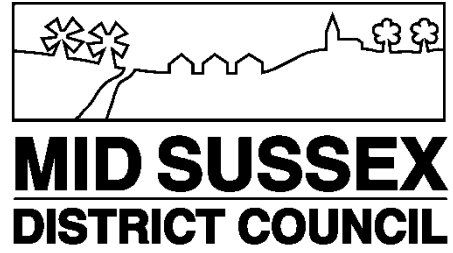


Mid Sussex



Site Allocations DPD
Sustainability Appraisal
(Incorporating Strategic Environmental Assessment)

Non-Technical Summary

Regulation 18

September 2019

Contents

What is Sustainability Appraisal and Strategic Environmental Assessment?	2
Site Allocations DPD	4
Appraisal of Reasonable Alternatives – Summary	9
Housing	9
Employment.....	16
Science and Technology Park	21
Generic Policies.....	23
Sustainability Appraisal - Conclusion	27

Tables

Table 1: Appraisal Impact scoring method	8
Table 2: Residual Housing Requirement.....	9
Table 3: Residual Housing Requirement - Settlements	10
Table 4: Site Appraisal Categories	11
Table 5: Site Assessment Summary	12
Table 6: Marginal Sites at Category 1	13
Table 7: Site Options	13
Table 8: Employment Strategy - Summary.....	17
Table 9: Employment Sites - Categories	18
Table 10: Employment Strategy - Conclusion	19
Table 11: Employment Sites Conclusion.....	20
Table 12: Generic Policies- Conclusions.....	26

Site Allocations DPD – Regulation 18 Sustainability Appraisal: Non-Technical Summary September 2019

What is Sustainability Appraisal and Strategic Environmental Assessment?

- 1.1. Sustainable development is defined as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”¹. It is about ensuring better quality of life for everyone, now and for generations to come. The three key strands of sustainability and therefore sustainable development are:
- Social
 - Environmental
 - Economic

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

- 1.2. This Sustainability Appraisal (SA) report is a requirement of the Planning and Compulsory Purchase Act 2004 (Section 19). Section 39 of the Act requires Development Plan Documents (DPDs) to be prepared with a view to contributing to the achievement of sustainable development. The Sustainability Appraisal report is a tool to demonstrate how social, environmental and economic issues have been considered during production of the Site Allocations DPD – promoting sites, strategy or policy that is sustainable, and ruling out sites, strategy or policy which is deemed unsustainable. Undertaking this process can improve the overall sustainability of the Site Allocations DPD, whilst documenting how the plan meets the legal and policy requirements. The SA report also contains the elements required by the Strategic Environmental Assessment (SEA) directive as set out in the European Directive 2001/42/EC, adopted into UK law as the “Environmental Assessment of Plans or Programmes Regulations 2004”.

The Sustainability Appraisal Report

- 1.3. The Sustainability Appraisal and SEA follow an iterative process, providing a view of the likely implications on sustainable development of different options for site allocations in the Site Allocations DPD as well as any generic policies that the document may contain. The findings of this work have been taken into consideration in determining the content of the Site Allocations DPD and are documented within this report. This process will be repeated at all formal stages of the Site Allocations DPD.
- 1.4. The Sustainability Appraisal process, along with the Strategic Environmental Assessment process, has widened the range of issues and options considered in formulating the proposals for the Site Allocations DPD, in particular by focussing attention on the need to consider a range of potential social, economic and environmental effects. In turn, this has enabled the most sustainable policy approaches to be identified for inclusion within the Site Allocations DPD.

How to Comment on This Report

- 1.5. The Site Allocations DPD, along with the accompanying Sustainability Appraisal report, will be made available for public consultation for a minimum period of 6 weeks. All comments received on both of these reports will be taken into consideration in preparing the final Plan to be submitted to the Secretary of State.

¹ The Report of the Brundtland Commission, 1987

1.6. If you wish to comment on these documents, these should be sent to:

Email:

LDFConsultation@midsussex.gov.uk

Online:

<https://www.midsussex.gov.uk/planning-building/development-plan-documents/>

Post:

Planning Policy and Economic Development
Mid Sussex District Council
Oaklands
Oaklands Road
Haywards Heath
West Sussex
RH16 1SS

Site Allocations DPD

- 1.7. The Mid Sussex District Plan 2014-2031 was adopted in March 2018. The District Plan shapes the future of Mid Sussex by providing a framework for new development, employment growth, infrastructure, and measures to protect the countryside and other valuable assets. The District Plan was accompanied by its own Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) to ensure the Plan was the most sustainable given all reasonable alternatives.
- 1.8. The Mid Sussex District Plan identified:
 - A total housing need of 16,390 homes for the period 2014-2031; inclusive of a contribution towards meeting unmet housing need in neighbouring authorities (policies **DP4: Housing** and **DP6: Settlement Hierarchy**)
 - Strategic Housing Allocations at Burgess Hill (**DP8 – DP9**), Hassocks (**DP11**) and Pease Pottage (**DP10**)
 - A total of 25ha employment space (policy **DP1: Sustainable Economic Development**).
- 1.9. Whilst the majority of the housing need has been planned for within the District Plan (either through completions, committed sites (those with allocations of planning permission) or the strategic sites listed above), there is a residual housing need.
- 1.10. Policy **DP4: Housing** identifies this ‘residual need’ and commits the Council to preparing a Site Allocations DPD in order to allocate sufficient sites to meet it. The DPD is also able to identify sites for other uses, such as employment, to meet any remaining need that was not identified within the District Plan.
- 1.11. The residual housing need figure has now been updated, and shows that the Site Allocations DPD will be required to plan for a minimum of 1,507 dwellings. The employment need position has also been updated, to take account of up-to-date employment forecasts and any changes since the District Plan was adopted. This work identifies a need for an additional 10-15ha of employment land.
- 1.12. The District Plan sets out a commitment for the Council to prepare a Sites DPD, which has four main aims, which are:
 - i) to allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan;
 - ii) to allocate sufficient employment land to meet the residual need and in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development;
 - iii) to allocate a site for a Science and Technology Park west of Burgess Hill in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development, and
 - iv) to set out additional Strategic Policies necessary to deliver sustainable development.
- 1.13. The purpose of the Site Allocations DPD is therefore to plan for a minimum of 1,507 dwellings and 10-15ha of employment land by allocating sufficient sites.

Methodology

- 1.14. To undertake a Sustainability Appraisal of the Site Allocations DPD, the council collected data about the district on social, environmental and economic issues. This is known as the ‘baseline’ and is documented in section 3 of the main report. This information enables the current (and potential future) social, environmental and economic issues facing the district to be established. The baseline consists of quantitative data as well as qualitative data – a

review of all plans, programmes and policies that impact upon the Site Allocations DPD was also established to form a picture of the issues and challenges facing the district.

