

# **Mid Sussex District Council**

## **Site Allocations Development Plan Document** Site Selection Paper 4: Employment Sites

Update following Regulation 18 Consultation

February 2020

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# Site Selection Paper 4 - Employment

## 1. Introduction

- 1.1. The adopted Mid Sussex District Plan sets out the Council's strategy in relation to economic growth. In particular, the District Plan contains Strategic Objectives related to the economy and ensuring economic vitality:
  - **7:** To promote a place which is attractive to a full range of businesses, and where local enterprise thrives;
  - **8:** To provide opportunities for people to live and work within their communities, reducing the need for out commuting; and
  - **10:** To support a strong and diverse rural economy in the villages and the countryside.
- 1.2. The Council adopted a revised version of its Economic Development Strategy (EDS) in 2018. The EDS reflects the District Plan objectives, with a vision to make Mid Sussex a vibrant and attractive place for businesses and people to grow and succeed. It supports the Government's national ambition for economic growth set out in the Industrial Strategy, as well as regional aspirations set out in the Coast to Capital Local Enterprise Partnership (LEP) Strategic Economic Plan, and the County Council's West Sussex Plan for 2017-2022.
- 1.3. To meet these objectives, the District Plan includes policies to encourage new businesses to the district and to retain the ones that are based here. It also included an aspiration and defined broad location for a Science and Technology Park.
- 1.4. The Site Allocations DPD will allocate sufficient employment sites in order to meet the district's economic growth needs. Site Selection Paper 2 set out the methodology that the Council used in order to assess sites that had been promoted to the Council for proposed employment use.
- 1.5. The defined 'employment' use classes, for the purposes of assessing employment need and the uses on sites for allocation are:
  - **B1:** Office
  - **B2:** General Industrial
  - **B8:** Storage/Distribution
- 1.6. This paper presents the conclusions from the Site Selection process relating to employment sites and summarises recommendations on which sites should be allocated. This includes sites to meet the residual employment needs, as well as the preferred location for the Science and Technology Park.

## 2. District Plan – Employment

- 2.1. The Mid Sussex District Plan was adopted in March 2018. The plan sets the strategy for the district over the period 2014-2031 and contains the Council's identified housing and employment needs and the strategy for addressing these needs.
- 2.2. The District Plan was supported by a range of evidence base studies. Of relevance to the topic of Employment were:
  - Northern West Sussex Economic Growth Assessment (2014)
  - Burgess Hill Employment Sites Study Update (2015)
  - Science and Technology Park: Potential Locations Assessment (2016)
  - Strategic Economic Land Availability Assessment (SELAA) (2016)

- Mid Sussex Economic Development Strategy (June 2013 – since updated in April 2018)

- 2.3. The Economic Growth Assessment (2014) outlined the baseline economic position within Mid Sussex and neighbouring authorities within the Functional Economic Market Area (Crawley and Horsham). Economic forecasting was used to predict a jobs-based requirement of 521 additional jobs per annum, which equated to approximately 25ha of employment land (B1, B2 and B8 uses). This was tested a year later within the Burgess Hill Employment Sites Study update, which confirmed this requirement for an additional 25ha of employment land.
- 2.4. This position was reflected in policy **DP1: Sustainable Economic Development** of the District Plan. 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;
- **15ha** on a site named “The Hub”. This allocation is partly complete, with planning applications in place to deliver the remainder.
  - **10ha** at the Northern Arc strategic development

### Changes Since Adoption of the District Plan

- 2.5. The Employment Need figures that the District Plan was based upon were calculated in 2014 within the Economic Growth Assessment (EGA), and updated in 2015. One of the main inputs to economic forecasting is population growth. At the time the EGA was commissioned, population projections pointed towards housing growth of around 650-700 dwellings per annum. During the examination of the District Plan, updated projections were released by the ONS. At the same time, it was concluded that the District Plan should make a contribution towards the unmet need of neighbouring authorities. The adopted District Plan therefore has a housing requirement of 16,390 dwellings; an average of 964 dwellings per annum (this is set out in a stepped trajectory of 876dpa, rising to 1,090dpa from 2024/25 onwards).
- 2.6. The employment need figure of 25ha in the District Plan was based on the 2014/2015 economic forecasting, which was based on lower predicted housing growth. Preparation of the Site Allocations DPD presents the opportunity to use updated employment forecasts that are more reflective of the actual level of housing growth adopted in the District Plan (as opposed to 2014/2015 estimates). This will ensure the DPD plans for the most up-to-date amount of employment need.
- 2.7. Since adoption of the District Plan in March 2018, the approved masterplan for the Northern Arc has concluded that it is only possible to bring forward 4ha of employment land within the site, as opposed to the 10ha previously planned for. This, therefore, means that a loss of 6ha.
- 2.8. Analysis of permissions granted and sites completed since the District Plan was adopted has identified that this 6ha shortfall has been met by two ‘windfall’ sites were not considered against the 25ha requirement, as they had not been permitted at the time:

Site	Area (ha)
Former Handcross Garden Centre (A23), Handcross	2.7
Land West of Copthorne, Copthorne	3.6
<b>TOTAL</b>	<b>6.3</b>

Table 1: Employment Site – large commitments

- 2.9. There is therefore no requirement for the 6ha loss to be re-provided by allocating additional sites within the Site Allocations DPD.

- 2.10. Policy **DP1** also contains the support for a Science and Technology Park, with the broad location to the west of Burgess Hill identified on the policies map. The policy sets out a number of criteria that the Council would take into account when considering such proposals.
- 2.11. Further to the identification of the Science and Technology Park broad location in the District Plan, two potential sites have been submitted to the SHELAA by site promoters – one to the north of the A2300 and one to the south, both equalling approximately 50ha with the potential to provide for a minimum of approximately 2,500 jobs. The Council's approach to assessing the merits of each of these options, and the conclusions reached on the preferred option, are set out in section 5.

### 3. Employment Need – Update

- 3.1. Employment forecasting is relatively sensitive due to the number of external factors that can affect it, in particular changes in the economy and the close link to population growth as a result of housebuilding and other demographic changes.
- 3.2. As described in section 2, the District Plan employment land requirement of 25ha was based upon the Economic Growth Assessment (2014) and subsequent update. The Site Allocations DPD presents an opportunity to allocate additional employment land, therefore it was considered necessary to update the Employment Need evidence in order to assess whether additional employment land is required, and if so, how much. This would take account of:
- Updated statistics regarding economic activity and projections, as well as market demand;
  - Updated forecasting based on the housing numbers proposed within the District Plan (as explained in paragraphs 2.5 - 2.6, the original employment evidence base was based on a lower housing requirement than the adopted figure);
  - Progress on large schemes such as the Burgess Hill Town Centre redevelopment, and impact this has on the wider economy; and
  - Impact of Permitted Development from office to residential, which has had an effect in particular locations (e.g. East Grinstead and Burgess Hill)
- 3.3. The Economic Growth Assessment (2014) sets out the established method for converting employment forecasts to a land requirement. A summary of the process is below:
1. **Economic Forecasts:** obtained from a forecasting house such as Experian or Oxford Economics, these set out the expected growth in jobs within the district, split into economic sectors (e.g. Manufacturing, Construction, Finance, Education).
  2. **Assign each economic sector to a Use Class:** The District Plan and Site Allocations DPD are only concerned with allocating employment land in B-Class uses. The Economic Growth Assessment made assumptions about which sectors fall into B-Class use. Some sectors such as Manufacturing would fall entirely within B2 use. Where some sectors are part B and part 'other' use classes, the Economic Growth Assessment made assumptions as to the proportion that would fall into a B-Class use.
  3. **Determine the Growth in B-Class Uses:** Total the anticipated jobs growth in B-Class uses between the current date (2018) and end of the Plan Period (2031).
  4. **Convert Jobs to Floorspace:** Using job densities published in the HCA "Employment Density Guide – 3<sup>rd</sup> Edition", the amount of floorspace per job can be calculated.
  5. **Convert Floorspace to Land Requirement:** Using established plot ratios, the amount of land required to accommodate the floorspace requirement in Step 4 can be calculated.
- 3.4. As this approach is a recognised method, and was judged as 'sound' during the District Plan process, the Council have sought to update it by following the same approach using the most

up-to-date economic forecasts. This involved obtaining new data from Oxford Economics (December 2018) as the input in Step 1. The calculations for each step are set out in Appendix 1.

- 3.5. This work has shown that an additional 10-15ha of B-Class employment land is required above the 25ha identified and allocated within the District Plan (a range is provided due to some of the assumptions made when converting employment forecasts to B-Class jobs and then to floorspace and land), therefore the Site Allocations DPD should aim to provide towards the top of the range to ensure all potential needs are met.
- 3.6. As each economic sector within the forecasting is assigned to a specific Use Class, it is possible to split the additional 15ha accordingly. However, economic forecasts are in part based on previous trends in growth in different sectors, trends which may not necessarily carry forward for the entire plan period and may have been influenced by one-off events (e.g. the permission of a significantly sized site in one use class); the figures should be treated as a guideline rather than a definitive requirement.

Use Class	Land (ha)
<b>B1:</b> Office	3.08
<b>B2:</b> General Industrial	3.69
<b>B8:</b> Storage/Distribution	8.23
<b>Total</b>	15

Table 2: Employment Need by B-Use Class

- 3.7. This shows that there is an almost equal need for B1: Office and B2: General Industrial land of between 3-4ha. Whilst the figures indicate a need of just over 8ha in B8: Storage/Distribution, this may have been a result of previous growth trends in this sector in the recent past. This use class has a much lower jobs density (1 job per 80m<sup>2</sup> compared to 1 job per 11m<sup>2</sup> for offices) and tend to be low value. This is not consistent with the aims and objectives of the District Plan or Economic Development Strategy, therefore the Council may choose to meet this guideline requirement only in part, and encourage growth in other sectors by allocating land in excess of the guideline requirement. The ability to do this will largely be determined by the size and location of sites for potential allocation.

## 4. Employment Supply - Site Selection

### Pool of Sites

- 4.1. In accordance with Planning Practice Guidance, an Employment Land Availability Assessment (SELAA) accompanied the District Plan and formed part of its evidence base. The purpose of this was to assess sites for their potential to accommodate employment-generating uses and to assess existing sites for their economic performance and potential to expand, intensify or redevelop. At the time the District Plan was adopted, the employment need was met by the 25ha allocation at Burgess Hill, meaning no sites within the SELAA were required for allocation at that time.
- 4.2. The Council held a 'Call for Sites' exercise in late 2017, for site promoters to submit land for assessment in the SELAA. A total of **18** sites were either promoted to the Council through the 'Call for Sites' process, or identified as having employment potential in the SELAA and are therefore candidate sites.
- 4.3. Subsequently, the a further **six** sites were promoted to the Council through representations made at Regulation 18 consultation. Therefore, a combined total of **24** sites were promoted to the Council to be considered for allocation through the Site Allocations DPD process.

### Site Selection Process

- 4.4. The Council consulted upon and published "Site Selection Paper 2" in December 2018. This paper sets out the methodology by which the Council should assess potential housing and employment sites, with the aim of selecting the most suitable, sustainable and deliverable sites for allocation. The criteria were derived through the Council's Site Allocations Working Group, a constituted Member group that have been advising on the process. The criteria were also subject to consultation with stakeholders, namely the development industry and Town and Parish Councils. This was discussed by the Scrutiny Committee for Communities, Housing and Planning in November 2018.
- 4.5. Site Selection Paper 2 sets out 19 criteria to assess each employment site against. The criteria fall into three categories:
- planning constraints;
  - accessibility; and
  - market/jobs demand.

Category	Criteria
Planning Constraints	1) AONB
	2) Flood Risk
	3) Ancient Woodland
	4) SSSI/Local Wildlife Sites/Local Nature Reserves
	5) Heritage - Listed Building
	6) Heritage - Conservation Area
	7) Archaeology
	8) Landscape Capacity/Suitability (for sites not in AONB)
	9) Trees/ Tree Preservation Orders (for sites not affected by Ancient Woodland)
Accessibility	10) Highways/Strategic Road Network/Access
	11) Strategic Road Access – Accessibility to 'A' Roads and Motorway
	12) Infrastructure
	13) Availability
	14) Achievability

Market / Jobs Demand	<b>15) Public and Sustainable Transport</b>
	<b>16) Compatibility of Adjoining Uses</b>
	<b>17) Proximity to Labour Force</b>
	<b>18) Market Attractiveness</b>
	<b>19) Visibility and Prominence</b>

**Table 3: Site Selection Criteria**

- 4.6. The assessment of all 24 potential sites against each criterion is presented in Appendix 3 and summarised in Table 4 below.
- 4.7. Of importance within Site Selection Paper 2 is the discussion on weighting of the criteria. The NPPF is clear that development in the most environmentally sensitive locations (such as AONB) should be avoided. The constraints section of the criteria has been developed to reflect this, and the Council places the greatest weight on these criteria in the selection process. Advice was obtained from the High Weald AONB Unit to determine the impact on the AONB criteria. Some of the sites assessed below are within the High Weald AONB, each of which have been assessed as having Low or Medium impact.
- 4.8. The Council has considered whether there are alternative options that would avoid allocating sites within the AONB. However, as the District Plan spatial strategy allows for housing growth in the AONB, and the purpose of allocating employment sites is to provide employment opportunities to match, the Council feel it is appropriate to consider sites within the AONB. Also, as there is only a pool of 24 sites to choose from, there are no other alternative options.
- 4.9. In analysing the locations of the sites submitted, the Council has categorised the sites into three broad locations:
- **‘at Bolney Grange’**
  - **Around A2300, Burgess Hill**
  - **‘Other’** i.e. spread throughout the district

#### Bolney Grange

- 4.10. Bolney Grange is an existing industrial estate to the north of the A2300, between Burgess Hill and Hickstead. It is well established, with low vacancy and good strategic links by virtue of its location. It is home to a mix of uses. The (now superseded) Mid Sussex Local Plan (2004) specifically supported the redevelopment and expansion of Bolney Grange, similarly the Bolney Neighbourhood Plan supports the expansion subject to meeting certain criteria. It was therefore considered sensible for the promoted sites at Bolney Grange to be considered together.

