeys.

2.2 Existing Active Travel Opportunities

- 2.2.1 A continuous footway is located along the eastern side of Turners Hill Road between the site and Brook House Farm. A footway commences on the western side of Turners Hill Road at the junction with Butlers Way and continues north into East Grinstead. The roundabout to the north, connecting Hurst Farm Road, West Hill and Brooklands Way, has pedestrian crossings on all arms.
- 2.2.2 Throughout East Grinstead, there are continuous footways and crossings providing access to the local services and facilities, including East Grinstead Railway Station.
- 2.2.3 There is a network of Public Rights of Way in the vicinity of the site (**Image 2.2**), including Footpath EAG-43AEG which runs through the development site. This footpath connects with Imberhorne Lane to the west and, in turn, connects to Worth Way to the north. Worth Way provides cycle connectivity between East Grinstead and Crawley, forming part of the National Cycle Network.

Image 2.2: Public Rights of Way (PRoW)



Source: West Sussex County Council

- 2.2.4 To the north west of the site, Footpath EAG/26AEG is accessible from Turners Hill Road providing a traffic-free walking route to the south of East Grinstead and St. Hill Green.

- 2.2.5 Aerial mapping indicates a path routing north / south through the site that connects to the southern extend of Bullards Road. This could provide an alternative active travel route that avoids Turners Hill Road and the possibility of formalising this route will be reviewed as the potential development evolves.

2.3 Existing Public Transport Opportunities

- 2.3.1 The nearest bus stops are located on Brooklands Way, some 700m north; a 9-minute walk from the site. The no. 84 provides services between Crawley and East Grinstead, while the no. 281 provides an hourly service between Lingfield and Crawley via East Grinstead.
- 2.3.2 East Grinstead Railway Station is located 1.3km north to the site; a 19-minute walk and 6-minute cycle along Turners Hill Road. The station has 96 cycle parking spaces and provides regular services into London Bridge and London Victoria.
- 2.3.3 A sustainable transport strategy including proportional financial contributions / works to enhance sustainable travel and a Travel Plan will be developed as part of a future planning application, consistent with national and local policy.

SECTION 3 Site Access

3.1 Existing Access and Highway Conditions

- 3.1.1 The site has an existing access serving three dwellings and the former storage and distribution centre operated by SSS (**Image 3.1**). The access currently acts as a shared carriageway serving Public Right of Way EAG-43AEG. The site access is circa 3.5m wide and has a number of mature trees, limiting the opportunity to widen the route in order to accommodate two-way movement.

Image 3.1: Existing Access



- 3.1.2 Turners Hill Road is a single carriageway road with a width of circa 5.5-6m along the site frontage and subject to a 40mph speed limit. There is fairly significant vegetation along the site frontage, and consideration has been given to the design of a new access to minimise any potential loss / impact as far as possible.
- 3.1.3 There is also a steep bank on along the site frontage, particularly to the immediate south of the existing access, which would require regrading or structural works (e.g. retaining feature) in relation to any works that may affect it. Moving south, the gradient reduces presenting a more viable location for a new access to be formed.

3.2 Vehicle Speeds

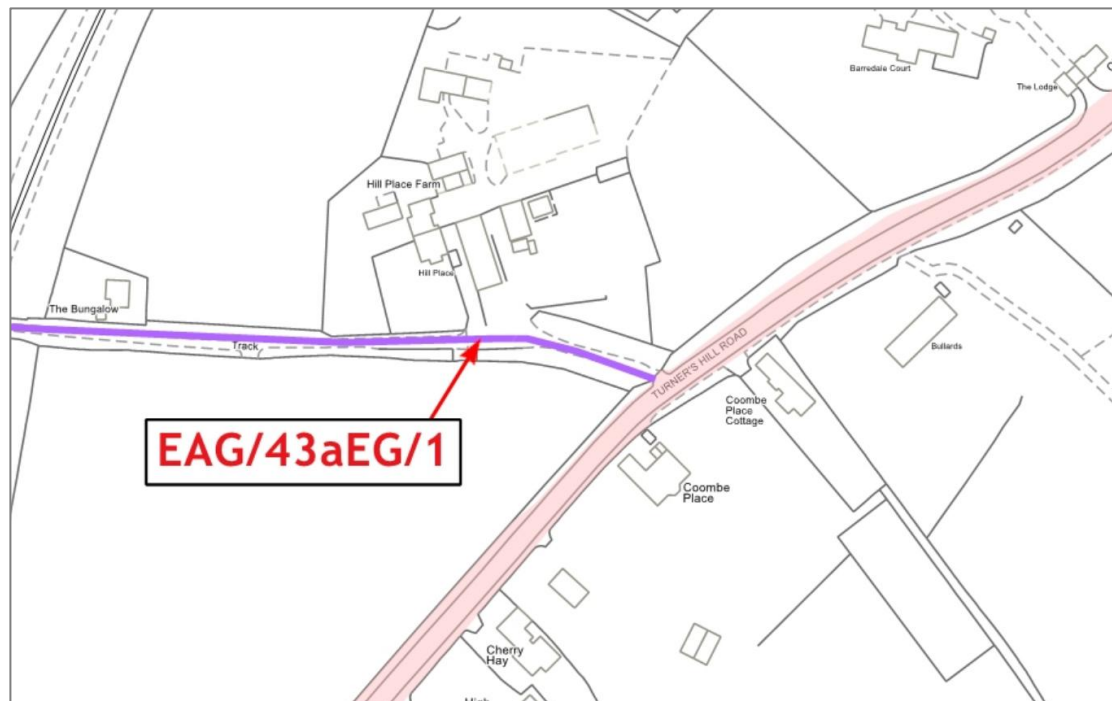
3.2.1 The speed limit of Turners Hill Road would typically suggest that DMRB parameters should be applied, requiring visibility splays of 120m from the access in both directions. However, Manual for Streets (MfS) states that ***"It is only where actual speeds exceed 40mph for significant periods of the day that DMRB parameters for SSD are recommended."***