- 1.15. From this information, it was possible to identify sustainability objectives that the emerging policy options within the Site Allocations DPD would be assessed against. Indicators were linked to each of the objectives to enable any potential impacts from policies to be quantified and monitored in the future.
- 1.16. The report accompanies the Regulation 18 Site Allocations DPD. This builds upon an earlier 'Scoping Report' which set out the baseline and proposed objectives and indicators. In accordance with regulations, this document was subject to a 5-week consultation with statutory environmental bodies and their comments were taken into account when drafting the Regulation 18 Sustainability Appraisal.

Current Sustainability Issues

- 1.17. From the examination of the baseline data and plans, programmes and policies that could influence the Site Allocations DPD it was possible to identify the current sustainability issues faced by the district. These issues are summarised as follows:

Social

- an increasing population, and the need for additional infrastructure² capacity or improvements in order to meet the needs of new households;
- An ageing population is likely to increase the demands on health and social care, in particular the need for residential nursing care.
- a changing and aging population, that may create potential gaps in the jobs market and the need for the District's housing stock to be fit to meet future needs;
- need for affordable housing cannot be met by existing or planned supply and therefore new affordable housing must be built to meet needs;
- House prices in Mid Sussex are high relative to average incomes, and this causes affordability issues, particularly for young people.
- primary care provision in the form of community health services will need to be improved in all the major settlements in the District
- existing school capacity issues will need to be addressed
- Car ownership and use is high, contributing to congestion and climate change. This may be a reflection of high average income, or limited access to public transport in the rural areas.
- high vehicle ownership and the potential for highway congestion arising from development, opportunities to promote sustainable modes of transport and interventions and schemes that mitigate the impact of developments on the transport network and environment should be encouraged
- Ease of access to existing facilities and services is an issue for many residents in Mid Sussex, particularly those in rural areas. There are some pockets of deprivation in the District mostly in relation to access to local community services – this can create social exclusion.
- low levels of crime should be further reduced where possible through designing the built environment so that opportunities for crime are removed
- demand for leisure facilities will increase in the future so it is important that there are sufficient indoor and outdoor leisure activities and premises to cater for both resident and visitor requirements

² Includes roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities; and open space.

Environmental

- There is a need to encourage sustainable, attractive and inclusive communities to ensure that the District continues to benefit from good health and an attractive natural and built environment.
- The need to maintain and enhance the high quality natural, built and historic environment and biodiversity of the District.
- Water usage is increasing, putting further pressure on water resources, which is further exacerbated by climate change.
- Water quality, both in watercourses and aquifers, needs to be maintained and enhanced.
- Flood risk is an issue for the District, in particular relating to surface water drainage from new developments.
- The amount of waste produced in Mid Sussex is increasing, while at the same time, the land available to dispose of waste (landfill) is reducing. However, this is seen as the most unsustainable option by which to manage waste. Recycling rates are increasing.
- There is a need to promote more sustainable forms of development that are energy and resource efficient, and increase the environmental as well as economic 'self-sufficiency' of communities within Mid Sussex and its ability to adapt to climate change.

Economic

- Mid Sussex has a relatively high level of in and out commuting for work, which impacts on traffic and environmental quality. Whilst it is recognised that commuters make a significant financial contribution to the District, it is important that appropriate employment opportunities are promoted within the District to ensure people who live locally can work locally.
- The downturn in the rural economy in recent years. Although the relatively small growth in businesses within the District shows that this may be improving, this needs to be maintained
- There are already infrastructure deficits in sewerage and water supply, transport, open space and sports/ play provision, and there are public concerns that further development will exacerbate these problems.
- The District's three town centres would benefit from regeneration and renewal so that they can be attractive retail, leisure and commercial hubs each with their own distinctive character.

Sustainability Framework – Objectives and Indicators

1.18. By taking the above issues it was possible to identify sustainability objectives for the district. These objectives were used to assess how the various policy options (known as 'reasonable alternatives') being explored for the Site Allocations DPD would contribute to the objectives of sustainability. The set of indicators could also be used to devise a monitoring framework for assessing how the policy proposals affect the objectives upon adoption of the Site Allocations DPD.

1.19. A total of 16 Sustainability Objectives were devised:

SOCIAL

1	To ensure that everyone has the opportunity to live in a home suitable for their needs and which they can afford
2	To improve the access to health, leisure and open space facilities and reduce inequalities in health.
3	To maintain and improve the opportunities for everyone to acquire the skills needed to find and remain in work and improve access to educational facilities.

4 To improve access to retail and community facilities.

5 To create safe and crime resistant communities, and encourage social cohesion, reduce inequality. Promote integration with existing town/village, and retain separate identities.

ENVIRONMENTAL

6 To ensure development does not take place in areas of flood risk, or where it may cause flooding elsewhere (taking into account and aiming to reduce the potential impact of climate change), thereby minimising the detrimental impact to public well-being, the economy and the environment from flood events. (SEA)

7 To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance.

8 To conserve and enhance the District's biodiversity. (SEA)

9 To protect, enhance and make accessible for enjoyment, the District's countryside and ensure no harm to protected landscapes. (SEA)

10 To protect, enhance and make accessible for enjoyment, the District's historic environment. (SEA)

11 To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car, thereby reducing the level of greenhouse gases from private cars and their impact on climate change. (SEA)

12 To increase energy efficiency and the proportion of energy generated from renewable sources in the District, utilise sustainably produced and local products in new developments where possible, and reduce waste generation and disposal

13 To maintain and improve the water quality of the District's watercourses and aquifers, and to achieve sustainable water resources management. (SEA)

ECONOMIC

14 To encourage the regeneration and prosperity of the District's existing Town Centres and support the viability and vitality of village and neighbourhood centres.

15 To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District.

16 To sustain economic growth and competitiveness across the District, protect existing employment space, and to provide opportunities for people to live and work within their communities therefore reducing the need for out-commuting.