#### Around A2300, Burgess Hill

- 4.11. There have been four sites submitted for consideration in the vicinity of the A2300. These are all standalone sites and large in scale – the smallest being around 5ha but the others in excess of 10ha. These four sites have been categorised as ‘Around A2300, Burgess Hill). There is significant development activity in this area; in particular the Northern Arc and proposed Science and Technology Park (see section 5 below).

#### ‘Other’

- 4.12. The remaining sites have been classified as ‘other’ – these are of varying sizes and are located in various locations across the district. Whilst the District Plan does not set a specific jobs/employment land target for individual settlements, these sites will be important in order to ensure that new employment opportunities are provided across the district.

	ID	Address	Allocate?	Reason(s)
Bolney Grange	24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	Y	This collection of four sites at Bolney Grange are small in scale. They represent small extensions to the business park, which would enable existing businesses to expand or new businesses to occupy, ensuring economic prosperity of the industrial estate. The sites are unconstrained and perform positively against the Site Selection criteria.
	906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	Y	
	907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	Y	
	931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	Y	
A2300	602	Land at Northlands Farm, A2300/A23, Hickstead	N	These sites are large in scale (each individually between 5-15ha) by comparison to the overall employment need of 10-15ha. The principle of a Science and Technology Park (approx 50ha) is proposed in this location (District Plan policy DP1) and is assessed further within this paper. Developing further large-scale sites in this location in-combination with the Science Park, The Hub (under construction) and 4ha of employment space at the Northern Arc would have an impact on Highways and Landscape. In particular, Highways impacts may hinder the deliverability of the already allocated (District Plan) Science and Technology Park in this broad location. Also, it would mean a concentration of large-scale employment in the Burgess Hill area, as opposed to a wider spread across the district which is more aligned to the housing strategy.
	946	Northlands Farm, Stairbridge Lane, Bolney	N	
	947	Land between A2300 and Jobs Lane, Bolney	N	
	948	Land south of A2300 adjacent to Pookbourne Lane	N	
Other	192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	Y	This small-scale site is within the AONB, however there is only anticipated to be moderate impact. Aside from this, the site performs positively against the Site Selection criteria, in particular due to its location adjacent to the main transport corridor (A23) and Crawley.
	665	Hangerwood Farm, Foxhole Lane, Bolney	N	This relatively large site is subject to a significant area of Flood Risk (within Flood Zone 2/3) which would limit access and dissect the site. There is also ancient woodland adjacent, which would require a 15m buffer. The site has also been promoted for housing, deliverability is therefore questioned.
	826	Burnside Centre, Victoria Road, Burgess Hill	Y	Previously developed site within the Victoria Park industrial estate,

				therefore employment use is appropriate. Currently in use as an adult education facility which would require relocation. Site is owned and was submitted to the call for sites by West Sussex County Council.
864	Marylands Nursery, Cowfold Road, Bolney		Y	Good strategic location adjacent to the A23, meaning high visibility. Relatively unconstrained.
865	Bolney Nursery, Cowfold Road, Bolney		N	Site is currently in use as a nursery, uncertain prospect for development. More likely to have an impact on Bolney village than adjacent site #864.
888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage		Y	This small-scale site is within the AONB, however there is only anticipated to be low impact – the site is currently occupied by buildings. Aside from this, the site performs positively against the Site Selection criteria, in particular due to its location adjacent to the main transport corridor (A23) and Crawley.
912	Site of Former KDG Victoria Road Burgess Hill		Y	Site is within the Victoria Park industrial estate adjacent to existing employment premises, therefore employment use is appropriate – was previously in use as an employment site decades ago, now derelict. Previously allocated within the Burgess Hill Neighbourhood Plan for mixed use (employment), principle therefore accepted. Site received permission in 2001 however has not yet been built-out; an allocation would secure this use.
913	The Walled Garden, behind the Scout Hut, London Road, Balcombe		N	Two variations of the same site (#915 is larger and includes the current allotment gardens). Moderate impact on the AONB, potential impact on the nearby listed building. Larger site has not been promoted to the call-for-sites, however this is the only variation which includes a potential access point. Low market demand and visibility in this location.
915	Area south of Redbridge Lane at junction with London Road, Balcombe		N	
940	Land north of the A264 at Junction 10 of M23		Y	Site is within the boundary of a mixed use scheme (including 500 dwellings and employment land); the housing elements are under construction. Site 940 represents an extension to the employment area currently proposed. Very strong labour market and visibility due to its location adjacent to the A23/M23

				and close proximity to East Grinstead, Crawley and Gatwick.
	991	Extension to Silverwood Copthorne (Employment)	N	Poor market and low visibility. Site is adjacent to an existing employment site (as per Policy SA34 of the Sites DPD), a small scale scheme could potentially support policy compliant development without requiring allocation.
	994	Friday Farm Copthorne (employment)	N	Potential flood risk and impact on ancient woodland. Accessibility/visibility fair/medium. Site is adjacent to an existing employment site (as per Policy SA34 of the Sites DPD), a small scale scheme could potentially support policy compliant development without requiring allocation.
	996	Extension to Barn Court Copthorne (Employment)	N	Potential flood risk and impact on listed building. Accessibility/visibility fair/medium. Site is adjacent to an existing employment site (as per Policy SA34 of the Sites DPD), a small scale scheme could potentially support policy compliant development without requiring allocation.
	999	Additional employment land north of A264 Copthorne	N	No existing access is available and establishing access would necessitate the loss of protected woodland.
	1005	Land at Hazeldene Farm North of Orchard Way, Warninglid	N	Site is within the AONB and its development would have potential for adverse effects in relation to the AONB and the loss of the existing landscape buffer between the A23 and listed buildings at Great Thorndean Farm.
	1007	Crawley Down Garage	N	The site is an existing employment site though is not currently in B-class use.

Table 4: Summary of Assessment against Site Selection Criteria

4.13. In total, the sites proposed for allocation total approximately 17.45ha.

ID	Site	Area (ha)	Proposed Uses
24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	5.5	B1/B2/B8
906	Undeveloped land (south) at Bolney Grange Business Park, Stairbridge Lane, Bolney	0.6	B1/B2/B8
907	Undeveloped land (east) at Bolney Grange Business Park, Stairbridge Lane, Bolney	0.2	B1/B2/B8
931	Extension (east) to Bolney Grange Business Park, Stairbridge Lane, Bolney	0.7	B1/B2/B8
192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	1	B1/B2/B8

826	Burnside Centre, Victoria Road, Burgess Hill	0.96	B1/B2
864	Marylands Nursery, Cowfold Road, Bolney	2.4	B8
888	Cedars (Former Crawley Forest School) Brighton Road, Pease Pottage	2.3	B1/B2/B8
912	Site of Former KDG, Victoria Road, Burgess Hill	1.1	B1/B2
940	Land north of the A264 at Junction 10 of M23	2.7	B1/B8
<b>TOTAL</b>		<b>17.45</b>	

**Table 5: Proposed Sites for Allocation**

4.14. In concluding the proposed appropriate uses for each site, the Council has assessed:

- What use(s) the site was promoted for and therefore likely prospects of that use being brought forward
- Amenity issues (as assessed under Criterion 16 of the Site Selection Paper 2 methodology) which may mean that certain uses (such as B2: Industrial) are not neighbourly and therefore unacceptable.
- Locational factors, for example, the preference for storage and distribution operations (i.e. B8 use) to be located in suitable accessible locations (NPPF paragraph 82).
- Market factors (as assessed under Criterion 18 of the Site Selection Paper 2 methodology) which suggest there is more need or demand for particular uses in the location

4.15. Sites will be allocated with support for all the proposed uses listed against each site in Table 5 above. However, in order to avoid a predominance of any one use class being delivered on each allocated site (and therefore a predominance in any one use class across all sites in combination), the Council will seek a mix of all proposed uses with justification regarding the exact amount of any use class.

4.16. Table 6 sets out the approximate amount of land allocated for each use, compared with the guideline need figure established in Table 1, assuming that:

- For sites appropriate for B1/B2/B8, the assumed mix would be 1/3 for each use class
- For sites appropriate for B1/B2, or B1/B8, the assumed mix would be 1/2 for each use class

	<b>B1</b>	<b>B2</b>	<b>B8</b>	<b>TOTAL</b>
<b>Use (ha) – approx</b>	5.8	4.45	7.2	<b>17.45</b>
<b>Need (ha) – guideline</b>	3	3.7	8.3	<b>15</b>
<b>Difference</b>	2.8	0.75	-1.1	<b>2.45</b>

**Table 6: Proposed Allocations by B-Use Class**

4.17. It is therefore likely that there would be more 'B1: Office' and 'B2: General Industrial' provision than the guideline need figures. This reflects the Council's aspirations in the Economic Development Strategy for providing high quality employment land and high value jobs, which are associated with these uses (as opposed to 'B8: Storage and Distribution' which has a low job density and lower value jobs). It also reflects the pent-up demand for high quality offices described in the Economic Growth Assessment update (2019). This position will be monitored through the Monitoring Framework in the Site Allocations DPD to ensure the mix being delivered closely reflects the need.

4.18. The locational strategy and the sites above have each been assessed as 'reasonable alternatives' within the Site Allocations DPD Sustainability Appraisal.

## Conclusion – Preferred Sites

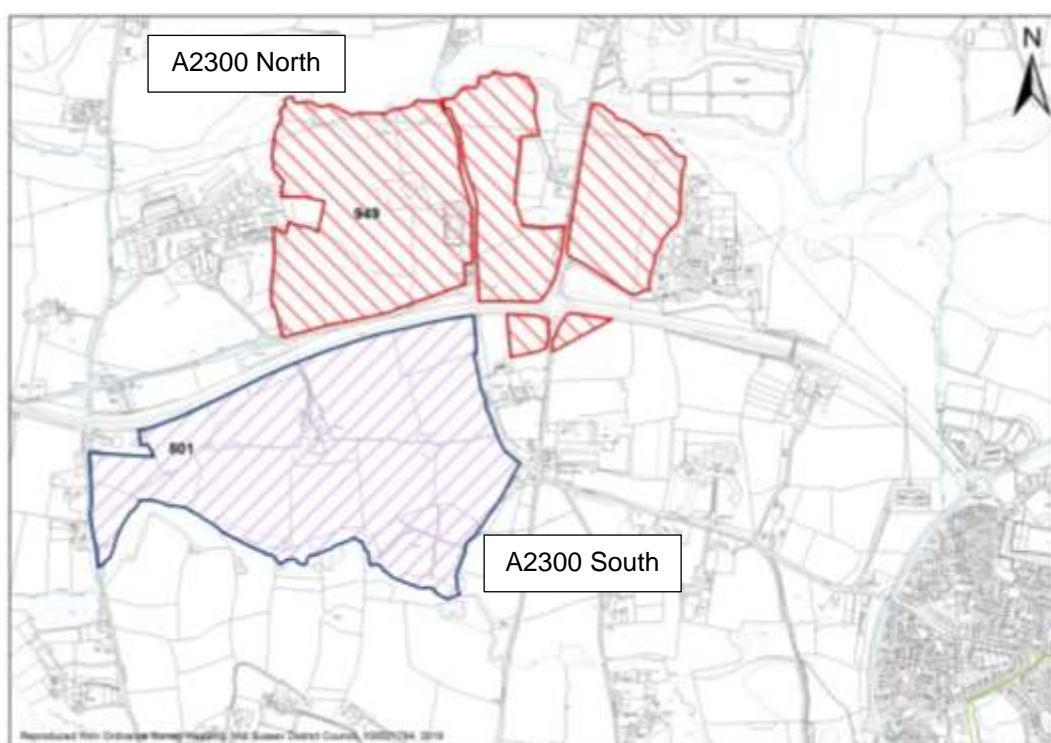
- 4.19. In total, the residual employment need to be addressed within the Site DPD has been calculated as 15ha. The selection of proposed sites would meet the need with an excess to ensure robust delivery of the need figure.
- 4.20. There is significant committed housing and employment in Burgess Hill, including the broad location for a Science and Technology Park (see below). Therefore, there are only two small scale (circa 1ha) sites proposed which are located on an existing industrial estate. It is proposed to allow for extensions to Bolney Grange Industrial Estate to enable the site to expand and continue to operate effectively and successfully.
- 4.21. The rest of the proposed sites are spread across the district, to the extent that is possible given the sites that had been promoted to the Council. This responds to the fact that the housing need of the district is also spread to the various towns and parishes, therefore enabling people to have the opportunity to live and work in the same area. The location of sites also reflects the key A23/M23 route through the district.
- 4.22. The selection of sites closely aligns with the approximate need for each B-use class. Whilst it is difficult to accurately predict the exact amount of each use that is required, policies can restrict certain uses or quantum of use on each site in order to ensure that the mix of uses to be delivered is as consistent as possible with the need.

