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Dear John

RE: BURGESS HILL EMPLOYMENT SITES STUDY (MARCH 2015)

We write to confirm the conclusions drawn with respect to the provision of the proposed 30 hectares of B Use Class employment land allocation near Burgess Hill through the emerging District Plan.

The *Burgess Hill Employment Sites Study* was completed in March 2015. The report focused on the potential for additional employment land to be identified and allocated in the District Plan on land to the north-west and west of Burgess Hill for a total of 30 hectares.

For the absence of doubt and to ensure clarity, the report refers to the quantum of employment land to be provided at inter alia paragraphs 3.66, 6.6, 8.2 and at Recommendation R1 under paragraph 8.36. There is some variation between these paragraphs in terms of the quantum of employment land to be allocated.

Paragraph 3.66 indicates that 25 – 30 hectares of employment land would be needed, while paragraph 8.2 sets out that the figure is 30 hectares. Taking into account un-met employment land needs from other authorities (as they had established at the time of preparing the report), paragraph 6.6 concluded that there could be demand for a further 18 – 37 hectares from this 'external' demand driver.

The rationale for recommending the level of employment land allocation is rehearsed and laid out through the Employment Sites Study report.

Paragraphs 8.11 to 8.15 concluded that, in the context of the supply and demand analysis the existing supply and committed pipeline of developments in the District will likely be insufficient to ensure that there is a realistic amount of additional employment land to meet locally generated demand, or to resolve stock quality issues identified. In addition, the role and future growth arising from Gatwick Airport was identified as adding a further layer of demand requirement for new employment land. Finally, the report recognised (in Section 6 at paragraph 6.3 et seq.) the need to help support adjacent local authorities in meeting some of their un-met employment land needs.

Establishing a final employment land requirement figure is therefore a combination of factors drawing from employment supply, demand and un-met needs considerations, together with a further possible addition depending on the growth of Gatwick Airport connected to its future scale of role and function.

The conclusions drawn were intended to identify a realistic range from 25 hectares up to 30 hectares based on the evidence available and taking account of helping to meet external employment lands arising outside the District. The conclusion was not intended as a precise requirement as it was considered appropriate to ensure some flexibility given the NPPF's policies that expect employment land supply to address wider matters than simply land quantum, including choice, quality, sectoral-fit/



mix of sites as well as ensuring that there is not a blanket protection to existing employment land which is no longer capable of forming a B Use Class function.

A range from 25 hectares up to circa 30 hectares was considered an appropriate and realistic response, which together with the District Plan's policies allowing new employment land / floorspace development subject to appropriate planning criteria coupled with the proactive monitoring of employment floorspace provision during the plan period, offers a coherent basis to satisfy employment land needs identified in the District as well as supporting un-met needs arising in neighbouring authorities.

Yours sincerely,

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