Developing and Appraising Options – “Reasonable Alternatives”

- 1.20. In preparing the Site Allocations DPD, a number of options were considered, and a range of options for each policy area were identified – these are referred to in the guidance as ‘reasonable alternatives’. As the aim of the DPD is to allocate sufficient housing and employment sites in order to meet the identified need, the majority of the Sustainability Appraisal report focuses on the strategy options and site options for allocation. There are also a number of other policies, which have been identified as needed to support the allocation of sites. Reasonable alternatives for these have also been tested through the appraisal process.
- 1.21. Whilst it is a requirement of Strategic Environmental Assessment to appraise all reasonable alternatives, there is no need to devise alternatives just to comply with this directive – hence only realistic alternatives have been identified. Any further reasonable alternatives that are suggested during the consultation on the Regulation 18 Site Allocations DPD and accompanying Sustainability Appraisal will be considered, and if significantly different from existing options, will be appraised during future iterations of this document (the next formal stage being the Submission stage).
- 1.22. The preferred policy option from all of the options appraised has been based on the overall impact against the sustainability objectives, with the option with the most positive predicted impact determined as the ‘preferred option’. In order to record the sustainability of the varying options, a range of colours and symbols has been used:

++	Significant positive impact on the sustainability objective
+	Positive impact on the sustainability objective
?	Uncertain or unknown impact on the sustainability objective
0	No impact or neutral impact on the sustainability objective
-	Negative impact on the sustainability objective
--	Significant negative impact on the sustainability objective

Table 1: Appraisal Impact scoring method

- 1.23. All of the reasonable alternatives have been appraised using these symbols, against the methodology outlined in section 2 of the main report. Once appraised, mitigation for any predicted negative impacts has been identified.
- 1.24. The majority of the Site Allocations DPD sites and policies were generally found to impact positively on the social, environmental and economic objectives. In almost all instances, where a negative sustainability impact had been identified it was mitigated by one of the policies within the adopted District Plan, or could be mitigated by including policy requirements on individual sites.

Appraisal of Reasonable Alternatives – Summary

1.25. A summary of the sustainability appraisal findings follows. The full appraisals can be found in the Sustainability Appraisal (main report) that accompanies the Site Allocations DPD.

Housing

Housing Requirement

1.26. The District Plan sets a housing requirement of 16,390. Since the Plan was adopted, housing completions and commitments (sites with planning permission or allocated e.g. within Neighbourhood Plans) have been updated to reflect the current position (as at March 2019), including an up-to-date windfall projection.

1.27. The District Plan identified a residual housing need of 2,439 that needed to be allocated within the Site Allocations DPD. As a result of the updates to figures based on monitoring, the residual amount is now 1,507.

District Plan Minimum Requirement	16,390
Completions (2014/15 - 2018/19)	3,914
Total Housing Commitments (inc. strategic developments already with permission)	7,094
Strategic Development – Northern Arc, Burgess Hill	2,787
Strategic Development – Land north of Clayton Mills, Hassocks	500
Windfall Allowance	588
Elsewhere in the district, as allocated through future Neighbourhood Plans and the Site Allocations DPD	1,507

Table 2: Residual Housing Requirement

1.28. In order to meet the District Plan requirement in full within the plan period 2014-2031, it is intended that the Site Allocations DPD should at least plan for the 'residual requirement', a minimum of **1,507** dwellings. In accordance with policy **DP4: Housing**, the residual requirement should be spatially distributed in general accordance with the established settlement hierarchy as set out in table 3.

Category	Settlement	Residual Requirement (DP6)	Category Residual Requirement
1 – Town	Burgess Hill	0	840
	East Grinstead	830	
	Haywards Heath	10	
2 – Larger Village	Cuckfield	222	222
	Hassocks	0	
	Hurstpierpoint	0	
	Lindfield	0	
	Copthorne	0	
	Crawley Down	0	
3 – Medium Sized Village	Albourne	39	439
	Ardingly	22	
	Ashurst Wood	0	
	Balcombe	23	
	Bolney	43	
	Handcross	0	
	Horsted Keynes	53	
	Pease Pottage	0	
	Sayers Common	18	
	Scaynes Hill	134	
	Turners Hill	67	
	Sharpthorne	20	
	West Hoathly	20	
	4 – Smaller Village	Ansty	
Staplefield		0	
Slaugham		0	
Twineham		6	
Warninglid		0	
	TOTAL	1,507	

Table 3: Residual Housing Requirement - Settlements

Housing Supply

- 1.29. The objective of the Site Allocations DPD is to allocate sufficient sites to meet the residual housing need identified in the District Plan (updated to reflect recent commitments and completions), and to allocate sites in locations that are compliant with the District Plan strategy set out in policies DP4/DP6. The Council has followed a logical, step-by-step process in order to arrive at a selection of sites to be appraised within this Sustainability Appraisal.
- 1.30. The process to arrive at reasonable alternatives for assessment within the Sustainability Appraisal was as follows:
1. **Call for Sites and preparation of SHELAA:** Following a ‘call for sites’ a total of 233 sites were submitted to the Council. This forms the ‘pool’ of sites to choose from when preparing the Site Allocations DPD.
 2. **High Level Assessment (Site Selection Paper 1):** Sets out a methodology for removing sites that are non-compliant with the District Plan strategy, based on their size or their distance from existing settlements. A total of 91 sites were ruled out at this stage, leaving 142.
 3. **Detailed Assessment (Site Selection Paper 2):** Sets out a site selection methodology, incorporating 17 criteria by which potential sites would be assessed against. This was consulted upon with stakeholders.

- 4. Detailed Evidence Testing (Site Selection Paper 3):** Records the results of the assessment against the 17 criteria in Site Selection Paper 2. The 142 sites were assessed. Following assessment, 47 sites remain as having potential for allocation and should be subject to further evidence base testing and assessment. These sites performed well against the criteria and were consistent with the District Plan spatial strategy. They are deemed to be 'reasonable alternatives' for Sustainability Appraisal purposes.

1.31. Following assessment against the 17 sustainability criteria set out in the Sustainability Framework, the sites were categorised as follows:

Sites That Perform Well	These sites perform well individually, and relative to other sites within the same settlement. These sites, collectively, are therefore assessed as being compliant with the District Plan strategy.
Sites That Perform Poorly	These sites don't perform well against the sustainability objectives. There are a number of negative impacts that, it is concluded, would not be outweighed by positive impacts. These sites also don't perform well relative to other sites within the same settlement – i.e. there are more sustainable sites within the same settlement that would meet the residual housing requirement before these sites are required. These sites are therefore rejected at this stage, however they may need to be considered again in the future should circumstances change (e.g. increased housing requirement within the settlement, change in strategy, or withdrawal of other sites from the process).
Marginal	These sites perform well individually (positives generally outweigh negatives); however they are not necessarily the most sustainable sites within the settlement. The residual housing requirement can be met sufficiently by 'Sites That Perform Well'

Table 4: Site Appraisal Categories

1.32. The sites fall into the categories as follows. Detailed assessments and justification is set out in the Sustainability Appraisal Report.