3.2.2 A review of historic West Sussex traffic data indicates that the 85th percentile traffic speeds in this location are approximately 36mph in both directions. Given the recorded speeds, the use of Manual for Streets parameters is appropriate, further reducing any potential impacts of forming a new access. At speeds of 36mph, a visibility splay of some 58m would be required.

3.3 Highway Boundary

3.3.1 Highway boundary information for Turners Hill Road has been obtained from West Sussex County Council, and a copy is provided at **Appendix A**. An extract of the highway boundary along the site frontage is presented below in **Image 3.2**. The Highway Boundary and Site Boundary are contiguous.

Image 3.2: Highway Boundary

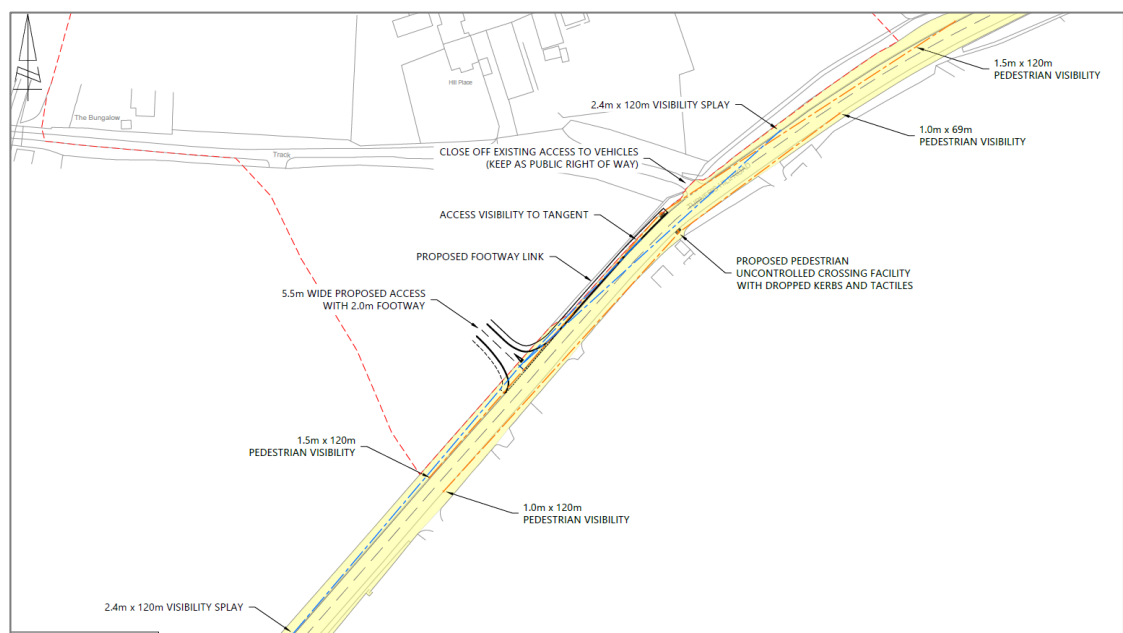


3.4 Vehicular Access Design

3.4.1 The constraints of the existing site access means that the opportunity for improvements is limited and, in its current form, it would not be suitable for an intensification in vehicular traffic.

- 3.4.2 Therefore, a new access has been designed to provide access to any future development on the site. Upon the formation of a new access, the existing access would be closed off to vehicular use – however, it would remain a Public Right of Way which would benefit from the removal of vehicular traffic along its route.
- 3.4.3 In order to minimise impact on both vegetation and take into account the effects of the gradient, the access is positioned some 60m south of the existing access. This arrangement is presented on Drawing **ITS211075-002**; an extract of which is provided in **Image 3.3**.