## 5. Science and Technology Park – Options and Site Selection

- 5.1. The Coast to Capital Strategic Economic Plan (2014) identified Burgess Hill as a strategic growth location. This was on the basis of the collective Northern Arc strategic development (3,500 homes), The Hub business park (creating approximately 1,000 new jobs) and the potential for the Science and Technology Park to provide 100,000m<sup>2</sup> of employment floorspace and 2,500 new jobs. The SEP supported the potential for the Science and Technology Park and recognised that it would impact positively on the wider region and beyond, supporting high end economic and business growth across the Coast to Capital and South East Local Enterprise Partnership areas.
- 5.2. 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.
- 5.3. 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.
- 5.4. The Potential Locations Assessment carried out the further investigative work and concluded that there is a strategic economic case for a S&TP in the Burgess Hill area, as there is a good level of visibility and prominence for the occupier and end-user market and good strategic accessibility to the A2300 and A23 as well as existing public transport services. In addition, the broad location benefits from being in an area unlikely to suffer significant adverse effects on areas of high environmental value, with no danger of coalescence or creating an urbanised landscape between settlements. There are possibilities to link the development to the strategic allocation (Northern Arc) and to benefit from proposed improvements to infrastructure (particularly the improvements to the A2300).
- 5.5. **DP1** gives support to a S&TP in this broad location, provided that:
  - the proposal demonstrates its uses fall within the definition of a “Science Park”;
  - the proposal accords with **DP21: Transport** and particularly delivers sustainable transport; and
  - the proposal responds to environmental, ecological and landscape constraints and would achieve a high quality design, layout, ecological protection and enhancement (to accord with other policies in the Plan).

### Site Selection - Introduction

- 5.6. 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.
- 5.7. 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.



**Figure 1: Science and Technology Park Options**

## Site Selection Paper 2 - Methodology

- 5.8. The Council published “Site Selection Paper 2” in November 2018. This outlines the methodology for assessing site options, based on a number of assessment criteria, with a view to establishing preferred sites for allocation. This methodology has been used successfully for smaller scale employment sites, as discussed in section 4.
- 5.9. The Council’s full assessment of the two site options against the Site Selection criteria is presented in Appendix 3.
- 5.10. By virtue of the close proximity of each of the two options, the assessment conclusions for both sites against the methodology are largely the same. However, there are a number of criteria where there is a distinguishable difference between the two.

Site Selection Criteria	Difference
<b>2 – Flood Risk</b>	The southern option (site 801) contains an area of flood zone 2/3 running along the southern boundary. There is a significant section in the western part of the site which may impact on any proposed access from Pookebourne Lane. The northern option (site 949) contains an area of flood zone 2/3 running along the northern boundary but no other areas of flood risk within the site boundary.
<b>3 – Ancient Woodland</b>	The southern option (site 801) contains a large area of ancient woodland in the south-eastern corner, development would need to avoid this area and not take place within 15m of it. The northern option (site 949) is not affected by ancient woodland.
<b>10 – Highways</b>	The Mid Sussex Transport Model (2019 Update) tested each scheme individually (Scenarios 2 and 3). The modelling concluded that there are fewer instances of ‘severe’ impact on junctions for the northern option (11), compared to the southern option (12), prior to any mitigation. This is despite the northern option proposing more growth within the plan period than the southern option due to their different phasing strategies.

**Table 7: Science and Technology Park – Site Selection Criteria Conclusions**

- 5.11. The most significant difference that the Site Selection methodology highlights is the impact each site option has on junction capacity, both having been tested through the Mid Sussex Transport Model (2019 update).

## **Site Selection – Further Information Requested**

- 5.12. The Site Selection Paper 2 methodology identifies a marginal difference between the two sites. In order to best inform the Council's selection process, with the aim of arriving at the most suitable, sustainable and deliverable site, further information was requested from both site promoters.
- 5.13. In order to make a clearer distinction between the two sites, the Council requested further information from the site proponents on 14 elements. This has allowed the Council to undertake a more fine-grained analysis of the two sites.
- 5.14. The Council requested further information on the following:
1. Development potential and vision, including vision and concept, target occupiers, scales of potential built development and phasing, target occupying sectors/mix of uses/market testing, as well as means by which a science park will be achieved, including any proposed controls of use or mix or use, etc.
  2. Details of site availability including nature of option or promotion agreements and anticipated timing of development.
  3. Details of design concept and relationship to landscape and local setting, etc.
  4. Details of any site constraints and strategy for overcoming these.
  5. Accessibility strategy including the role of sustainable transport modes.
  6. Access arrangements to the site.
  7. Wider Highway improvements proposed or needed and mitigation required.
  8. Details of joint work to date with the Highways Authority and future intentions.
  9. Funding and investment strategy (including funding sources).
  10. Delivery strategy.
  11. Economic and employment benefits, including any local labour or training initiatives above and beyond those expected for this type of development.
  12. Sustainability and climate change- related measures.
  13. Intentions/opportunities for joint work or joint propositions with other science park promoters.
  14. Any other information considered relevant.
- 5.15. The responses from each site proponent to each of these points is summarised in Appendix 2.

## **Conclusion – Preferred Science and Technology Park Option**

- 5.16. The principle of a Science and Technology Park in this location is accepted in the District Plan, the allocation of the broad location was based on a wide range of evidence base studies which confirmed the market demand and locational benefits. Both site proponents supplement this evidence with their own research. Whilst each site proponent outlines the positives of their site in terms of market demand and initial expressions of interest from potential suppliers, this of course would apply to either site (due to their proximity). This information therefore does not allow a distinction to be drawn between the two sites
- 5.17. The responses to the questions posed by the Council and background information submitted to support this highlights the key areas that enable a distinction to be made between the two sites, therefore allowing the Council to make an informed decision about its preferred site option.

- 5.18. Following the submission of further information, the key differences between the sites remains transport capacity and access.

### Transport

- 5.19. Given the size and scale of the Science and Technology Park in-combination with the significant Northern Arc development allocated in the District Plan, the impact on the local and strategic road network is an important factor. Both the Science and Technology Park and Northern Arc will rely on the A2300 as a key route for vehicular journeys to and from the developments and each development will be accessed from it.
- 5.20. It is important to ensure that access proposals are sufficient to accommodate traffic to be generated by the site and that there is sufficient highways capacity to cope with the significant levels of additional traffic from this type of use without causing severe delay on the network, particularly in AM and PM peak periods where employees are arriving and leaving.
- 5.21. In access terms, both sites have proposed an access from the A2300 – the northern site have proposed three potential access options with their preferred option being a ‘hamburger junction’ that allows through-traffic on the A2300. This would involve upgrading the existing A2300 junction with Cuckfield Road. The southern option have proposed an additional roundabout junction on the A2300.
- 5.22. The advantage of the northern option is that the preferred access utilises and upgrades the existing Cuckfield Road junction rather than creating a new junction on the A2300, which could disrupt traffic flow on the A2300 itself, causing delay.
- 5.23. The land required for the three proposed access arrangements for the northern site, including their preferred (‘hamburger junction’) approach, is in the same ownership as the site itself. Therefore there is a high prospect that they are feasible for delivery. The promoter’s consultants and the Mid Sussex Transport Model both conclude that the hamburger junction option has the greatest capacity. This conclusion is however based only on results within a strategic model rather than a site specific Transport Assessment which would be required at later stages following further work.
- 5.24. The southern site proposes to access the site from a new roundabout junction with the A2300 almost midway between Pookebourne Lane and Cuckfield Road. A new roundabout therefore adds an additional junction on the A2300 which may reduce the ability for traffic to flow on the A2300 compared to the access proposed for the northern site.
- 5.25. Whilst the site promoter’s transport consultants have concluded that this option is deliverable and is suitable in access capacity terms, it does not assess the wider traffic implications of this access – for instance, the impact that it would have on through-traffic or potential delay at other junctions on the highways network as a result of the proposed access arrangement.
- 5.26. In terms of traffic generation, it is inevitable that a scheme of this size will increase levels of traffic on the A2300 and other local roads. However, there are likely to be measures to mitigate the impact that this will have, for instance by enabling users to switch to more sustainable modes of transport as opposed to using the car – the chosen scheme will have to satisfy the highways authority that it will not lead to ‘severe’ impact in NPPF terms (paragraph 109).
- 5.27. Initial modelling was undertaken within the Mid Sussex Transport Model (2019 update) to assess the potential impacts from each site. This modelling was undertaken based on scale, mix, uses and access arrangement provided by each site proponent; any assumptions that needed to be made (e.g. trip generation from proposed uses) were on an equal basis so that a direct comparison between the two sites could be made.

5.28. The initial modelling (Scenarios 2 and 3) showed that there were fewer 'severe' highways impacts arising from the northern site option compared to the south. This is despite the northern site proposing more development within the plan period compared to the south, based on the build-out trajectories submitted by each site promoter. This is likely to be associated with local access/egress to and from the park and how traffic chooses to approach from and feed onto the network.

	A2300 North	A2300 South
<b>Junctions - Severe Impact</b>	11	12
<b>Junctions - Significant Impact</b>	9	7

Table 8: Science and Technology Park Junction Impacts

5.29. As the northern site option was assessed as having fewer highways impacts, further modelling with mitigation was undertaken in order to test whether the number of severe impacts could be reduced by mitigation. The latest iteration of modelling suggests that the majority of the 'severe' impacts can be mitigated, however there is likely to be an impact on the A23/A2300 junction at Hickstead. This would likely be the conclusion for either site chosen, further work will need to be undertaken ahead of submission to ensure that severe impacts can be mitigated. This may involve physical mitigation, or phasing of the site and interventions.

5.30. Weighing up all the evidence regarding highways capacity and access proposals, A2300 North is concluded as the most suitable and deliverable in transport terms. The northern site would appear to present a simpler and more deliverable access solution by upgrading an existing junction as opposed to creating a new one. It has a lower risk to preserving traffic flow on the A2300 than the southern option. This is based on the information submitted and conclusions drawn by the transport modelling that has been undertaken thus far.

### Connectivity

5.31. The Northern Arc is a significant mixed use scheme, providing 3,500 homes. The connectivity from the Science and Technology Park to the Northern Arc is crucial given its significance both in size/scale but also its importance to the District Plan strategy. The co-location of both these uses provides opportunities that directly relate to the Strategic Objectives of the District Plan, in particular:

- to increase the sustainability of communities (objective 1),
- to create and maintain easily accessible green infrastructure and sustainable transport links (objective 5),
- to provide opportunities for people to live and work within their communities reducing the need for out-commuting
- to create environments that are accessible to all members of the community.

5.32. The co-location of the northern S&TP option and the Northern Arc, given they are both north of the A2300, is an advantage. Connections proposed within the Northern Arc, such as cycle and pedestrian routes and extensions to the existing footpath network could be extended further to ensure connectivity with the S&TP scheme. This also applies to sustainable transport schemes such as bus routes which too could be extended into the scheme (presumably via the A2300).

5.33. There is also a possibility to extend these links further to the Bolney Grange Business Park. This site is currently not accessible on foot/cycle from Burgess Hill town centre or transport hubs. There are also proposals for small-scale extensions to this site, as discussed within this paper. The northern site presents the opportunity to connect the Northern Arc, S&TP and Bolney Grange.

- 5.34. Whilst the southern option is equidistant from the Northern Arc as the northern option, its location south of the A2300 means a suitable and safe crossing would be required, plus introduction of pedestrian/cycle links on the northern side of the A2300 to connect with the Northern Arc. This land is likely to be in the control of a third party, therefore delivery of these links is less certain.
- 5.35. Therefore, the northern site option presents better opportunity for a comprehensive linked scheme, encompassing both the significant level of housing growth at the Northern Arc and the provision of significant amounts of employment land. This better reflects the objectives of the District Plan, and will provide more encouragement to utilise existing and proposed sustainable transport links.

#### Other Matters

- 5.36. The analysis of further information submitted has identified distinctions between the two sites based on the information presented. These could be addressed and therefore are not determining factors in making the decision between the two sites.
- 5.37. Some of the smaller distinctions between the two sites relate to the level of detail provided in the draft masterplans. A masterplan at this stage helps to show how the proponent would address any weaknesses and maximise opportunities on-site. For instance, it would enable the site promoter to clearly demonstrate that a scheme was possible on-site whilst addressing any constraints or issues that had been identified within the evidence supporting the site. It helps to clearly demonstrate the proposal on offer and provide confidence that any constraints could be overcome and any benefits could be built-in.
- 5.38. Both sites are subject to environmental constraints, notably some areas of flood risk which will need to be avoided, and woodland (either within the site or on its boundary). The A2300 North proposal demonstrates the presence of these constraints and a layout that respects these, including any mitigation required. Whilst the A2300 South proposal has highlighted the significance of these constraints in the background evidence (for example the accompanying Flood Risk Assessment) and that these areas will be mitigated, as yet no masterplan has been submitted that can demonstrate the quantum of development suggested can be delivered without having an impact on these constraints.
- 5.39. The draft plans provided as part of the northern site proposal indicate the ability to respond to any challenges and make the most of opportunities on-site. It includes information regarding potential locations for key and flagship buildings (with the aim of respecting the landscape setting as well as prominence/visibility of key uses) and potential phases. This information is not available for the A2300 South proposal as yet; the information submitted appears to be on a high-level/conceptual basis.