SA	Cat	Settlement	SHELAA ID#	Site	Yield
Sites That Perform Well	1	Burgess Hill	345	St. Wilfrids Catholic Primary School, School Close, Burgess Hill	200
		Burgess Hill	594	Land South of Southway, Burgess Hill	30
		Burgess Hill	840	Woodfield House, Isaacs Lane, Burgess Hill	30
		Burgess Hill	904	Land to the south of Selby Close, Hammonds Ridge, Burgess Hill	12
		East Grinstead	196	Land south of Crawley Down Road, Felbridge	200
		East Grinstead	770	Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead	550
		East Grinstead	847	East Grinstead Police Station, College Lane, East Grinstead	22
		Haywards Heath	783	Rogers Farm, Fox Hill, Haywards Heath	25
	2	Crawley Down	519	Land north of Burleigh Lane, Crawley Down	50
		Cuckfield	479	Land at Hanlye Lane to the east of Ardingly Road, Cuckfield	55
		Hassocks	221	Land to the north of Shepherds Walk Hassocks	130
	3	Ardingly	832	Land west of Selsfield Road, Ardingly	100
		Ashurst Wood	138	Land south of Hammerwood Road, Ashurst Wood	12
		Handcross	127	Land at St. Martin Close, Handcross	65
Horsted Keynes		184	Land south of St. Stephens Church, Hamsland, Horsted Keynes	30	

SA	Cat	Settlement	SHELAA ID#	Site	Yield
		Horsted Keynes	807	Land South of The Old Police House, Birchgrove Road, Horsted Keynes	25
		Sayers Common	829	Land to the north Lyndon, Reeds Lane, Sayers Common	35
		Scaynes Hill	897	Land to the rear Firlands, Church Road, Scaynes Hill	20
		Turners Hill	854	Withypitts Farm, Selsfield Road, Turners Hill	16
4	Ansty	644	Ansty Cross Garage, Cuckfield Road, Ansty	12	
Sites That Perform Poorly	1	Burgess Hill	4	Wintons Farm, Folders Lane, Burgess Hill	13
		Burgess Hill	646	The Garage, 1 Janes Lane, Burgess Hill	9
		East Grinstead	224	Land at Brooklands Park, west of Orchard Way, East Grinstead	15
		East Grinstead	595	Land at Brookhurst, Furze Lane, East Grinstead	7
		East Grinstead	763	Carpet Right, 220 - 228 London Road, East Grinstead	24
		Haywards Heath	618	MSDC Car Park, north of Oaklands Road	8
	2	Cuckfield	227	Land to the north of Glebe Road, Cuckfield	84
		Cuckfield	567	Land to East of Polestub Lane, Cuckfield	120
		Hurstpierpoint	164	Land to the rear of 78 Wickham Hill , Hurstpierpoint	18
	3	Bolney	264	Land south of Ryecroft Road, Bolney	5
		Bolney	543	Land West of London Road (north), Bolney	81
		Bolney	741	Land to west of London Road, Bolney	24
		Horsted Keynes	216	Land at Police House Field, Birch Grove Road/Danehill Lane, Horsted Keynes	10
		Sayers Common	491	Land south of Furzeland Way, Sayers Common	12
		Sayers Common	613	Land at Whitehorse Lodge, Furzeland Way, Sayers Common	9
	Turners Hill	474	Land adjacent to 18 East Street, Turners Hill	6	
Marginal	1	Burgess Hill	557	Land south of Folders Lane and east of Keymer Road, Burgess Hill	200
		Burgess Hill	738	Land east of Greenacres, Keymer Road and south of Folders Lane	100
		Burgess Hill	827	Land South of 96 Folders Lane, Burgess Hill	43
		Haywards Heath	503	Haywards Heath Golf Course, High Beech Lane, Haywards Heath	630
	2	Hassocks	210	Land opposite Stanford Avenue, London Road, Hassocks	45
		Hurstpierpoint	13	Land west of Kemps, Hurstpierpoint	114
		Hurstpierpoint	19	Land east of College Lane, Hurstpierpoint	165
	3	Sayers Common	830	Land to the west of Kings Business Centre, Reeds Lane, Sayers Common	100
	4	Ansty	576	Land at Ansty Farm, Land north of The Lizard, (Site A), Cuckfield Road, Ansty	75
		Ansty	631	Challoners, Cuckfield Road, Ansty	10
		Ansty	784	Extension to allocated Land at Bolney Road, Ansty	45

	Total Sites	Total Yield
Perform Well	20	1,619
Perform Poorly	16	445
Marginal	11	1,527

Table 5: Site Assessment Summary

- 1.33. In total the sites appraised as performing well and therefore having potential for allocation would yield 1,619 dwellings. This represents an excess of 112 dwellings above the residual amount required of 1,507.
- 1.34. The allocation of the 20 sites that perform well represents the minimum level of growth required by the Site Allocations DPD. This represents the first 'Reasonable Alternative' approach to allocating sites, and should therefore be appraised.
- 1.35. Whilst there is a small over-supply of 112 units from the 20 sites, this is not considered to be a sufficient buffer should sites fall out of the allocations process between now and adoption (for example, due to delivery issues, reduction in yield, or any other reasons identified during consultation or the evidence base). Therefore it is sensible to look at alternative approaches which would deliver an increased number of dwellings, and therefore more robustness in overall supply at this stage.
- 1.36. Any additional supply should be drawn from the sites that were concluded as 'Marginal', as these performed relatively well in sustainability terms. The Settlement Hierarchy establishes that settlements within Category 1 are the most sustainable. Following a review of the marginal sites, it was concluded that, should additional sites be required, these should ideally be drawn from sites in the highest settlement category in the hierarchy. These sites perform well, and would mean focusing additional growth (beyond that required to meet the residual housing requirement) at the most sustainable locations using the most sustainable sites still in the process. These sites are:

Cat	Settlement	ID	Site	Yield
1	Burgess Hill	557	Land south of Folders Lane and east of Keymer Road, Burgess Hill	200
	Burgess Hill	738	Land east of Greenacres, Keymer Road and south of Folders Lane (formerly part of site 557)	100
	Burgess Hill	827	Land South of 96 Folders Lane, Burgess Hill	43
	Haywards Heath	503	Haywards Heath Golf Course, High Beech Lane, Haywards Heath	630

Table 6: Marginal Sites at Category 1

- 1.37. The potential sites at Category 1 that could be allocated to supplement housing supply are therefore the combined sites at Folders Lane, Burgess Hill and Haywards Heath Golf Course, Haywards Heath. It is not appropriate to allocate both of these sites as this would over-provide (as in total they would equate to 973 units) and would lead to a significant unbalance of sites to be delivered at Category 1, however allocating the combined site at Folders Lane or the Golf Course would help supplement housing supply with a sufficient buffer over the residual required.
- 1.38. Assuming that the selection of 20 sites that performed well are 'constant', there are three reasonable alternatives to meeting the residual housing requirement in full with varying levels of contingency. The three reasonable alternative options are therefore:

Option	Sites	Total Supply	Additional Supply (above residual)
A	20 'Constant Sites'	1,619	121
B	20 'Constant Sites' + Folders Lane, Burgess Hill (x3 sites)	1,962	455
C	20 'Constant Sites' + Haywards Heath Golf Course	2,249	751