Image 3.3: Proposed Arrangement



- 3.4.4 The site access arm comprises a 5.5m carriageway with 2.0m wide footways on the NE side and a margin on the SW side. A dropped kerb / tactile paving crossing has been incorporated into the new footway to enable crossing on Turners Hill Road and access to the existing infrastructure on the opposite side of the carriageway, at the optimal location where appropriate visibility can be achieved consistent with MfS parameters.
- 3.4.5 At present, the existing Public Right of Way benefits from no crossing provision. The proposed arrangement would also enable a short extension of the footway to connect the Public Right of Way to the proposed pedestrian improvements. The Public Right of Way would also connect at other points within the development to increase permeability and route choice.

SECTION 4 Traffic Impact

4.1 Trip Generation

- 4.1.1 Trip rates have been derived from the TRICS database for privately owned houses in 'Edge of Town' locations. The trip rates and subsequent traffic generation are presented in **Table 4.1**, with the full TRICS output provided at **Appendix B**.

Table 4.1: Vehicle Trip Rates and Trip Generation – 50 Dwellings

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.169	0.441	0.610	8	22	30
Evening Peak (17:00 – 18:00)	0.372	0.180	0.552	19	9	28

Source: TRICS / Consultant's Calculations

- 4.1.2 On the basis of a development of 50 dwellings the site would typically generate 28-30 two-way movements.

4.2 Network Impact

- 4.2.1 Typically, detailed capacity analysis would be sought where trips exceed a threshold of c.30 additional movements during any hour. Beyond the site access, development traffic will disperse, and no further junctions will see an increase of 30 additional two-way movements.
- 4.2.2 It should also be noted that the use of the site in a commercial capacity will cease, and many of the trips generated by the development will replace those already on the network. However, a residential use of the site will reduce the number of large vehicles generated by the site – these would be limited to servicing and delivery movements.
- 4.2.3 It is reasonable to assume that the proposal would satisfy current NPPF requirements in respect of network capacity, insofar that it would not have a 'severe' impact upon the operation of the highway network. However, it is recognised that any allocated site would be tested cumulatively and contribute proportionally to wider network improvements identified through the Infrastructure Delivery Plan.

SECTION 5 Summary and Conclusion

5.1 Summary

- 5.1.1 Southern Sheeting Supplies (SSS) has instructed i-Transport LLP to provide highways and transport advice in relation to the potential residential development of a site on Hill Place Farm, with the potential to serve up to 50 dwellings.
- 5.1.2 This access review provides a high-level overview of the suitability of the site for development from a highways and transport perspective.
- 5.1.3 East Grinstead provides a range of everyday facilities and services, including supermarkets, education health services and leisure facilities. There are frequent bus and rail services that can be accessed via continuous footway provision from the proposed site.
- 5.1.4 In terms of vehicular access, it is recommended that the existing substandard access is closed to vehicular traffic and that a new simple priority junction arrangement is formed to the south. This would have the added benefit of removing vehicular traffic from the existing Public Right of Way which routes along the existing access road.
- 5.1.5 Visibility is achievable in line with the posted speed limit of 40mph, although observed speeds of 36mph would only require c. 58m of visibility consistent with Manual for Streets parameters.
- 5.1.6 A new dropped kerb and tactile paving crossing is proposed to tie in with the new access, to connect the site with the existing infrastructure on the opposite side of Turners Hill Road. The proposed location of the crossing provides the optimal location to maximise visibility. As the existing Public Right of Way does not benefit from crossing provision, the footway could be extended to connect it with the proposed crossing infrastructure.
- 5.1.7 A development of 50 dwellings would typically generate circa 28-30 two-way vehicle movements during the morning and evening peak hour; equating to the addition of one car every two minutes. Existing commercial use of the site would cease, and many of the trips generated by a residential use would replace those already using the network, as well as generating fewer large vehicle movements. The potential development of the site would not have a 'severe' impact upon the performance of the highway network.

5.2 Conclusions

- 5.2.1 On the basis of the above, it is concluded that:
- The site and highway boundary are contiguous, enabling formation of a new access.

- A new access can be delivered in accordance with contemporary design standards and guidance.
- That the site is in a sustainable location where there is a realistic alternative to the use of private car.
- The existing commercial use of the site would be replaced, minimising the traffic impact of development.
- The site would introduce new pedestrian infrastructure, and development of the site would have beneficial impact to Public Right of Way EAG-43AEG by removing vehicular traffic from its route and connecting it to pedestrian crossing infrastructure.