#### Overall Conclusion – Science and Technology Park

- 5.40. In assessing both options against the Site Selection Paper 2 criteria, there were few significant differences between the two sites. This is largely expected given that both sites are located so close to each other, therefore both are likely to have the same benefits in terms of market demand and local/regional connectivity. The benefits to the broad location were examined within the evidence base supporting the District Plan – both site proposals have been promoted and are supported in this context.
- 5.41. The key distinctions between the two sites relate to highways capacity and access, and connectivity with the Northern Arc. The northern site is assessed as having fewer impacts on the highways network and presents an access scheme that is deliverable within land owned by the site promoter.

- 5.42. The northern site also represents a scheme that is better connected to the Northern Arc, being able to utilise existing and proposed pedestrian and cycle connections and therefore meeting the aims of the District Plan to locate housing and employment close together to reduce out-commuting and encouraging sustainable transport use. This has the added benefit of reducing the impact on the highways network.
- 5.43. The northern site option, SHELAA site #949 “Land to the North of the A2300” is therefore the proposed site for allocation. This conclusion has been reached based on the Site Selection Paper methodology, supplemented by further information submitted by both site promoters.
- 5.44. Significant information has been provided by both site promoters explaining the benefits of their site. The conclusion reached is a marginal one, however the distinction in transport terms is a key determining factor. Whilst the southern site option is not proposed for allocation at this time, it is not ruled out indefinitely and may therefore be revisited should the need/demand for more employment land in this location be required in the future (for instance, during the District Plan review or other subsequent reviews).

## Appendix 1: Economic Need Methodology

### Step 1: Economic Forecasts

Sector	Jobs: 2019	Jobs: 2031
A. Agriculture, forestry and fishing;	693	673
B. Mining and quarrying;	91	63
C. Manufacturing;	3963	3488
D. Electricity, gas, steam and air conditioning supply;	189	184
E. Water supply; sewerage, waste management and remediation activities;	335	325
F. Construction;	5682	7014
G. Wholesale and retail trade; repair of motor vehicles and motorcycles;	12300	14201
H. Transport and storage;	2248	2431
I. Accommodation and food service activities;	4325	5063
J. Information and communication;	3057	3641
K. Financial and insurance activities;	3832	4092
L. Real estate activities;	1626	1916
M. Professional, scientific and technical activities;	6153	7583
N. Administrative and support service activities;	4670	5085
O. Public administration and defence; compulsory social security;	841	833
P. Education;	7913	8708
Q. Human health and social work activities;	8827	10339
R. Arts, entertainment and recreation;	1849	2332
S. Other service activities;	3346	3805
<b>TOTAL</b>	<b>71940</b>	<b>81774</b>

Source: Oxford Economics, December 2018

### Step 2: Assign each economic sector to a Use Class:

*Note: assumptions on use class and % splits derived from Economic Growth Assessment 2014.*

Sector	Use	% B-Use
A. Agriculture, forestry and fishing;	NonB	0
B. Mining and quarrying;	NonB	0
C. Manufacturing;	B2	100
D. Electricity, gas, steam and air conditioning supply;	B2	89
E. Water supply; sewerage, waste management and remediation activities;	B2	89
F. Construction;	B2	48
G. Wholesale and retail trade; repair of motor vehicles and motorcycles;	B2/B8	17% B2 83% B8
H. Transport and storage;	B8	67
I. Accommodation and food service activities;	NonB	0
J. Information and communication;	B1	100
K. Financial and insurance activities;	B1	100
L. Real estate activities;	B1	100
M. Professional, scientific and technical activities;	B1	100
N. Administrative and support service activities;	B1	37
O. Public administration and defence; compulsory social security;	B1	10
P. Education;	NonB	0
Q. Human health and social work activities;	NonB	0
R. Arts, entertainment and recreation;	NonB	0
S. Other service activities;	NonB	0

### Step 3: Determine the Growth in B-Class Uses:

Sector		Jobs: 2019	Jobs: 2031	Difference
C. Manufacturing;	B2	3,963	3,488	-474
D. Electricity, gas, steam and air conditioning supply;	B2	168	164	-4
E. Water supply; sewerage, waste management and remediation activities;	B2	298	289	-10
F. Construction;	B2	1,364	1,683	320
G. Wholesale and retail trade; repair of motor vehicles and motorcycles;	B2 B8	627 3,063	724 3,536	97 473
H. Transport and storage;	B8	1,506	1,629	122
J. Information and communication;	B1	3,057	3,641	584
K. Financial and insurance activities;	B1	3,832	4,092	260
L. Real estate activities;	B1	1,626	1,916	289
M. Professional, scientific and technical activities;	B1	6,153	7,583	1,430
N. Administrative and support service activities;	B1	1,728	1,881	153
O. Public administration and defence; compulsory social security;	B1	84	83	-1
<b>TOTAL</b>			<b>30,709</b>	<b>3,240</b>

### Step 4: Convert Jobs to Floorspace:

	M <sup>2</sup> /job
<b>B1: Offices</b>	11
<b>B2: Manufacturing</b>	36
<b>B8: Storage/Distribution</b>	80

Plus inclusion of a Safety Margin and Total Loss Replacement (TLR), based on the same method utilised within the Economic Growth Assessment 2014.

**Safety Margin:** this is a safety margin to allow for factors such as delays in some sites coming forward for development. This is explained further in Appendix 8 of the EGA (2014).

**Total Loss Replacement:** This is an assumption about replacement of losses of existing employment space that may be developed for other non-B uses. The assumption is that 50% of the average annual loss of industrial and office space over a 10 year period will be replaced each year. This is explained further in Appendix 8 of the EGA (2014).

	Safety Margin (m <sup>2</sup> )	Total Loss Replacement (m <sup>2</sup> )
<b>B1: Offices</b>	6,670	10,660
<b>B2: Manufacturing</b>	6,215	23,070
<b>B8: Storage/Distribution</b>	6,215	23,070

	<b>TOTAL M<sup>2</sup></b>
<b>B1: Offices</b>	50,189.23
<b>B2: Manufacturing</b>	27,867.61
<b>B8: Storage/Distribution</b>	81,685.74
<b>TOTAL</b>	<b>159,742.58</b>

### Step 5: Convert Floorspace to Land Requirement:

	Plot Ratio
<b>B1: Offices (low density – 50%)</b>	0.4
<b>B1: Offices (high density – 50%)</b>	2
<b>B2: Manufacturing</b>	0.4
<b>B8: Storage/Distribution</b>	0.4

	Floorspace	Land	Land
<b>B1: Offices (low density – 50%)</b>	25,094.62	6.27	7.53
<b>B1: Offices (high density – 50%)</b>	25,094.62	1.25	
<b>B2: Manufacturing</b>	27,867.61	6.97	6.97
<b>B8: Storage/Distribution</b>	81,685.74	20.42	20.42
<b>TOTAL</b>			<b>34.92</b>

## Conclusion

Assuming that the plan period for the Site Allocations DPD is 2019-2031, the need established in the EGA for the full plan period has been adjusted.

	EGA 2014 (ha)	Model ( <i>above</i> ) (ha)	Additional Need (ha)
<b>District Plan allocation 2014-2031</b>	25	34.93	<b>9.93</b>
<b>District Plan allocation 2019-2031</b>	20	34.93	<b>14.92</b>

This equates to an updated employment need of approximately **10-15ha**.

## Appendix 2: Science and Technology Park – Summary of Further Information Submitted

*Note: The response to the questions from each site below contain the opinion and conclusions reached by the site promoter. The responses have been summarised and are therefore not exhaustive. However, the conclusions reached by MSDC in determining the preferred site option has been on the basis of all detailed site information and accompanying evidence base reports submitted to the Council, including any commissioned by the District Council itself.*

<b>1.</b> Development potential and vision, including vision and concept, target occupiers, scales of potential built development and phasing, target occupying sectors/mix of uses/market testing, as well as means by which a science park will be achieved, including any proposed controls of use or mix or use, etc.	
<b>A2300 North (Site #949)</b>	<p><u>Vision</u>          Development concept for three plots of available land, with retention of the main areas of woodland to the east. Aim for quality and public realm similar to successfully established Science Parks. Seek collaboration between existing and proposed buildings (on site and in surrounding area, including the Northern Arc and The Hub). Vision to establish a ‘destination’ landmark site- providing much needed business space, reducing the need for out commuting and felt to be in accordance with the District Plan vision and DP1: Sustainable Economic Development.</p> <p><u>Occupiers</u>          Vail Williams’ expert opinion indicates demand for at least 1,000,000 sq ft of accommodation from businesses in the Science and Technology sectors- from within the district, Gatwick Diamond and wider catchment.          Vail Williams are active in the local market and have advised on the Southampton Science Park and Guildford Research Park as well as significant acquisitions in the South East for occupiers in the science and technology sectors.          Have identified 6 significant target occupiers who fit the criteria. These total 1,600 employees in B1c use class, with a need for 430,000 sq ft, in the short/medium term.</p> <p><u>Scale/Phasing</u>          Positioning document states that Vail Williams believe that 1,000,000sq/ft can be achieved. This is a mix of B1a offices (35%), B1b high-tech (15%) and B1c industrial/manufacturing (50%) uses with innovation centre, B1 nursery units building, and ancillary hotel, leisure and amenity facilities.          Phases of circa 200,000 sq ft-250,000 sq ft are suggested based on market experience. This is based also on interdependencies between construction of utilities, transport, green infrastructure etc. Phasing can be planned around key infrastructure. Anticipated roll out of 2 years per phase, with a 10-year development programme.</p> <p><u>Target Sectors</u></p>

	<p>Vail Williams analysis has shown a quarter of occupier requirements within the region have a high technology bias that fits with the Science Park definition. These are generally Bio Tech, Energy, Medical, Technology Media and Telecom as well as specific Science Park defined users (as defined by SIC codes).</p> <p><u>Mix</u>  B1a offices – 35%  B1b high tech – 15%  B1c industrial/manufacturing – 50%  Alongside proposed innovation centre, hotel, crèche, small scale retail/convenience and pavilion.</p> <p><u>Market Testing</u>  Vail Williams admit it is premature to undertake significant market testing without an allocation, however they have spoken to 6 companies (as above) about the principle of relocation to a Science and Technology Park in West Sussex. They confirm interest. There is also well-known interest from the local and regional education providers (e.g. universities).</p> <p><u>Means and Controls</u>  Experience has shown that policies can ensure development can be restricted to particular B-class uses. Article 4 directions or restrictive conditions can be used to remove any permitted development rights to change to other uses. Local Development Orders can be utilised to ensure flexibility over time. Lease agreements can also contain clauses to control the nature of activities. Landowners are acting as promoters to secure planning consent and then seek occupiers. Development will be achieved through securing pre-lettings or forward sale of buildings who satisfy the occupier criteria.</p>
<b>A2300 South (Site #801)</b>	<p>In March 2019 Fairfax instructed Carter Jonas to undertake a Phase 1 Occupier and Scale Review. This looked in more detail at a Phased approach to the development, the local market and potential blend of accommodation, uses and services. The potential for allowing ‘meanwhile tenant’ occupation is also explored however this will only ever be a short term measure and not compromise the science park model. The 100+ acre site provides adequate development potential for a phased approach whilst maintaining the benefits and character of the natural landscape. Phase 1 would include amenity (conference, hotel, family pub, drive through coffee etc), multi-occupier buildings (innovation, mid-tech etc) and stand-alone single occupier buildings.</p> <p>The preference would be to identify an anchor tenant/s with a national or international identity in order give the project a clear identity. This may not be possible, in which case a ‘theme’ or identity for the park will be selected based on local demand, gaps and opportunities. ARUP have provided a Planning and Consultation Strategy - Engagement and consultation with academic, technology and other potential occupants or stakeholders will be undertaken. Meetings with Coast to Capital, Gatwick Diamond, DIT and the UK STP Association will continue to assist in identifying interested parties.</p> <p>It is clear that providing high quality employment remains a key desired outcome for the park. This along with other key criteria for success will be used to monitor and test the development at all stages.</p>

	<p>Anticipated Phase 1 to include</p> <ul style="list-style-type: none"> <li>• Innovation Centre (circa 30,000 sq ft)</li> <li>• Mid-Sized Office Space (circa 15 000 sq ft)</li> <li>• Initial anchor occupier pre-let/pre-sale (circa 25,000 sq ft)</li> <li>• 'Mid Tech' buildings (circa 20,000 sq ft)</li> <li>• Ancillary Buildings (circa 67,300 sq ft) <ul style="list-style-type: none"> <li>○ Hotel (120 beds, mid-range)</li> <li>○ Family Pub</li> <li>○ Coffee Drive Thru</li> </ul> </li> </ul>
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## Conclusion

Both sites have been able to demonstrate that there is market demand for a Science and Technology Park in this location. This conclusion accords with the Council's own evidence. In any case, as the two locations are so close, any market demand research carried out by one site proponent would equally be applicable to the other site, so cannot be used as a determining factor.