Table 7: Site Options

Site Selection				
Reasonable Alternatives for Assessment				
Option A: 20 'Constant Sites'. 1,619 dwellings.				
Option B: 20 'Constant Sites' + Folders Lane, Burgess Hill (x3 sites). 1,962 dwellings				
Option C: 20 'Constant Sites' + Haywards Heath Golf Course. 2,249 dwellings.				
Objective	A	B	C	Assessment
1 - Housing	+	++	++	All options meet the residual housing requirement, therefore impact positively on this objective. Options (b) and (c) provide more certainty that housing need would be met, as they provide a healthy buffer above the minimum amount of development required. This provides a level of contingency should some sites not be delivered as expected (either in entirety, or with a reduced yield).
2 - Health	+	++	+	The 20 constant sites have been selected according to their consistency with the spatial strategy, focusing on higher tier settlements. The collection of sites is largely well connected to health, education and retail facilities. Option (b) performs more positively against these objectives, as the sites at Folders Lane are in close proximity to each of these facilities.
3 - Education	+	++	+	
4 - Retail	+	++	+	
5 - Communities	+	+	+	All options would provide sufficient housing, spread across the district according to the settlement hierarchy and District Plan strategy. This enables families to grow in areas where need is derived from, helping existing communities to grow.
6 - Flood Risk	0	0	0	None of the options are likely to have any negative impacts on flood risk. All sites selected will need to ensure there is no risk from flooding.
7 - Land Use	-	-	--	All options would involve significant development on greenfield sites, and are therefore likely to have negative impacts on this objective. In particular, the yield associated with option (c) is likely to have a greater impact on this objective.
8 - Biodiversity	?	?	-	Options (a) and (b) include sites that may have a negative impact on biodiversity, although policy requirements for mitigation should reduce any negative impacts. Option (c) in particular includes a site that contains ancient woodland and is adjacent to a designated Local Wildlife Site; although these could be mitigated there is a higher prospect of negative impacts upon this objective.
9 - Countryside	-	-	-	Whilst some sites have a greater impact on landscape and designated areas (AONB) than others, each have been assessed as having 'low impact' overall. There are no significant differences between the three options on this objective.
10 - Historic	?	?	?	There are no negative impacts expected from any of the three options.
11 - Transport	?	?	?	There are no 'severe' highways impacts expected from any of the three options. Policy requirements could ensure access or highways mitigation is provided to ensure no severe impacts arise.
12 - Energy/Waste	-	-	-	All options will increase the amount of waste generated,

				albeit that sustainable construction techniques can be utilised and waste recycling will be employed to minimise any impacts. There are no significant differences between the three options.
13 - Water	-	-	-	All options will increase demand on water supply and for wastewater treatment. There are no significant differences between the three options.
14 - Regeneration	+	++	+	Option (b) performs more positively against this objective, as the sites at Folders Lane are in close proximity to the town centre.
15 - Employment	+	+	+	All options would provide sufficient housing to meet the identified housing need, and therefore aligns with job projections.
16 - Ec. Growth	+	++	++	All options would encourage investment by businesses within Mid Sussex, as an increasing workforce means a larger jobs pool for potential employers to call upon. Additional population increases (i.e. options (b) and (c)) within the district will have positive knock-on effects for local businesses, retail, and entertainment and community facilities, supporting economic growth.

Summary of Appraisal:

All three options would meet the residual housing need; therefore perform positively in relation to the housing objective. Options (b) and (c) allow for more growth than needed, therefore provide more certainty that the housing need will be met.

The 20 'constant' sites have been selected due to their performance against the sustainability objectives, but also their consistency with the spatial strategy. In terms of the social objectives, all options are largely positive as they involve focussing growth to settlements higher in the settlement hierarchy – where the majority of facilities and services exist. Option **(b)** in particular involves the development south of Folders Lane, which is largely within 15 minutes' walk of Burgess Hill town centre, health facilities and a primary school. This also has positive impacts on the objective concerned with encouraging town and village centre regeneration, due to its close proximity to the town centre. Haywards Heath Golf Course (associated with Option **(c)**) is distant from existing services and facilities.

All options are likely to have negative impacts on the environmental objectives. This is inevitable due to the conflict between preserving the environment and building, the majority of which are greenfield sites. However, mitigation could be provided to minimise impacts on landscape, biodiversity, heritage and transport. Option **(c)** however proposes significantly more development on greenfield land and is likely to have more negative impacts on biodiversity due to the presence of ancient woodland within the Golf Course site, and its adjacency to a Local Wildlife Site.

Options **(b)** and **(c)** are more likely to have positive impacts on economic growth objectives due to their higher yield than option **(a)**.

Cross-Border Impacts:

The majority of sites will have no impact cross-boundary, however some sites proposed are located close to the District and County boundary (notably in the north of the district, adjacent to Tandridge). Any impacts are likely to be confined to transport matters, which are tested within the Mid Sussex Transport Model. Any impacts from these sites will be discussed with the relevant authority.

Recommendations and Mitigation Measures :

There are a number of negative environmental impacts expected to arise as a result of all three options, which is inevitable due to the conflict between preserving the environment and housebuilding. Mitigation measures should be required within the policy requirements for

each site, and should be assessed on a site-by-site basis based on the detailed information provided for each site, and its individual assessments.	
Preferred Option:	B

1.39. Following the assessment of all reasonable alternative options for site selection, the preferred option is option B. Although option A would meet residual housing need, option B proposes a sufficient buffer to allow for non-delivery, therefore provides more certainty that the housing need could be met. Whilst option C also proposes a sufficient buffer, it is at the expense of negative impacts arising on environmental objectives. The level of development within option C is approximately 50% above the residual housing need, the positives of delivering an excess of this amount within the Site Allocations DPD is outweighed by the negative environmental impacts associated with it.

Employment

1.40. District Plan policy DP1: Sustainable Economic Development sets out the adopted position relating to employment need. This states that the number of jobs expected to arise as a result of increased housebuilding was 543 jobs per annum, therefore closely matching the 521 jobs per annum anticipated through forecasting. The policy also allocated 25ha of employment land at Burgess Hill, on a site now known as “The Hub”.

1.41. In response to updated employment forecasting, changes in the employment market and changes to national policy, the Council commissioned an update to the employment need evidence. Site Selection Paper 4: Employment describes the methodology and processes followed.

1.42. This work has shown that an additional **10-15ha** of B-Class employment land is required above the amount identified and allocated within the District Plan (a range is provided due to some of the assumptions made, therefore the Site Allocations DPD should aim to supply towards the top of the range). This is a separate requirement to the proposed Science and Technology Park, the broad location of which is identified in District Plan policy DP1.