5.2.2 As such, the site is suitable for development in highways and transport terms.

FIGURES





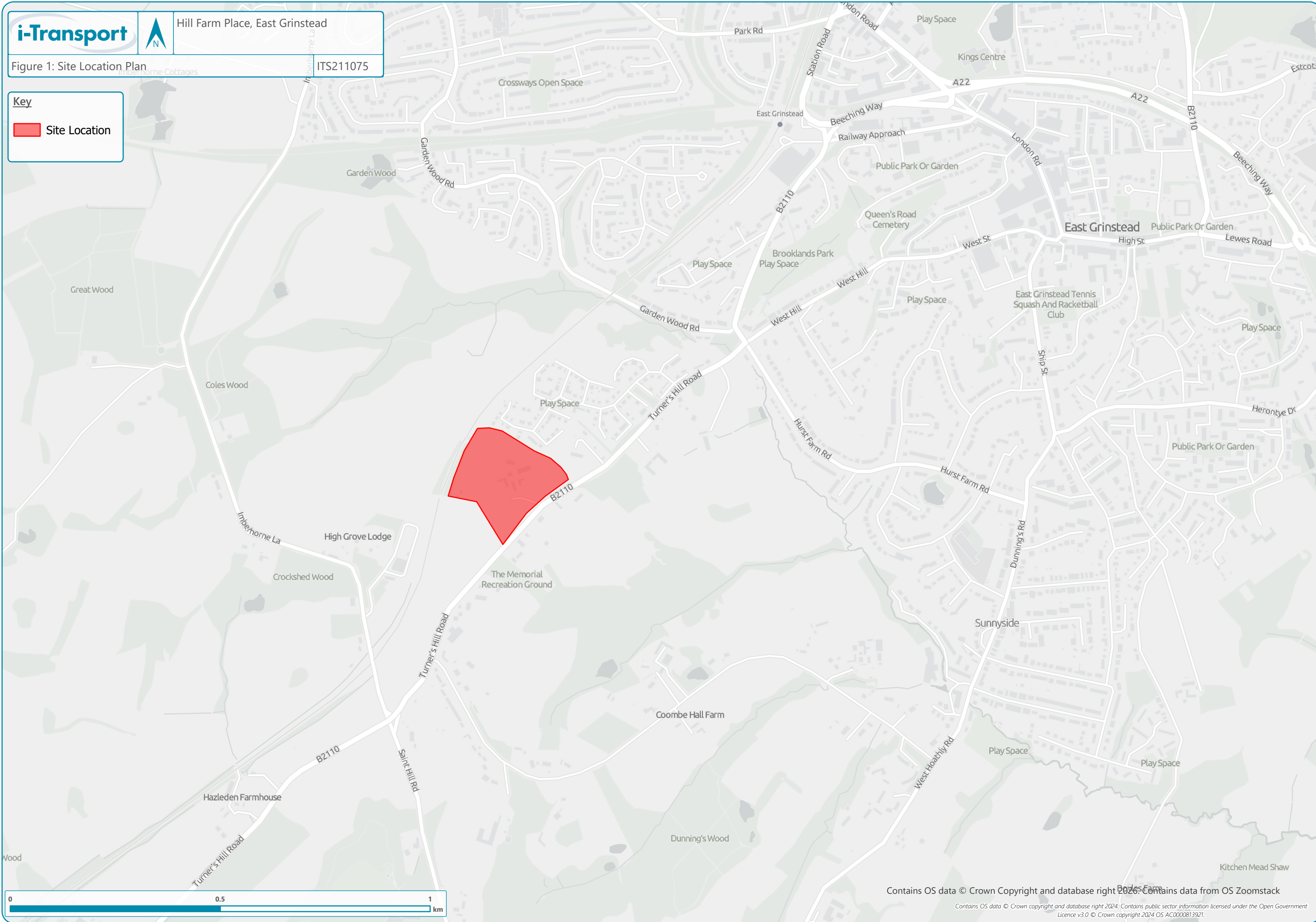
Hill Farm Place, East Grinstead

Figure 1: Site Location Plan

ITS211075

Key

Site Location



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Key

- Site Location
- East Grinstead High Street

Employment

- 1 East Grinstead Town Centre
- 2 Charlwoods Road Industrial Estate

Education

- 1 The Meads Primary School
- 2 Toybox Day Nursery
- 3 Saint Peter's Catholic Primary School
- 1 Trefoil Montessori