What may be a determining factor is the proponents ability to promote and market the site accordingly to ensure that the proposal is delivered. At this stage both sites have demonstrated initial market testing and conversations with potential occupiers, albeit at a high level due to the stage in the allocations process the site has reached. The A2300 North site has a proven track record of advising and delivering similar schemes (such as Southampton Science Park and Guildford Technology Park). The specific mix of uses is also more clearly defined at A2300 North for the whole scheme, whereas A2300 South has identified a number of potential buildings for only the first Phase, with no indication of the likely make-up of following phases.

Note that both sites are proposing similar sized sites, with similar projected job numbers – the sites are directly comparable in this regard.

<b>2.</b> Details of site availability including nature of option or promotion agreements, and anticipated timing of development.	
<b>A2300 North (Site #949)</b>	<p>Land is in control of Dacorar Southern Limited and Wortleford Trading Limited. A letter of agreement between the site owners has been submitted to the Council. This outlines the commitment to progress the site towards a formal planning application following allocation of the site within the DPD.</p> <p>Anticipated an application would follow within 6-12 months of allocation, expecting permission to be secured within 12-18 months of allocation with the first phase being delivered as soon as practically possible – throughout the process the site will be actively marketed. Planning application strategy (outline/full/hybrid) can be discussed upon allocation.</p> <p>On receipt of outline consent, detail design to satisfy WSCC on the S278 would commence which requires early commitment to ensure that an occupier can be attracted and delivered as efficiently as possible. Anticipate 5 phases each taking approximately 2 years – 10 year delivery programme. Development likely to be complete before the end of the plan period (2031).</p>

<b>A2300 South (Site #801)</b>	Fairfax continue to work closely with the landowner. Carter Jonas have provided some financial modelling for the project. This is being refined and updated based on their Phase 1 Occupier and Scale Review work. The timing of the development has proved challenging to estimate. The call for sites at the end of 2017 has, to date, not resulted in an allocation. Some ecology reports are also in abeyance pending confirmation that this is the preferred location.
<b>Conclusion</b>  Both sites have been able to demonstrate landowner commitment to delivering a Science and Technology Park in this location. A2300 North have set out their anticipated timescale for development – a total of 10 years once the site has been allocated and first phase approved. This may be over-optimistic given the timeframe for adoption of the Site Allocations DPD, planning approval and commencement, and is dependant on market conditions. A2300 South admit that the timing is challenging to estimate given the current uncertainties over the site allocations process and subsequent approvals needed. The Carter Jonas financial modelling timeline indicates that the first suite of buildings (mentioned in Q.1 above) and ancillary uses would be complete by Year 7 (2024) with further stages to follow. The completion of the entire scheme would not be until 2049. This may be an over- cautious approach given the comparative information provided by A2300 North. Therefore, it is likely that there will be significant development between adoption of the DPD and the end of the Plan period (2031), with there likely to be delivery beyond this.	

<b>3.</b> Details of design concept and relationship to landscape and local setting, etc.	
<b>A2300 North (Site #949)</b>	<p>Initial concept shows development of all three plots of land available, with retention of the main areas of woodland to the east and sensitive design having regard to pylons in the north (which are not seen as a constraint).</p> <p>Masterplanning shows potential connectivity to The Hub, Northern Arc and development site, reflecting on appropriate densities and spaces between buildings to reflect the cluster of uses, and the setting in an area of countryside. A LVIA has been prepared and submitted to demonstrate that 4-storey buildings (maximum proposed) would be limited in views. Specific landscaping mitigation would be addressed as part of the planning application.</p> <p>Proponents believe the Masterplan balances the ability to achieve a sense of place that is fitting for a commercial ‘destination’ while aligning other aspirations to respect the context and setting (particularly to the north of the site and south of the A2300). Architects and Urban Designers will be utilised and will work closely with stakeholders to create a holistic scheme – initial masterplanning shows 1/3 of the site is proposed as soft landscaping. Topography will ensure that development will be screened by the existing mature landscaping and hedgerows that exist on the site.</p>
<b>A2300 South (Site #801)</b>	A Development Team (led by ARUP and including Carter Jonas, i-Transport and Temple) was established by Fairfax in February 2018 to progress instructed work in preparation for planning applications. A series of workshops produced an overarching Masterplan vision for the project. This focused on the existing setting and the potential to use the natural layout of the site by exploring the Hedge, Field and Farm site layout concept options. In parallel to this work, Temple Group undertook a Preliminary Ecological Appraisal (PEA). Further ecology work will be required but due to the time limited validity of some surveys have not yet been scheduled.

## Conclusion

A2300 North have submitted a draft masterplan which reflects the evidence gathered, particularly in relation to where the site sits in the landscape overall and the findings of the LVIA. The proposal includes retention of existing landscape features and screening and proposes additional. The design concept clearly shows proposed links (e.g. pedestrian and cycle links) to integrate the development with the adjacent Northern Arc and Bolney Grange Industrial Estate, as well as The Hub and Burgess Hill town centre.

The Masterplan Vision Report accompanying the A2300 South proposal, alongside the Preliminary Ecological Appraisal, picks out the key landscape and environmental features within the site boundary and sets out opportunities and constraints. It sets out some conceptual layouts ('Farm', 'Field' and a hybrid of the two) and explores proposed indicative building layouts and how these may be phased, with example visualisations – these are at a very high-level. At this stage it is not clear that there is a 'preferred option' layout (the Carter Jonas report suggests that further evidence is required in order to reach a preferred option) and therefore no draft masterplan layout has been provided which demonstrates the connectivity with the surrounding area albeit it is indicated within the report that there are opportunities to do so.

## 4.

Details of any site constraints and strategy for overcoming these.

<b>A2300 North (Site #949)</b>	<p>There is a mix of uses within the vicinity of the site, including residential properties and a motor workshop. Discussions have been held with landowners regarding the potential allocation.</p> <p>Site has pylons to the north however these are not a restriction to development and masterplanning will ensure that development is compatible with them.</p> <p>Initial ecological surveys have been undertaken. Some areas are identified as Flood Zone 2/3, which has been considered in the masterplan. This suggests that surface water issues and flood risk mitigation can be integrated into the design.</p> <p>The site location and scale of land available should allow sufficient structured landscaping and open space to prevent coalescence. It is anticipated that any constraints can be mitigated through the masterplan and design iterations at all relevant stages.</p>
<b>A2300 South (Site #801)</b>	<p>The Masterplan Vision Report co-ordinated by ARUP's identifies site constraints and contains a SWOT analysis. This work was completed by the Development Team of ARUP, Carter Jonas, i-Transport, Temple and Fairfax with input from Mid Sussex District Council.</p> <p>The key site constraints and opportunities are noted in the Masterplan Vision Report. The park layout will exploit the natural features of the site. Each of the commissioned reports managed through the development group include mitigation proposals in response to identified constraints.</p>

## Conclusion

Assessment against the Site Selection methodology (Site Selection Paper 2) identifies areas of Flood Risk within both sites, and Ancient Woodland within the site boundary of A2300 South. Both sites have demonstrated that they are aware of these constraints, and are proposing to adapt their layout in order to avoid these areas, including buffers.

The documentation submitted by A2300 North sets out the intention to develop an integrated design to reduce flood risk on and off site, and enhance water quality and biodiversity, this is reflected on the draft masterplan layout.

A Flood Risk Assessment has been provided for A2300 South which sets out potential mitigation measures and recommendations for site layout. Development would need to avoid the significant area of flood risk to the west of the site which may limit the ability to develop on the boundary with Pookebourne Lane.

## 5. Accessibility strategy including the role of sustainable transport modes.

<b>A2300 North (Site #949)</b>	<p>Enhancing existing and providing new strategic pedestrian and cycle links are proposed through the creation of a new Green Super Highway and improvements to the existing Green Circle Network. There will be provision of additional opportunities to further extend sustainable transport, including pedestrian and cycle routes, ensuring connectivity is maximised.</p> <p>The site is within easy walking distance to The Hub and opportunities exist to enhance links between these sites alongside wider sustainable travel to the station and new/existing bus stops.</p> <p>Transport modelling of mitigation options have recommended a “hamburger” roundabout that negates the need for U turns at neighbouring junctions. This offers significantly higher capacity than conventional roundabouts. All land required is within the ownership of the clients, ensuring deliverability.</p> <p>In addition, initial masterplans are also looking at making future-ready any development in regard to green technology, artificial intelligence and automation.</p> <p>Initial discussions have been undertaken with WSCC, a Highways and Transport Technical Note has been prepared. The masterplan shows multiple connections, including sustainable (pedestrian and cycle) opportunities with the Northern Arc.</p>
<b>A2300 South (Site #801)</b>	<p>Since early 2018 i-Transport have been working under instruction for Fairfax Properties. During this time, they have undertaken work to support the A2300 business case development, liaising with both MSDC and WSCC. A number of reports were produced during 2018 including: Access Feasibility Study, Movement Map, Transport Baseline. Subsequently i-Transport have developed a Transport &amp; Highways Evaluation Framework. This includes constraints and opportunities and covers: Local Transport Connectivity; Access &amp; Traffic Implications; and Strategic Transport Connectivity. This framework will build upon the previous studies and is ready to be fully undertaken, pending site allocation. In addition to ‘desk top’ research face to face engagement and field work will also be required.</p>

**Conclusion**

The draft masterplan accompanying the A2300 North proposal indicates the proposed route of walking and cycling links with the Northern Arc, Bolney Grange Industrial Estate (adjacent to the west) and wider links to the current built-up area of Burgess Hill, including the town centre. There are also aims for green technologies to assist with sustainable access to the site. The site would connect directly to the proposed A2300 footway/cycleway on the northern edge of the road.

Similar sustainable transport schemes could be delivered for the A2300 South site. The Access and Transport report accompanying the proposal explains that there is no pedestrian footway on the A2300 at present, although a shared footway/cycleway is proposed. A suitable crossing would need to be provided on the A2300 in order for this site to be reached on foot/cycle. The connectivity with the Northern Arc and potential to further connect Bolney Grange Industrial Estate are therefore possible but likely not as practical as the proposals for A2300 North.

Both sites have indicated there is potential for diverting existing bus routes in order to serve the site and could design the site to accommodate green technologies/automation/artificial intelligence in the future.

## 6.

### Access arrangements to the site.

<b>A2300 North (Site #949)</b>	<p>Three access options have been considered.</p> <ul style="list-style-type: none"> <li>- Option 1 involves the existing A2300 (post-dualling) left-in/left-out junctions with Jobs Lane and the Cuckfield Road. This was discounted as it would not provide sufficient capacity.</li> <li>- Option 2 involves modifying the alignment of Cuckfield Road immediately north of its connection with the A2300, with provision of a secondary roundabout with direct access to the site. This would avoid the need for traffic to make U-turns at neighbouring junctions.</li> <li>- Option 3 is similar to Option 2, but the junction on the A2300 takes the form of a signalised “hamburger” junction. This offers significantly higher capacity than Option 2 and would therefore accommodate a larger amount of traffic. With through-lanes, it would minimise disruption and delay to through-traffic using the A2300. Land required is all within the control of the promoter.</li> </ul> <p>Promoter’s transport consultants are engaging in pre-application consultation with WSCC highways, and Highways England, particularly regarding the A23/A2300 interchange.</p>
<b>A2300 South (Site #801)</b>	<p>Access to the site would be achieved direct from the A2300, which in addition to vehicles would provide a route for pedestrians and cyclists. Further accesses for pedestrians and cyclists are feasible to the east enabling more direct safer connections to the main urban area. Further details are contained in the i-transport reports. Options considered include a roundabout on the A2300, or a direct left in-left out access.</p>

### Conclusion

The ability for a Science and Technology Park to be accessed by vehicles successfully without causing negative impacts on the road network is clearly an important factor.

A2300 North have tested various access options, and concluded that their ‘Option 3’ which includes a “hamburger” junction is preferable due to its higher capacity than other options considered. There are significant advantages to being able to demonstrate an access arrangement that is deliverable on land that is within the control of the promoter, as well as upgrading an existing junction as opposed to creating a new junction on the network.

A2300 South have submitted a Transport and Access Feasibility Study (i-connect). This assumes a trip rate generation of 1,400 morning peak trips and 1,100 evening peak trips, over 80% by private car. Three access options have been considered – a left-in/left-out arrangement and two variations including a roundabout – which provides more capacity and reduces the need for u-turns on the A2300 (i.e. driving past the site to the next roundabout, then double-back to access the site). It is unclear whether this would involve any third-party land to achieve this, however would require an additional junction on the A2300.