Employment Strategy

1.43. Three potential strategies for meeting employment need have been considered. These represent reasonable alternatives for assessment in the Sustainability Appraisal, and are appraised below:

- A:** Allocate sufficient ‘new’ employment sites to meet the 10-15ha
- B:** Meet the need in part through allocating ‘new’ sites and relying on ‘windfall’ from expansion/redevelopment/intensification of existing sites to meet the remainder
- C:** ‘Do Nothing’ i.e. solely rely on the Science and Technology Park to meet any remaining need (as well as contributing to wider regional need).

Appraisal Conclusion
There are a number of positive benefits expected for all three options as they all involve providing more land for employment purposes, encouraging economic growth and the potential for businesses to grow.
However, there is more certainty with option (a) . This option would involve identifying sufficient land for employment uses to meet the identified need of 10-15ha. The Site Allocations DPD can therefore clearly demonstrate that there is sufficient employment land in the district, and through the Site Selection and Sustainability Appraisal process can ensure the most suitable and sustainable sites are selected to meet this need.

Option **(b)** would provide less certainty as it relies on windfall, by its nature there is no certainty as to where additional land will be provided, to what extent, and no certain timescale. It could mean that the need of 10-15ha isn't met by the end of the plan period, leading to an unmet need for employment land.

Option **(c)** relies on the Science and Technology Park (assessed separately within the Sustainability Appraisal). This use is for a wider, strategic regional need rather than to meet local needs.

Preferred Option: A

Table 8: Employment Strategy - Summary

- 1.44. The preferred option is to allocate sufficient sites to meet the 10-15ha employment need. The following sections describe the site selection process undertaken to identify sites to meet this need.

Employment Site Selection

- 1.45. Following a 'call for sites', a total of 18 potential employment sites were promoted to the Council, and published in the SHELAA. An assessment of these was undertaken following the same approach outlined in Site Selection Paper 2, whereby the sites were assessed against 19 employment related criteria.
- 1.46. Following the site assessment work, and upon analysing the various sites that had been submitted, it has been concluded that the site options fit into three broad spatial categories:
- Small extensions at Bolney Grange
 - Large sites in the vicinity of the A2300, Burgess Hill
 - 'Other' smaller sites spread across the district

'At Bolney Grange'	'A2300 Vicinity'	'Other'
24 - Land at Stairbridge Lane (South of Bolney Grange), Bolney (5.5ha)	602 - Land at Northlands Farm, A2300/A23, Hickstead (7.25ha)	192 - Pease Pottage Nurseries, Brighton Road, Pease Pottage (1ha)
906 - Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney (0.6ha)	946 - Northlands Farm, Stairbridge Lane, Bolney (14.5ha)	665 - Hangerwood Farm, Foxhole Lane, Bolney (9.2ha)
907 - Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney (0.2ha)	947 - Land between A2300 and Jobs Lane, Bolney (2.04ha)	826 - Burnside Centre, Victoria Road, Burgess Hill (0.96ha)
931 - Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney (0.7ha)	948 - Land south of A2300 adjacent to Pookbourne Lane (10ha)	864 - Marylands Nursery, Cowfold Road, Bolney (2.4ha)
		865 - Bolney Nursery, Cowfold Road, Bolney (0.8ha)
		888 - Cedars (Former Crawley Forest School) Brighton Road Pease Pottage (2.3ha)
		912 - Site of Former KDG Victoria Road Burgess Hill (1.1ha)
		913 - The Walled Garden, behind the Scout Hut, London Road, Balcombe (0.3ha)
		915 - Area south of Redbridge Lane at junction with London Road, Balcombe (1.2ha)
		940 - Land north of the A264 at Junction 10 of M23 (Employment Area) (2.7ha)

Table 9: Employment Sites - Categories

1.47. These three broad spatial options represent reasonable alternatives for assessment in the Sustainability Appraisal, in order to determine the most sustainable approach to allocating additional employment sites.

- A:** Small extensions at Bolney Grange
- B:** Large sites in the vicinity of the A2300, Burgess Hill
- C:** 'Other' smaller sites spread across the district

Appraisal Conclusion
Options (a) and (c) perform positively against the social and economic objectives as they would encourage existing business to grow as well as encouraging new business use across the district.
Whilst option (b) would also encourage new business to the district, this is located in one area (on the edge of Burgess Hill) and would not provide well-needed employment land in other locations – noting that the District Plan strategy involves housing growth at nearly all settlements within the district according to the settlement hierarchy (District Plan policies DP4/DP6) and employment opportunities should be provided to match, where possible.
In particular, the location of the sites within option (b) are likely to have negative impacts on the transport objective due to their proximity to the already adopted strategic site (Northern Arc), location for a Science and Technology Park and significant employment allocation in the District Plan (The Hub, currently under construction).
Preferred Option: A / C

Table 10: Employment Strategy - Conclusion

- 1.48. There are no negative impacts expected from either option A or C. As one of the objectives of the District Plan is to encourage economic growth as well as allowing existing businesses to expand, it is proposed that both options would assist in meeting this objective. Therefore, both options are proposed within the Site Allocations DPD.
- 1.49. As a result of the above appraisal, the various sites categorised as 'other' are appraised individually within the Main Report to ensure the most suitable and sustainable sites are selected for allocation alongside the collection of small-scale expansions at Bolney Grange. Sites highlighted in green are those that performed well against the sustainability objectives and are proposed for allocation in the DPD. The full appraisal of these sites can be found in the Main Report.

Ref	Site	SHELAA	Area (ha)
A	Pease Pottage Nurseries, Brighton Road, Pease Pottage	192	1
B	Hangerwood Farm, Foxhole Lane, Bolney	665	9.2
C	Burnside Centre, Victoria Road, Burgess Hill	826	0.96
D	Marylands Nursery, Cowfold Road, Bolney	864	2.4
E	Bolney Nursery, Cowfold Road, Bolney	865	0.8
F	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	888	2.3
G	Site of Former KDG Victoria Road Burgess Hill	912	1.1

H	The Walled Garden, behind the Scout Hut, London Road, Balcombe	913	0.3
I	Area south of Redbridge Lane at junction with London Road, Balcombe	915	1.2
J	Land north of the A264 at Junction 10 of M23 (Employment Area)	940	2.7

Table 11: Employment Sites Conclusion

Science and Technology Park

- 1.50. District Plan policy **DP1: Sustainable Economic Development** identifies a broad location to the west of Burgess Hill for a Science and Technology Park (S&TP). The feasibility and potential for a new S&TP was examined in the Burgess Hill Employment Sites Study and potential locations examined in more detail within the S&TP Potential Locations Assessment.
- 1.51. The Burgess Hill Employment Sites Study concluded that the potential for and feasibility of a S&TP should be investigated further. However at a high level, it confirmed the scale and nature of the potential market and alignment to aims of the Local Enterprise Partnership (LEP), Gatwick Diamond and City Deal strategies.
- 1.52. During the District Plan process and initial work on the broad location, there was a single site option presented to the Council – site #801 “Land at Dumbrell’s Farm, south of the A2300”. As this was the only option presented to the Council within the environs of the broad location identified, and no other options were presented within the rest of the district, this site was used as a proxy for the assessment work that accompanied the District Plan.
- 1.53. As part of the Council’s ‘Call for Sites’ exercise for the SHELAA, a second option was presented to the Council – site #949 “Land to the north of A2300”. Both sites are of a similar size, approximately 50ha, and propose comparable levels of employment. They are therefore both considered as Reasonable Alternatives for assessment in the Sustainability Appraisal.