Leisure

- 1 PureGym
- 2 Brooklands Park

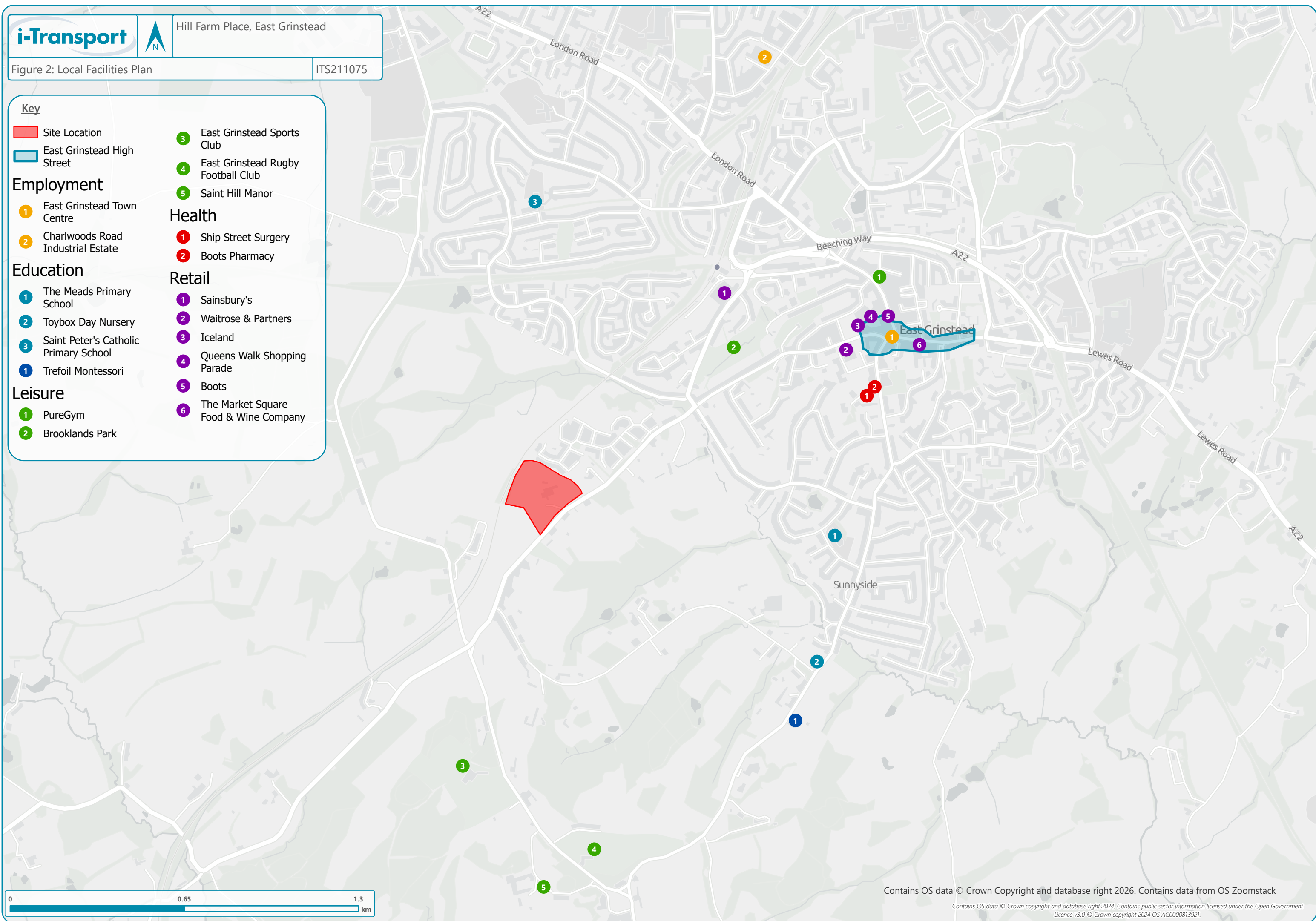
- 3 East Grinstead Sports Club
- 4 East Grinstead Rugby Football Club
- 5 Saint Hill Manor