<b>7.</b> Wider Highway improvements proposed or needed and mitigation required.	
<b>A2300 North (Site #949)</b>	The existing road network is subject to further highways improvements. The predicted future operation of key local junctions has been considered in the context of the expected quantum of committed and planned development in the Burgess Hill area. Additional capacity improvements or mitigation measures will be explored and provided if they are identified as being required through any future planning application or traffic assessment work in support of the Science and Technology Park.
<b>A2300 South (Site #801)</b>	The planned improvements to the A2300 would provide substantial additional capacity sufficient to accommodate traffic arising from a science park in this location. Wider highway improvements may be required subject to more detailed traffic modelling. The extent of highway measures required will be influenced by the level of improvements to other transport infrastructure and services. Ongoing engagement and liaison with MSDC and WSCC will continue to ensure strategic fit and compatibility. It is acknowledged that subsequent work will be required to identify mitigation measures.
<b>Conclusion</b>  <p>Aside from access considerations, it is clear that the size and scale of development would likely have an impact on the local and strategic road network. This includes highways capacity on the A2300, local roads, and at junctions such as the A23/A2300 junction at Hickstead (to the west of the proposed sites). Both site options have submitted their own transport modelling to assess the impact of the site on the network however this is at a high level and not a detailed Transport Assessment which would be required.</p> <p>Mid Sussex District Council have also commissioned work within the Mid Sussex Transport Model (2019 Update). This modelled the two proposals, North or South, as distinct development scenarios – labelled as Scenario 2 and Scenario 3. The modelling was based on the proposed development phasing/timescales and the mix and type of uses proposed where known (where unknown, the modelling made assumptions based on similar schemes elsewhere).</p> <p>Initial modelling indicated that Scenario 2 (A2300 North) shows fewer instances of ‘severe’ impact on the network compared to Scenario 3 (A2300 South) – 11 compared to 12 by 2031. This is despite the A2300 North site being delivered within the plan period, whereas the A2300 South site is over a much longer time-frame. Importantly, one of the junctions flagged as having a ‘severe’ impact is the A23/A2300 junction at Hickstead. Further modelling will be undertaken on the preferred site to determine the impact on the highways network, accounting for mitigation. This will ensure that any severe impacts can be mitigated, schemes for mitigation can be policy requirements.</p>	
<b>8.</b> Details of joint work to date with the Highways Authority and future intentions.	
<b>A2300 North</b>	Connect Consultants (transport consultants) are engaging in pre-application consultation with WSCC Highways and are in dialogue with Highways England about the A23/A2300 interchange. A technical note has been prepared and submitted to the Council.

<b>(Site #949)</b>	
<b>A2300 South (Site #801)</b>	i-Transport (working on behalf of Fairfax) have worked with WSCC and MSDC. Work was undertaken to provide WSCC with data for modelling the A2300. It is recognised and acknowledged that as transport and access arrangements continue to develop, liaison and engagement with MSDC and WSCC will continue and increase in order to ensure compatibility with wider transport and access planning through the Burgess Hill Growth Programme and beyond.
<b>Conclusion</b> In discussions with the two site proponents, MSDC highlighted the importance of discussing access arrangements and highways capacity with the highways authority, West Sussex County Council (WSCC), and encouraged both sites to engage in pre-app discussions. To date, only A2300 North have engaged in pre-application discussions with WSCC.	

<b>9.</b> Funding and investment strategy (including funding sources).	
<b>A2300 North (Site #949)</b>	<u>Glenbeigh</u> Has brought forward three major business parks and a multitude of medium and smaller development sites. They are in the process of delivering The Hub in Burgess Hill (500,000 sq ft). They are also involved at Nowhurst Business Park (Horsham) where planning consent has been granted for 300,000 sq ft of business space.  <u>Wortleford</u> Family operated property company with land and income generating investments in the South East of England.  Site is owned freehold. Expectation and funds to progress a 'hybrid' planning consent dealing with access as detail and the remaining scheme in outline. Reserved Matters applications would be progressed to specific occupier requirements. Would use access to institutional funding to ensure deliverability of each building, with pre-lets. Would explore funding opportunities from the LEP Growth Fund and UK Pension Fund interest for specific elements of the park, either speculatively or linked to occupier requirements.
<b>A2300 South (Site #801)</b>	Fairfax have funded the development team to progress the project, undertake reports and surveys in advance of assembling a planning application and to engage with a range of stakeholders. Funding up to a successful planning application could be managed within resources. The relationship between the long term aspirations of the landowners, the financial modelling that Carter Jonas are providing and the market potential for various elements of the project will dictate approaches for seeking investment, should it be required.
<b>Conclusion</b> Both sites are in control and promoted by respective landowners (two on A2300 North and a single landowner on A2300 South), the proposals submitted demonstrate that there is an intention from the landowners to deliver a Science and Technology Park. No detailed financial modelling has been submitted to demonstrate viability however potential funding sources have been identified.	

A2300 South have submitted high-level financial modelling undertaken by Carter Jonas which concludes that (based on assumptions) the development is generally viable and points towards sensitivity testing regarding areas of the scheme that could be unviable should estimated costs/rents not materialise. At this stage, there has been no exploration of any potential funding sources, however the proponents have indicated a willingness to do so should this be required.

10. Delivery strategy.	
<b>A2300 North (Site #949)</b>	<p>Phases of circa 200,000 sq ft-250,000 sq ft are suggested based on market experience. This is based also on interdependencies between construction of utilities, transport, green infrastructure etc. Phasing can be planned around key infrastructure. Anticipated roll out of 2 years per phase, with a 10-year development programme.</p> <p>Clients will seek pre-lets/freehold occupiers in line with market demand. Delivery strategy will comprise:</p> <ul style="list-style-type: none"> <li>• Secure allocation</li> <li>• Commence pre-let /forward sale marketing campaign (brochure , website, occupier targeting, regional launch event etc)</li> <li>• Secure hybrid planning consent with highways/access as detail</li> <li>• Secure Institutional or LEP funding linked to phase 1</li> <li>• Throughout the programme the team will see and secure occupier demand and progress planning/reserved matters and the necessary funding for delivery in line with the approach adopted at the HUB in Burgess Hill.</li> </ul>
<b>A2300 South (Site #801)</b>	<p>Carter Jonas completed a Phase 1 Delivery, Market Review and Anticipated Occupier Mix &amp; Scale report for Fairfax in May 2019. Though not a full delivery strategy it does provide key information on a number of key elements. It builds on and updates a Feasibility Appraisal that they completed for Fairfax in September 2017. The structural arrangements are considered in the Stage 1 Feasibility Assessment carried out by Carter Jonas.</p> <p>Elements of a delivery strategy continue to be assembled and explored.</p> <p>The Chilmark Locations Assessment (commissioned by MSDC and WSCC) strongly recommended the proposed site for location of a science and technology park.</p>
<p><b>Conclusion</b></p> <p>Both site promoters have undertaken work to demonstrate a phased approach to the delivery of the site, albeit that both are proposing different overall timescales. Whilst A2300 North suggests that (subject to market conditions) the site could be delivered within a 10-year period, A2300 South suggests that it may be significantly longer – potentially 20-30 years with delivery of the final elements of the site as far ahead as 2049. It may be that there is over-optimism with the northern site, and over-caution with the southern site - it is likely that there will be significant development between adoption of the DPD and the end of the Plan period (2031), with delivery beyond the period likely.</p> <p>As the two options are in the same broad location, both sites would be subject to the same market conditions so therefore can be considered on a comparative basis in this respect (i.e. there is not likely to be any distinct advantage between the two in relation to market conditions). However, the Council must have confidence that, should the site be allocated, the proponent is capable of delivering it.</p>	

<b>11.</b> Economic and employment benefits, including any local labour or training initiatives above and beyond those expected for this type of development.	
<b>A2300 North (Site #949)</b>	<p>Have had regard to the Economic Development Strategy and recognise the need to balance local labour and training opportunities including apprenticeships, with a quality economic environment that supports economic growth in the region. Believe the proposal meets the aims of Priority 1 of the EDS, which seeks attractive environment and retention/relocation of new businesses into Mid Sussex. Similarly Priority 2 is met by supplying quality industrial and office space to meet the needs and demands across the district as well as an employment offer complementary to that elsewhere in West Sussex. The development can allow for centres of excellence and clusters of specialist industries to locate on the park to support the aim of increasing the number of high gross value added jobs in the district.</p> <p>Whilst detailed skills plans have not been developed, the requirement (under EDS priority 3) to provide graduate jobs is recognised. Anticipate an employment density of between 2,325-5,280 jobs and seek to ensure this aligns with the strategy's aim of working with partners across the education sector. Proposals cover a range of units ensuring that a range of businesses can be supported and that their evolution and growth can be supported.</p>
<b>A2300 South (Site #801)</b>	<p>Recent employment migration studies indicate that over 30,000 workers commute out of the area and 20,000 commute in. Lack of skilled employment opportunities give rise to additional journeys and associated demand on infrastructure. Graduates from Brighton and Sussex Universities tend to move out of the immediate area on completion of their courses. Start-up business accommodation (particularly in the Brighton area) has become bottle necked as there is limited move-on accommodation available.</p> <p>A science park of the scale proposed has huge potential to do more than simply provide skilled employment. Potential initiatives: linking to local schools to provide work experience leading to apprenticeships; linking to universities and other further education bodies with graduate recruitment programmes and degree apprenticeships; service and ancillary employment from the build through to maintenance of the park; high business rate income; prestige and associated image benefits are harder to quantify, but clearly demonstrated in other science park developments.</p>
<b>Conclusion</b> Information submitted by both sites show a good understanding of the direct and indirect benefits of a Science and Technology Park. A2300 North are aware of the Council's economic development ambitions (through the adopted Economic Development Strategy) and how secondary benefits could be realised that would meet some of the objectives in the EDS. A2300 South show their understanding of various initiatives that could achieve secondary benefits.	

<b>12.</b> Sustainability and climate change- related measures.	
<b>A2300 North</b>	A green ethos is central to the proposal, from design to operation. Opportunity for electrical vehicle charging points and green technology exists. There are also opportunities to ensure orientation and layout consider reducing energy use, reusing waste products and enhancing recycling due to proximity to the adjacent solar farms and waste allocation (WSCC Waste Local Plan allocation of land

<b>(Site #949)</b>	<p>safeguards for 200,000 tonnes per annum of commercial, industrial construction and demolition waste). This co-location complements each other and reduces the need to travel.</p> <p>There are opportunities to bring forward green technologies and connect provision to the surrounding solar farms and Southern Water operations immediately adjacent. Recent application approval for the adjacent solar farm demonstrates the clients commitments to solar energy.</p> <p>The extension of the site to the North of the A2300 maximises connectivity and sustainable transport, retaining countryside to the south. It therefore enhances the sustainable vision of the District Plan to “improve the social, economic, and environmental wellbeing of the District and the quality of life for all now and for the future”.</p>
<b>A2300 South (Site #801)</b>	Further detailed work will be required to inform development decisions. The Masterplan Vision report addresses headline issues relating to the site. Discussions with planners, architects and potential tenants will further inform decision making.
<p><b>Conclusion</b></p> <p>The proposal for A2300 North appears to be built around sustainability and climate change measures. This includes green construction (for example meeting BREEAM standards), green technologies (orientation, layout and reducing energy and waste) and sustainable transport initiatives (such as automation and artificial intelligence as well as green links and improved sustainable transport links). The site benefits from permission for a solar farm on one of the eastern parcels, in the same ownership. It is intended that this could provide a proportion of the power for the Science and Technology Park as well as The Hub.</p> <p>The proposals for A2300 South sets out opportunities for pedestrian/cycle and other sustainable transport links. There are high-level aims for sustainable systems/design for buildings, energy generation, drainage and access. The Masterplan Vision Report notes that further work is required on developing strategies to maximise sustainable power on site and that sustainability as a whole should be part of the site ethos.</p>	

<p><b>13.</b></p> <p>Intentions/opportunities for joint work or joint propositions with other science park promoters.</p>	
<b>A2300 North (Site #949)</b>	<p>It is important that a Science Park compliments other science park locations. Burgess Hill is ideally located to fill a gap in such provision in the south and it utilises opportunities within the Coast to Capital LEP area harnessing the links from Brighton to London.</p> <p>It is considered that the site successfully stands alone as a science park allocation and no joint working is currently being undertaken with other promoters or land owners outside the client's direct control.</p>
<b>A2300 South (Site #801)</b>	Fairfax have worked with MSDC for a number of years and been actively involved in promoting this project since 2017. Significant resource has been allocated to the project and the commitment to deliver this much needed Science and Technology Park continues. Fairfax have membership of the UK Science Park Association and have gained information, advice and contacts through this body. The project has been promoted through the Department for International Trade – Capital Programme in liaison with Coast to Capital LEP. A wide range of presentations have been given and events attended in order to raise the profile of the project both within UK and internationally. Coast to Capital are well aware of the project and have supported Fairfax to date, recognising the significant impact it

	<p>could have on the local economy and strategic plans as does Gatwick Diamond. Early meetings and discussions with Brighton and Sussex Universities have been positive and will continue.</p> <p>Fairfax recognise and welcome the need to work in partnership with the extensive range of stakeholders that are being identified in a project of this size and complexity.</p> <p>There are a wide range of type, model, scale and management arrangements for science and technology parks across UK and overseas.</p>
<p><b>Conclusion</b></p> <p>To the Council's knowledge, there has been no joint work between the two site proponents (potentially looking at one scheme that includes elements of both sites, i.e. part allocation of both sites). It has been explained that both proponents see their site as a standalone option, and have landowners committed to delivering a full scheme – anything less may not be financially attractive and/or viable.</p> <p>Both sites recognise the benefits that a Science and Technology Park would bring to the area, both locally and regionally. As both sites are in the same broad location, the benefits outlined for one site with respect to the appropriateness of location (in market terms) are also applicable to the other site.</p>	

<p><b>14.</b></p> <p>Any other information considered relevant.</p>	
<b>A2300 North (Site #949)</b>	Positioning Statement (with draft masterplan detail) submitted alongside other technical documents.
<b>A2300 South (Site #801)</b>	<p>In advance of a competitive DPD process and in response to the 'call for sites' Fairfax Properties submitted a proposal to develop the Science Park in November 2017. A Steering Group was established to progress the project including Fairfax, MSDC and WSCC representation.</p> <p>Fairfax has a long-established excellent working relationship with MSDC particularly on delivering housing developments. Subsequently, in early 2018, Fairfax established a Development Team including ARUP, Carter Jonas, i-Transport, Temple.</p>