Science and Technology Park – Site Options			
Reasonable Alternatives for Assessment			
Option A: SHELAA #949 “Land to the north of A2300”			
Option B: SHELAA #801 “Land at Dumbrell’s Farm, south of the A2300”			
Objective	A	B	Assessment
1 - Housing	0	0	There are no direct impacts expected against this objective.
2 - Health	0	0	There are no direct impacts expected against this objective.
3 - Education	+	+	Both sites propose links to educational establishments in order to provide opportunities for people to work once leaving school, college or university.
4 - Retail	+	+	Both sites include an element of small-scale retail and community facility provision (convenience store/café/crèche/etc) on-site as an ancillary use to the employment provision, for the benefit of workers on-site and those living locally.
5 - Communities	+	?	Option (a) proposes pedestrian and cycle links directly to the adjacent Northern Arc strategic site, therefore providing a better linkage to this area than option (b) .
6 - Flood Risk	-	--	Option (a) includes a small area of flood risk within its northern boundary, although this is likely to be avoided. Option (b) includes a similar amount of flood risk on its southern boundary, although quite a significant area within the western section of the site.
7 - Land Use	-	-	Both sites propose significant use of greenfield land, therefore are likely to have a negative impact on this objective.
8 - Biodiversity	-	--	Due to their scale and greenfield location, both sites are likely to impact negatively on biodiversity and appropriate mitigation must be provided. In particular, option (b) has large areas of ancient

			woodland and accompanying 15m buffer within the site boundary.
9 - Countryside	-	-	Both sites propose significant use of greenfield land, therefore are likely to have a negative impact on this objective. Both options propose landscape mitigation to minimise the impact of the development on the wider landscape.
10 - Historic	0	0	There are no impacts expected against this objective as there are no listed buildings/conservation areas likely to be impacted by these options.
11 - Transport	?	-	Both sites involve significant development which would be accessed by the A2300. Both schemes have proposed an access arrangement – whilst further work will be required to confirm final designs and capacity of these arrangements, option (a) proposes access via an upgrade to an existing roundabout, whereas option (b) proposes an additional junction. The addition of a further junction is more likely to have a negative impact on traffic flow on the A2300 and could cause knock-on delays at other junctions. The Mid Sussex Transport Model anticipates fewer ‘severe’ impacts on junctions for option (a) than (b) .
12 - Energy/Waste	+	?	Whilst both options propose green technologies and sustainable energy use, option (a) includes a currently permitted solar farm within the same ownership.
13 - Water	?	?	Both options are likely to increase water usage, although sustainable measures should be in place to minimise impact on this objective.
14 - Regeneration	++	++	Both options are likely to encourage regeneration of town and village centres due to their size, and the potential for the associated workforce to use the facilities, particularly within Burgess Hill Town Centre.
15 - Employment	++	++	Both options will provide significant employment opportunities close to planned development at Burgess Hill, enabling the workforce to live and work in close proximity therefore reducing the need to out-commute.
16 - Ec. Growth	++	++	Both options will contribute to economic growth by providing significant employment land, and encouraging high-value businesses to locate to Mid Sussex.
Summary of Appraisal:			
<p>Both sites will provide significant employment opportunities for the local workforce, as well as meeting employment needs on a wider, regional basis due to the uses proposed. The broad location of a Science and Technology Park was established within the District Plan (DP1) and the benefits of the principle were examined and approved during this process. Whilst both sites are in close proximity, there are a few differences between the two.</p> <p>The main differences relate to the environmental sustainability objectives.</p> <p>Option (b) includes significant areas of flood risk and ancient woodland, whereas option (a) does not. These areas would need to be avoided and mitigated as appropriate, which may reduce the developable area of the site.</p> <p>Of greater significance is the impact on the transport objective. Whilst both sites are likely to increase the level of highways movements on the network, and will be subject to further testing ahead of submission, it is anticipated through the Mid Sussex Transport Model that there will be fewer ‘severe’ junction impacts for option (a) compared to (b). Likewise, the access arrangements proposed for option (a) are favourable compared to (b) due to their potential to have less harmful impact on traffic flow on the A2300. These elements will be subjected to further testing.</p>			
Cross-Border Impacts:			
None expected.			

Recommendations and Mitigation Measures :	
Negative impacts are expected on land use, countryside and biodiversity objectives. Policy requirements should ensure that any negative impact on these is minimised, by requesting sufficient mitigation.	
Preferred Option:	A

1.54. In sustainability terms, site option A “Land to the north of A2300” performs more positively against the objectives than option B, particularly related to transport. Site Selection Paper 4: Employment details the thorough site selection process, which includes non-sustainability considerations, that has taken place to determine the preferred option.

Generic Policies

1.55. The Site Allocations DPD also intends to contain a number of generic policies. These have been identified as a result of monitoring District Plan policies, or as supplementary to the proposed housing and employment allocations to facilitate delivery. The following policy areas are proposed, and are appraised in full within the Main Report:

- Existing Employment Sites
- Safeguarding of Land for and Delivery of Strategic Highway Improvements
- Wivelsfield Railway Station
- Burgess Hill / Haywards Heath Multifunctional Network
- Air Quality

Policy	Conclusion
<p>Existing Employment Sites</p> <p>Option (a): To have a policy that supplements District Plan Policy DP1: Sustainable Economic Development by providing additional policy requirements relating to the protection of existing employment sites, whilst supporting their expansion where appropriate.</p> <p>Option (b): To not have this policy, and therefore rely on District Plan Policy DP1: Sustainable Economic Development.</p>	<p>As there is a current District Plan policy in place to protect existing employment sites, both options are similar in their appraisal and have mostly positive impacts on the sustainability objectives. By having a new policy in the Site Allocations DPD (option (a)), which defines such areas on the proposals map and sets a criteria about what development is appropriate within, adjacent to or within the vicinity of these sites, a more robust policy framework is in place to protect and allow for appropriate expansion of these important sites.</p> <p>The more robust policy provided by option (a) explains the greater number of significantly positive scores in comparison to option (b), particular on environmental and economic sustainability objectives which have a more direct link to the proliferation of employment sites in the District. In terms of the social sustainability objectives, both options have a likely positive impact, though it is somewhat difficult to quantify the effect of each option on social objectives.</p> <p>Preferred Option: A</p>
<p>Safeguarding of Land for and Delivery of Strategic Highway Improvements</p>	<p>As there is a current District Plan policy in place which provides transport-related requirements for development, both options are similar in their</p>