Health

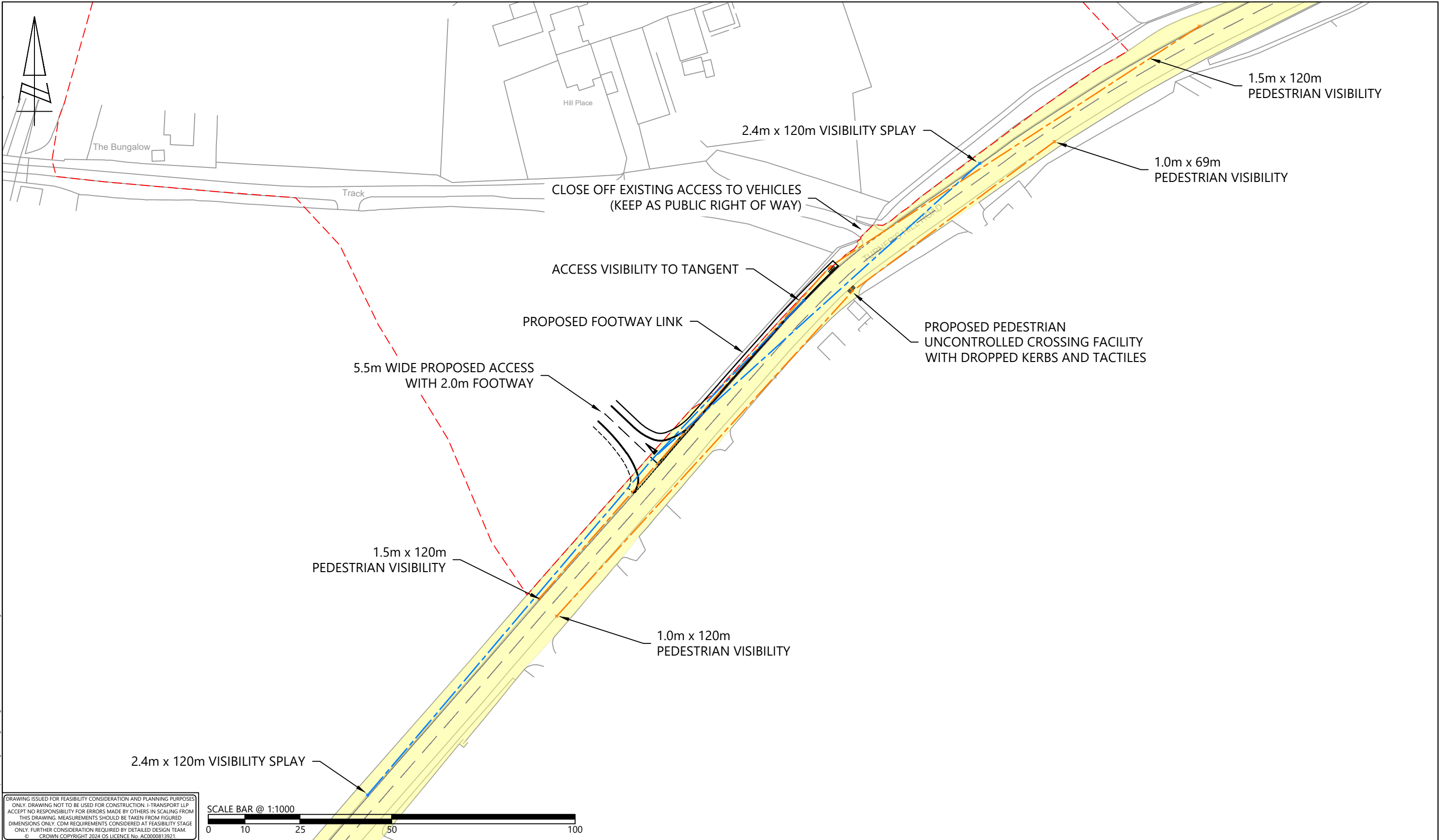
- 1 Ship Street Surgery
- 2 Boots Pharmacy

Retail

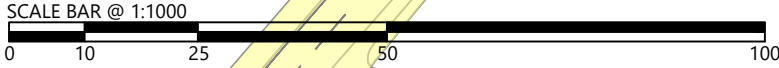
- 1 Sainsbury's
- 2 Waitrose & Partners
- 3 Iceland
- 4 Queens Walk Shopping Parade
- 5 Boots
- 6 The Market Square Food & Wine Company



DRAWINGS



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Tel: 03316 300366
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REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE:		PROPOSED ACCESS AND FOOTWAY WORKS OPTION 2	
PROJECT:		HILL PLACE FARM, EAST GRINSTEAD	
CLIENT:		SOUTHERN SHEETING	

DRAWN:	CHECKED:	APPROVED:
JCB	LJ	DS
PROJECT No:	SCALE @ A3:	DATE:
ITS211075	1:1000	23.02.26
DRAWING No:	ITS211075-GA-002	
REV:	-	