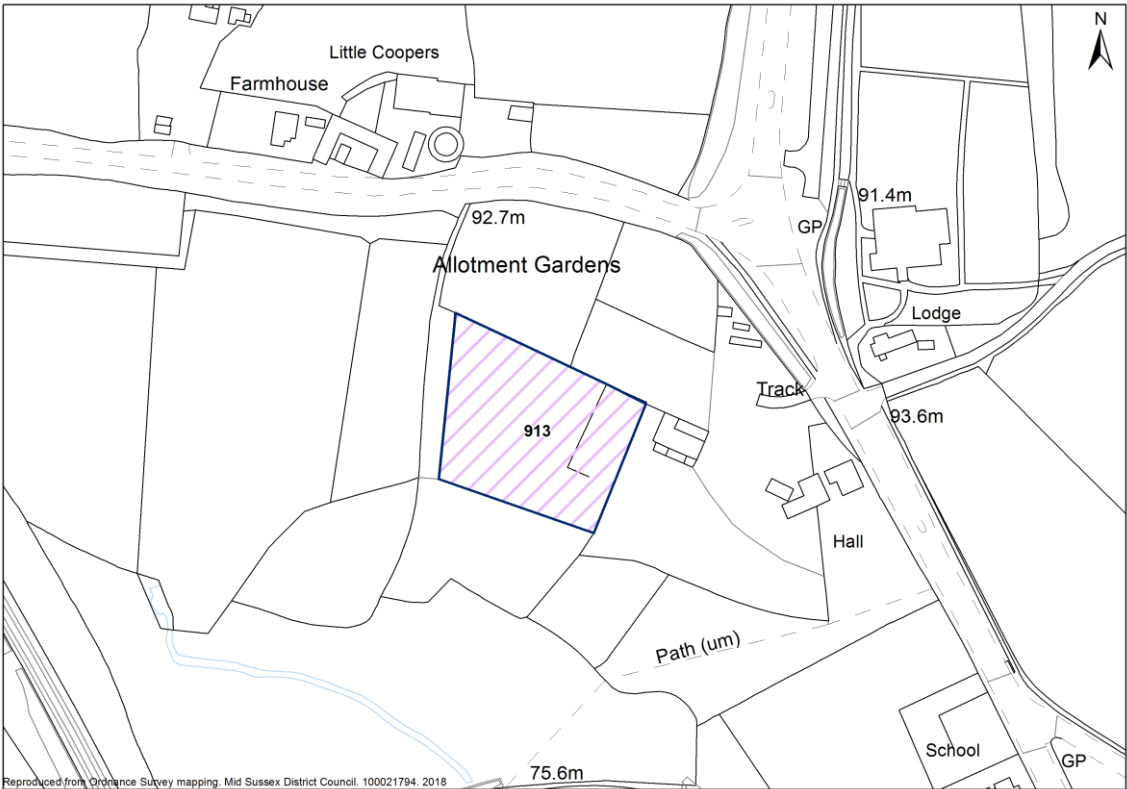
## Appendix 3: Site Selection – Proformas

Performance against the Site Selection criteria set out in Site Selection Paper 2.

- New Employment Sites
- Science and Technology Park Options

Balcombe

ID	913	The Walled Garden, behind the Scout Hut, London Road, Balcombe
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <input type="text" value="0.00"/> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <input type="text" value="0.00"/> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <input type="text" value="0.00"/> ha
	Mix/Any B-Use <input type="text" value="0.30"/> ha
	<b>Total Developable Area</b> <input type="text" value="0.30"/> ha

Part 1 - Planning Constraints

1 - AONB	Wholly within – Moderate Impact	Edge of main settlement with church and school close by. However, the site itself is surrounded by paddocks and woodland and appears more related to the countryside than the village. No woodland on the site but mature trees on south and east boundaries. There is ancient woodland to the south and downhill from the site. Moderate impact on the AONB due to rural location unrelated to the settlement.
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	15m Buffer only	A significant part of the site in the south-western corner is within a 15m ancient woodland buffer zone.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	Listed Building - Less Than Substantial Harm (Medium)	Grade 1 listed Church across the road to the east of the site. This building also sits within a conservation area and an archaeological notification area.

## Site Selection - Employment

6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	AONB	Site is within AONB - assessed under Criteria (1)
9 - Trees/TPOs	None	Site is not affected by trees.

### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Moderate Access	Site is not directly connected to the strategic road network but the M23 can be accessed using the B2036.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site is small in scale and therefore could be developed in the short-term.

### Part 3 - Market Forces: Jobs/Market Demand

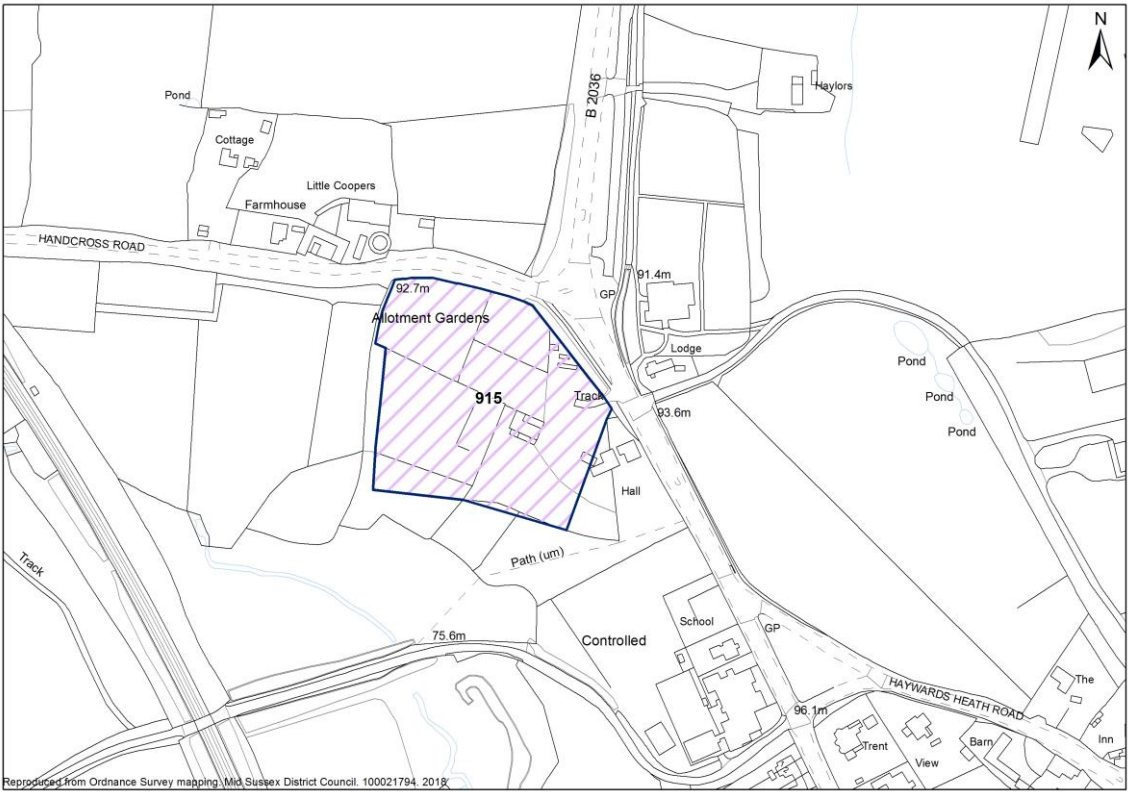
15 - PublicTransport	Fair	Site is within 15 minutes walk of Balcombe station, however bus service is poor.
16 - Compatibility	Compatible	Site is at a reasonable distance from existing residential areas, therefore is not likely to have a negative impact on adjoining uses.
17 - Labour Force	Labour Force - Poor	Demography of Balcombe and level of out-commuting suggests that there will be a poor supply of labour in this location.
18 - Market	Poor	There is not likely to be a significant market for B-class uses in this location.
19 - Visibility	Low	Site does not benefit from high visibility or prominence as it is set back from Handcross Road and not well related to the strategic road network.

### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Balcombe

ID	915	Area south of Redbridge Lane at junction with London Road, Balcombe
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 1.20 ha
	<b>Total Developable Area 1.20 ha</b>

Part 1 - Planning Constraints

1 - AONB	Wholly within – Moderate Impact	Edge of main settlement with church and school close by. However, the site itself is surrounded by paddocks and woodland and appears more related to the countryside than the village. No woodland on the site but mature trees on south and east boundaries. There is ancient woodland to the south and downhill from the site. Moderate impact on the AONB due to rural location unrelated to the settlement.
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	15m Buffer only	A small area of the sites is within a 15m ancient woodland buffer zone
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	Listed Building - Less Than Substantial Harm (Medium)	Grade 1 listed Church across the road to the east of the site. This building also sits within a conservation area and an archaeological notification area.

## Site Selection - Employment

6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	AONB	Site is within AONB - assessed under Criteria (1)
9 - Trees/TPOs	None	Site is not affected by trees.

### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Moderate Access	Site is not directly connected to the strategic road network but the M23 can be accessed using the B2036.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Not Promoted	Site was identified in previous employment land reviews (North West Sussex Economic Growth Assessment 2014, Chilmark SELAA 2015) but was not promoted for employment development during the Call for Sites.
14 - Achievability	Short Term	Not being actively promoted, however would be deliverable in the medium term.

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Site is within 15 minutes walk of Balcombe station, however bus service is poor.
16 - Compatibility	Compatible	Site is at a reasonable distance from existing residential areas, therefore is not likely to have a negative impact on adjoining uses.
17 - Labour Force	Labour Force - Poor	Demography of Balcombe and level of out-commuting suggests that there will be a poor supply of labour in this location.
18 - Market	Poor	There is not likely to be a significant market for B-class uses in this location.
19 - Visibility	Low	Site does not benefit from high visibility or prominence as it is set back from Handcross Road and not well related to the strategic road network.

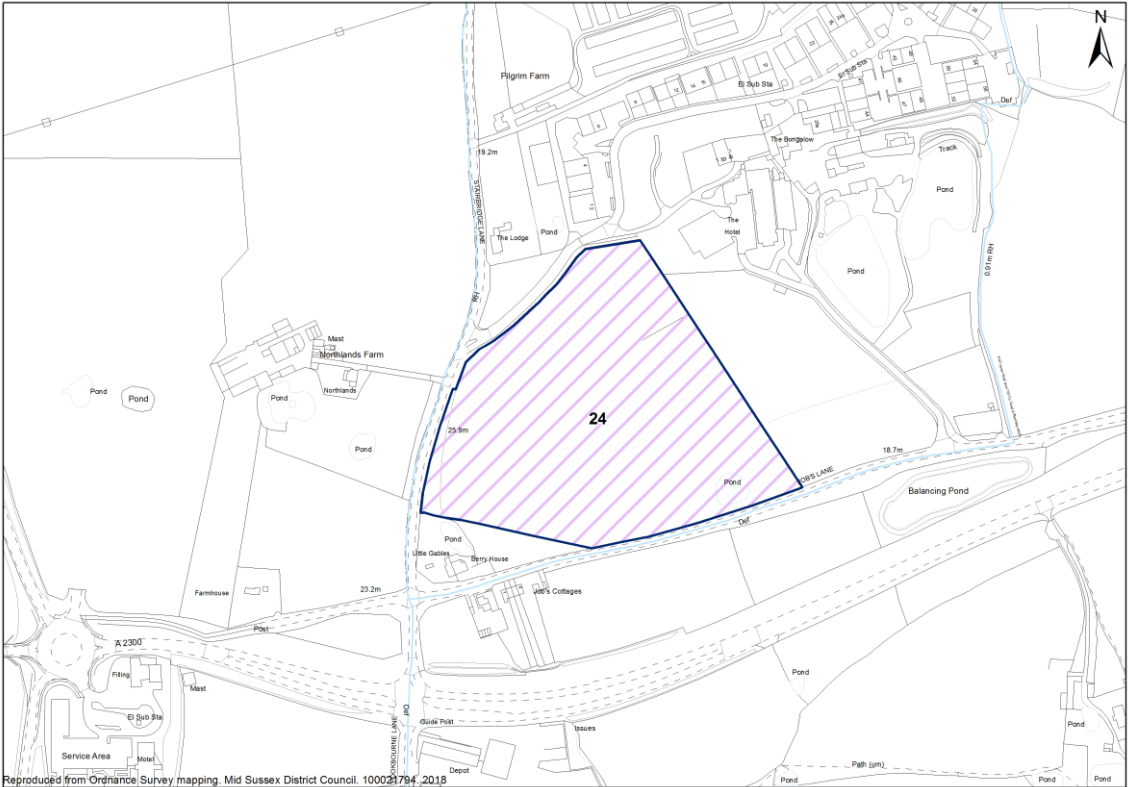
### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Bolney

ID	24	Land at Stairbridge Lane (South of Bolney Grange), Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>5.50</td><td>ha</td></tr></table>	5.50	ha
5.50	ha		
	<b>Total Developable Area</b> <table><tr><td><b>5.50</b></td><td><b>ha</b></td></tr></table>	<b>5.50</b>	<b>ha</b>
<b>5.50</b>	<b>ha</b>		

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Potential to improve Infrastructure	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Not Promoted	Site was identified in previous employment land reviews (North West Sussex Economic Growth Assessment 2014, Chilmark SELAA 2015) but was not promoted for employment development during the Call for Sites.
14 - Achievability	Medium Term	Not being actively promoted, however would be deliverable in the medium term.