Policy	Conclusion
<p>Option (a): To have a policy that supplements District Plan Policy DP 21: Transport by providing an additional policy to safeguard land to support the delivery of transport schemes, identified in relation to the Site Allocations DPD, to ensure that proposed development is sustainable.</p> <p>Option (b): To not have this policy, and therefore rely on District Plan Policy DP 21: Transport.</p>	<p>appraisal and have mostly positive impacts on the sustainability objectives. By having a new policy in the Site Allocations DPD (option (a)), which safeguards areas on the proposals map and aims to restrict harmful development, a more robust policy framework is in place to protect these important sites.</p> <p>The more robust policy provided by option (a) explains the greater number of significantly positive scores in comparison to option (b), particularly on economic sustainability objectives which have a more natural benefit to be had from highways improvements. Both options also have a likely positive impact on social sustainability objectives, not because they increase provision but because they increase accessibility to local facilities. There are also positive impacts to be had by option (a) in relation to environmental sustainable objectives; option (b) has a negative impact on the land use objective because without the proposed new policy, the identified land is at risk of inappropriate development.</p> <p>Preferred Option: A</p>
<p>Wivelsfield Railway Station</p> <p>Option (a): To have a policy which safeguards Land to the west of Wivelsfield Railway Station to support the delivery of a package of improvements at Wivelsfield Railway Station.</p> <p>Option (b): To not have this policy, and therefore rely upon other existing Development Plan policies and the NPPF.</p>	<p>There is nothing in the current Development Plan which provides a specific policy for Wivelsfield Railway Station. Without the proposed new policy, there is unlikely to be severe negative impacts across the board, but there are a few notable negative impacts should the Development Plan proceed without a new policy (option (b)). Particularly in terms of land use and transport objectives, there is a risk that without a new policy, the site could be developed for inappropriate uses.</p> <p>By having a new policy in the Site Allocations DPD (option (a)), which safeguards land at Wivelsfield Railway Station on the proposals map and aims to restrict harmful development, a more robust policy framework is in place to protect this important sites.</p> <p>The robust policy provided by option (a) explains the greater number of positive impacts in comparison to option (b), particularly on economic sustainability objectives where there are likely to be positive impacts to be gained from improvements to strategic sustainable transport links. This too has a positive impact on the transport sustainability objective.</p> <p>Preferred Option: A</p>
<p>Burgess Hill / Haywards Heath</p>	<p>There is nothing in the current Development</p>

Policy	Conclusion
<p>Multifunctional Network</p> <p>Option (a): To have a policy for the Burgess Hill/ Haywards Heath Multifunctional Network which supports the delivery of a programme of sustainable transport infrastructure improvements to support development, particularly strategic development at Burgess Hill.</p> <p>Option (b): To not have this policy, and therefore rely upon other existing Development Plan policies and the NPPF.</p>	<p>Plan which provides a specific policy for Burgess Hill/ Haywards Heath Multifunctional Network. Without the proposed new policy, there is unlikely to be severe negative impacts across the board, but there are a few notable negative impacts should the Development Plan proceed without a new policy (option (b)). There is a risk that without a new policy, the identified areas could be developed for alternative uses.</p> <p>By having a new policy in the Site Allocations DPD (option (a)), which provides policy on the proposals map and aims to restrict harmful development, a more robust policy framework is in place to protect this important sites.</p> <p>Option (a) has multiple positive sustainability impacts; the introduction of a multifunctional network between Haywards Heath and Burgess Hill could bring social, environmental and economic benefits. However, this option could negatively impact upon the sustainable objective for the countryside, as it could bring potentially harmful development to what is currently, mostly open countryside. Nonetheless, the impact should be low because development is likely to constitute little more than a foot/cycle/bridle path that is also likely to improve access to and enjoyment of the countryside.</p> <p>Preferred Option: A</p>
<p>Air Quality</p> <p>Option (a): To have a policy that supplements District Plan Policy DP29: Noise, Air and Light Pollution by providing additional policy requirements for when an air quality assessment may be required, for example, in relation to an AQMAs. It also addresses potential air quality impacts for the Ashdown Forest SPA and SAC.</p> <p>Option (b): To not have this policy, and therefore rely on District Plan Policy DP29: Noise, Air and Light Pollution.</p>	<p>In protecting residents' quality of life from unacceptable levels air pollution, option (a) and (b) have many positive impacts on the social and environmental sustainability objectives, though have no identified impact on the economic objectives.</p> <p>There are no identified negative impacts should the Development Plan proceed without a new policy about air quality, however, there a more significantly positive impacts to be had should a new policy be introduced through the Site Allocations DPD.</p> <p>By providing additional policy requirements for when an air quality assessment may be required, for example, in relation to an AQMAs, and addressing potential air quality impacts for the Ashdown Forest SAC (where air quality is a factor), option (a) provides a more robust policy framework than option (b) to ensure that any negative impact of new development on air quality is minimised and appropriately mitigated when necessary.</p>

Policy	Conclusion
	Preferred Option: A

Table 12: Generic Policies- Conclusions

Sustainability Appraisal - Conclusion

- 1.56. The Sustainability Appraisal concludes that the majority of the site options chosen for allocation impact positively on the social and economic objectives. Where a negative sustainability impact has been identified, it is to be mitigated against through site specific policies, or in some cases, is indicative of an inevitable conflict between allocating land for housing and protecting the environment (as described in the Main Report).
- 1.57. In particular, positive impacts are expected to arise for the sustainability objectives related to housing and employment. This is because the Site Allocations DPD is proposing to meet the residual need for both of these in full, with a sufficient buffer to improve the robustness of supply. Therefore, these objectives should be met by the collection of sites chosen for allocation.
- 1.58. The sites chosen in themselves represent the most sustainable reasonable alternatives. Arriving at the preferred sites has involved a thorough site selection process to remove sites that are not compliant with the District Plan strategy (which itself was appraised in the Sustainability Appraisal accompanying the plan), assessment against a number of criteria, and finally an assessment against the sustainability framework. This has ensured that the sites selected are the best sites in deliverability and sustainability terms. This process relates to both housing and employment sites, as well as the Science and Technology Park. Further information on the full process is reported in Site Selection Paper 3: Housing and Site Selection Paper 4: Employment.