APPENDIX A. Highway Boundary

Rights of Way Network

Footpath

Highway Boundary

WSCC

EAG/43aEG/1

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25 February 2026
Kira Divey

Planning Services

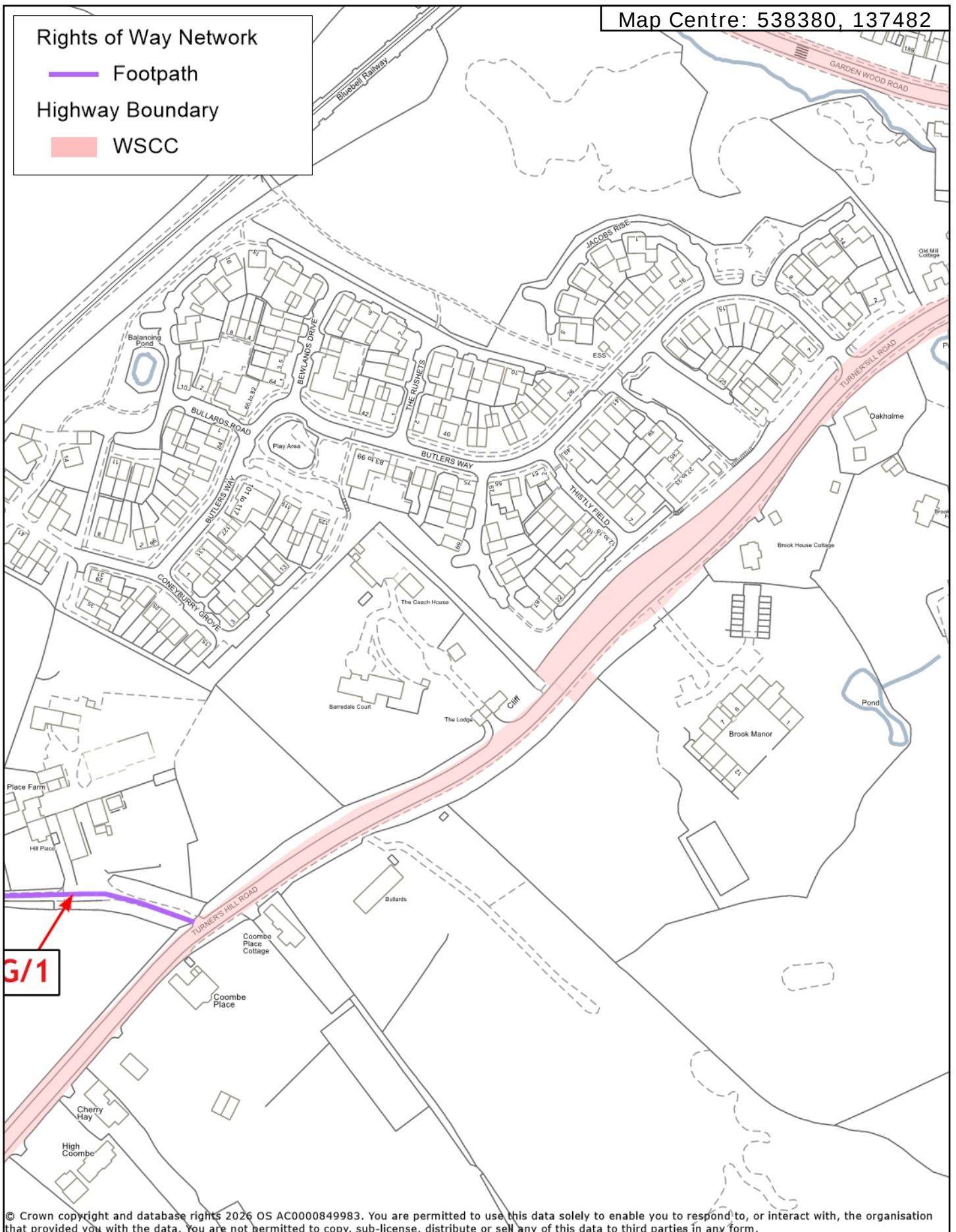
Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.



1:2500

Rights of Way Network

- Footpath
- Highway Boundary
- WSCC



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25 February 2026
Kira Divy

Planning Services

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.



1:2500

APPENDIX B. TRICS Outputs



Audit Code: 4c058eed-2186-4bb2-a9b6-bf0d9ff8ec80

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day
09	NORTH		
	IM	ISLE OF MAN	1 day
14	LEINSTER		
	CC	CARLOW	1 day
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 4c058eed-2186-4bb2-a9b6-bf0d9ff8ec80

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	23 to 55 (units:DWELLS)
Range Selected by User:	20 to 60 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	3 days
Tuesday	1 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	7 days
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7 days
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	6 days



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Secondary Filtering Selection:

Use Class:

C3	7 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

720 - 3900

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys
5,001 to 10,000	4 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	3 surveys
5,001 to 25,000	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
Yes	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	CC-03-A-01	DETACHED HOUSES	CARLOW
R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Site area: 1.4500000476837158 hect Survey date: Wednesday 25/05/2016			
		Survey Type: Manual	
2	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.399999976158142 hect Survey date: Wednesday 09/11/2022			
		Survey Type: Manual	
3	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY
GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Site area: 1.600000023841858 hect Survey date: Thursday 19/05/2022			
		Survey Type: Manual	
4	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Site area: 2.190000057220459 hect Survey date:			
		Survey Type: Manual	
5	LC-03-A-11	DETACHED	LANCASHIRE
MEADOW PARK GARSTANG Edge of Town Residential Zone Site area: 2.4000000953674316 hect Survey date: Thursday 25/08/1994			
		Survey Type: Manual	
6	NF-03-A-05	MIXED HOUSES	NORFOLK
HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019			
		Survey Type: Manual	
7	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
PALACE ROAD RIPON Edge of Town Residential Zone Site area: 2.9000000953674316 hect Survey date: Wednesday 18/05/2022			
		Survey Type: Manual	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ME-03-A-01 30-10-2024	30-10-2024	location
NF-03-A-37 27-09-2022	27-09-2022	location



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Site Ref	Survey Date	Reason for Deselection
NY-03-A-11 18-09-2013	18-09-2013	location
TE-03-A-03 24-10-2013	24-10-2013	location

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	38	0.056	0.257	0.313
08:00-09:00	7	38	0.193	0.476	0.669
09:00-10:00	7	38	0.178	0.227	0.405
10:00-11:00	7	38	0.164	0.238	0.402
11:00-12:00	7	38	0.264	0.242	0.506
12:00-13:00	7	38	0.201	0.193	0.394
13:00-14:00	7	38	0.178	0.156	0.334
14:00-15:00	7	38	0.208	0.257	0.465
15:00-16:00	7	38	0.327	0.227	0.554
16:00-17:00	7	38	0.230	0.178	0.408
17:00-18:00	7	38	0.405	0.201	0.606
18:00-19:00	7	38	0.253	0.171	0.424
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.657	2.823	5.480

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 4c058eed-2186-4bb2-a9b6-bf0d9ff8ec80

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	25/08/1994 - 21/05/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



APPENDIX 3

Heritage Note - Heritage Potential

Hill Place Farm, East Grinstead, RH19 4LX

– Heritage Note



Introduction and Site Context

This heritage note provides an overview of the historic environment and its relationship to proposed development at land at Hill Place Farm, East Grinstead. Hill Place Farm is located approximately half a mile south-west of East Grinstead and comprises of former agricultural land and later agricultural and industrial development. The site is bounded by the Bluebell Railway to the west and north, a recent residential development to the north, Turners Hill Road to the south east, as well as fields and residential development to the south. The site is within the jurisdiction of Mid Sussex District Council.

Within the red line boundary lies the Grade II listed Hill Place Farmhouse and further to the north, outside the proposed development site is Imberhorne Viaduct, also a Grade II listed building. The Bluebell Railway is a heritage railway which runs to the west and north of the site. It has itself been recognised as a Non-Designated Heritage Asset (NDHA) and is understood to be a local tourist destination.

There is considered to be some potential for new residential development to impact the setting of these heritage assets. An indicative layout drawing has been provided, which indicates that there would be no direct impacts. National policy and guidance recognises that change within the setting of a listed building is not always harmful. Sometimes development may better reveal the significance of a building and sometimes the significance of a heritage asset is left unaltered.

Hill Place Farmhouse is a medieval hall-house, now much altered, which the listing description notes as having been listed for its interior. Its former agricultural setting appears to have been significantly diminished by modern agricultural and industrial buildings, alongside the activity that is inherent to such uses. In this regard, its remaining setting makes a low contribution to the overall significance of the listed building, albeit the protection of some understanding of its rural origins would be beneficial.

Because of the way the modern development has curtailed the setting of the listed building to the north and east, proposed residential development in the areas beyond have very low potential for harmful impacts as a result of change to setting. A careful approach to layout and the provision of landscape buffers, to the south and west, as well as to restore a semblance of the building's rural setting to the immediate north and east, could be explored and present an opportunity for heritage benefit. With this in mind, there is potential for significant residential development on the plot that avoids harmful impacts on Hill Place Farmhouse's setting. Such a proposal can also advance both heritage and planning benefit through the provision of new housing on a partially brownfield site, and in an area that has already experienced recent residential expansion. It should be noted that a further review of the historic development of outbuildings is required to understand the potential for curtilage listed structures.

Imberhorne Viaduct was built in 1880 for the London, Brighton and South Coast Railway. The significance of the viaduct derives from its historic association with the Victorian railway, the technical innovation that it demonstrates and its strong architectural form. An appreciation of the viaduct in open views is a beneficial element to its setting, however, residential development at land to the north has largely severed any visual relationship between this plot and the Viaduct. Residential development for c.200 dwellings and associated works was granted outline planning permission at Appeal, which was recovered and determined by the Secretary of State in March 2018 (ref: APP/D3830/W/16/3142487). It is considered that the relative impacts of this proposal on the setting of the Viaduct were much greater and even then, the inspector noted these as 'minor'. Residential development on this plot has a much-reduced potential for harmful impacts and it is considered that no harm would be incurred to this heritage asset, as a result of changes to its setting.

Finally, The Bluebell Railway is recognised as an NDHA in the East Grinstead Neighbourhood Plan, which notes that the railway has historic significance as an indicator of the growth of East Grinstead. Whilst the railway is a significant community achievement and much valued locally, its setting is wide and varied. The development site is a small and already partially urbanised element to that setting. Particularly in light of the residential development to the north, there is nothing to suggest that the provision of additional residential development on this plot would diminish its recognised significance historically and as a tourist attraction. Notwithstanding the above, there is an opportunity to set new buildings away from the railway line and create a landscape buffer to soften potential impacts.

Overall, the site has noted heritage constraints but not to the extent that they should limit the potential for future residential development coming forward. The site is therefore considered suitable for allocation in principle, from a heritage perspective.

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