Part 3 - Market Forces: Jobs/Market Demand

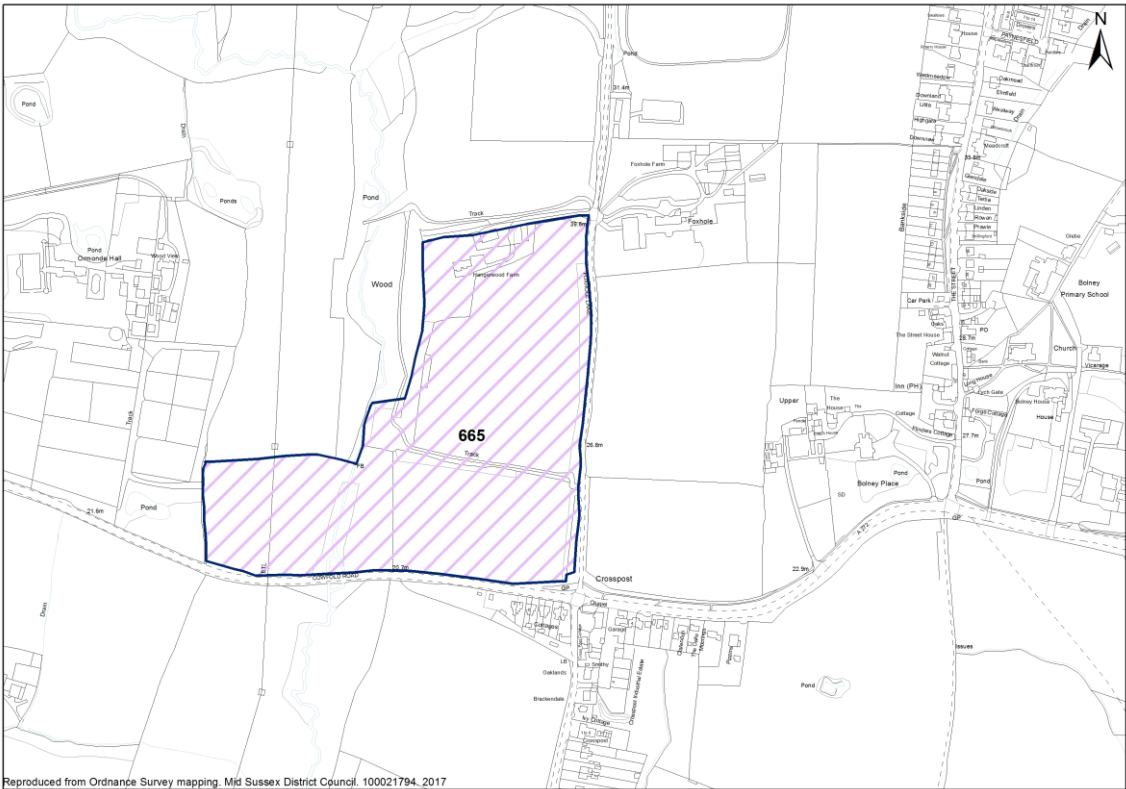
15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is adjacent to existing employment use (Bolney Grange Business Park), therefore use would be compatible.
17 - Labour Force	Labour Force – Very Good	Site is well located with regards to labour force, being on the outskirts of Burgess Hill and in close proximity to the proposed Northern Arc development.
18 - Market	Very Strong	Location in proximity to the A23, and high occupancy of Bolney Grange Business Park suggests there is a strong market for employment use in this location.
19 - Visibility	High	Prominent location on the A2300.

Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Bolney

ID	665	Hangerwood Farm, Foxhole Lane, Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>9.20</td><td>ha</td></tr></table>	9.20	ha
9.20	ha		
	<b>Total Developable Area</b> <table><tr><td><b>9.20</b></td><td><b>ha</b></td></tr></table>	<b>9.20</b>	<b>ha</b>
<b>9.20</b>	<b>ha</b>		

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	FZ2/3 and Historic	Large area of Flood Zone 2/3 cuts the site in half, western parcel of the site would require a separate access and would not be attached to the eastern parcel.
3 - Ancient Woodland	Adjacent	Adjacent to ancient woodland, areas along the north-eastern boundary are within a 15m buffer zone which reduces the site's developable area.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.

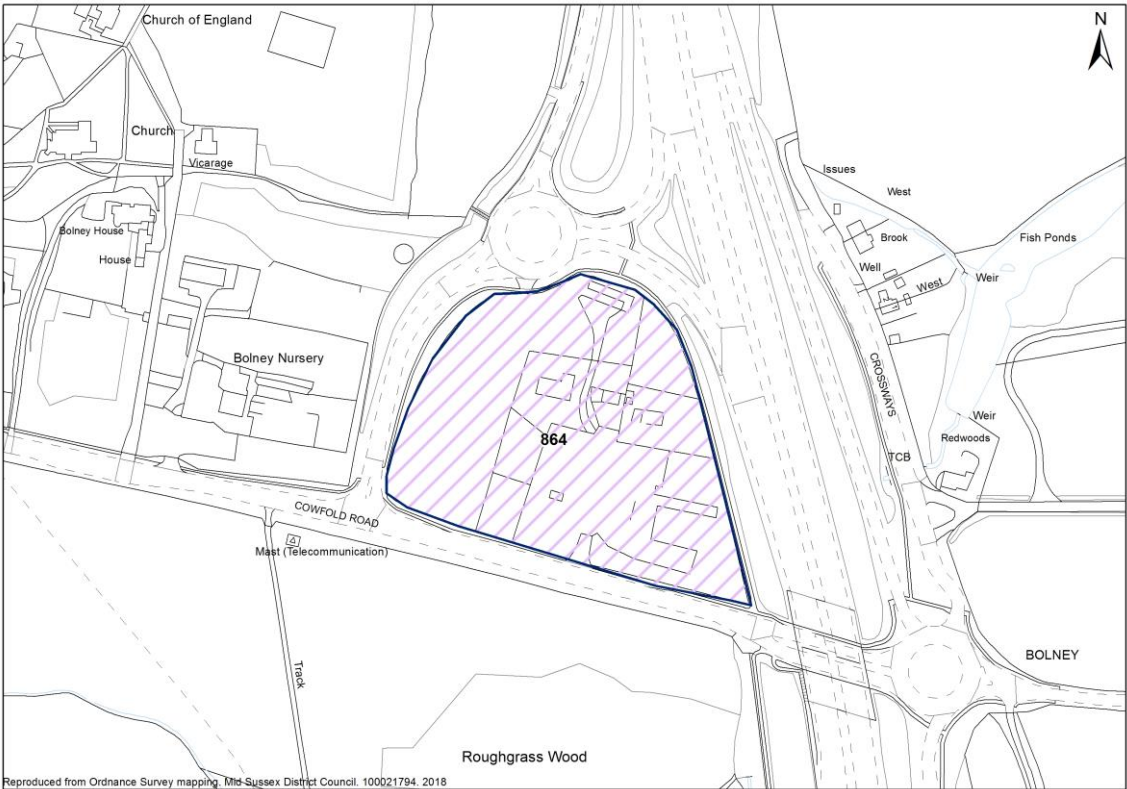
## Site Selection - Employment

9 - Trees/TPOs	None	Site is not affected by trees.
Part 2 - Accessibility		
10 - Highways		
11 - Strategic Roads	Good Access	Site lies in close proximity to a junction on the A23.
12 - Infrastructure	Infrastructure capacity	No indication that significant additional infrastructure would be required.
13 - Availability	Promoted – Other Use	Site was promoted for employment and residential during the Call for Sites. Correspondence with landowner confirms that they still intend to promote the site for housing.
14 - Achievability	Short Term	Site is being actively promoted therefore could be delivered short-term.
Part 3 - Market Forces: Jobs/Market Demand		
15 - PublicTransport	Fair	Site is remote from the nearest train station, public transport assessed as 'fair' as there is a bus service.
16 - Compatibility	Compatible - Mitigation	Site is currently in open countryside and adjacent to farm buildings/vineyard. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character and properties.
17 - Labour Force	Labour Force - Moderate	A collection of smaller villages nearby to this site which could provide a labour force, and easily accessible by car from Crawley.
18 - Market	Moderate	Likely to be a good market in this location due to its strong links with the A23, however labour force/visibility are likely to limit its attractiveness.
19 - Visibility	Medium	Whilst located close to the busy A23, site would not be visible from this important strategic link. However, Cowfold Road is a key link between this location and Cowfold/Horsham/A24.
Part 4 - Other Considerations		
Neighbourhood Plan		Notes

Site Selection - Employment

Bolney

ID	864	Marylands Nursery, Cowfold Road, Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>2.40</td><td>ha</td></tr></table>	2.40	ha
2.40	ha		
	<b>Total Developable Area</b> <table><tr><td><b>2.40</b></td><td><b>ha</b></td></tr></table>	<b>2.40</b>	<b>ha</b>
<b>2.40</b>	<b>ha</b>		

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

## Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is adjacent to the junction with the A23, with M23 less than 10 miles to the north.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site is being promoted for employment, small in scale so could be delivered within the short-term.

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Poor	Site is remote from a train station, however is served by bus (albeit with infrequent service).
16 - Compatibility	Compatible - Mitigation	Dependant on use, site may be affected by road noise from the A23. However, it is unlikely that any use proposed for the site will be incompatible with existing adjoining uses.
17 - Labour Force	Labour Force - Moderate	Whilst the population and demography of Bolney itself is unlikely to yield a high labour force, the site is within close proximity of Haywards Heath (as well as many other smaller villages) and is well connected by road.
18 - Market	Strong	Site lies adjacent to the A23, a key strategic transport route between Brighton and London. This is likely to enhance its market attractiveness.
19 - Visibility	High	Site would be visible from the A23 and surrounding slip roads.

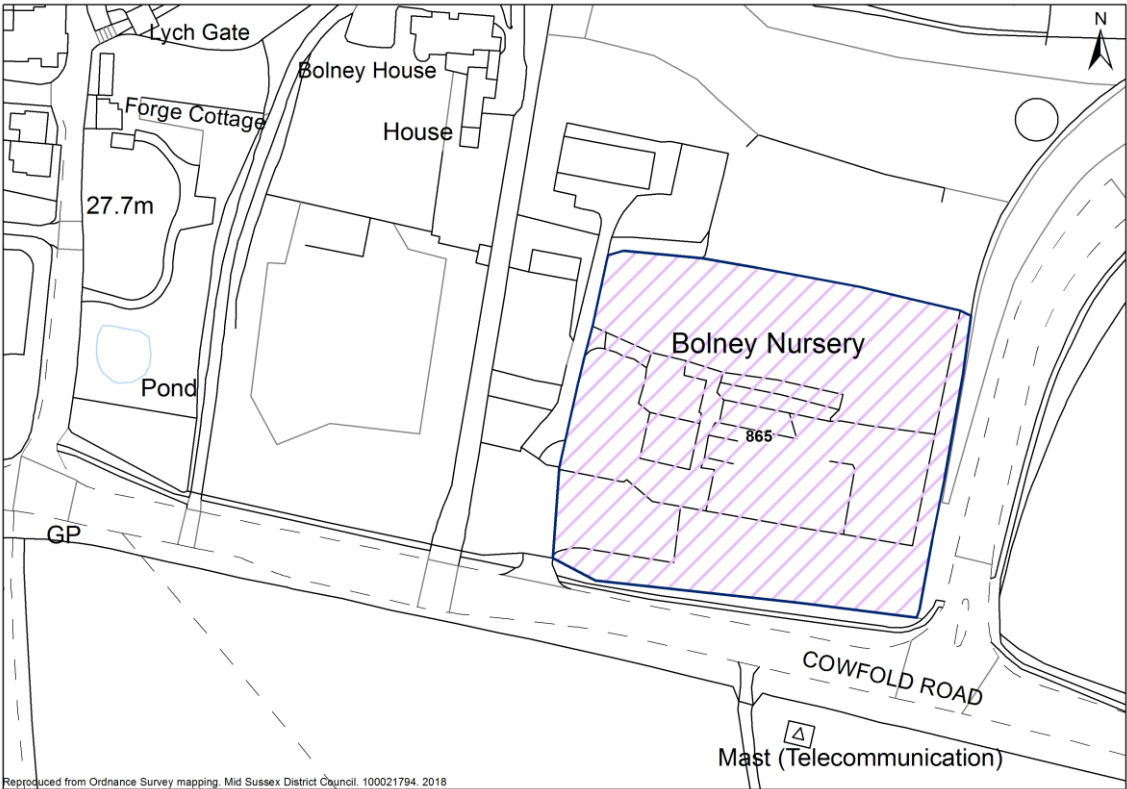
### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Bolney

ID	865	Bolney Nursery, Cowfold Road, Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <input type="text" value="0.00"/> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <input type="text" value="0.00"/> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <input type="text" value="0.00"/> ha
	Mix/Any B-Use <input type="text" value="0.80"/> ha
	<b>Total Developable Area</b> <input type="text" value="0.80"/> ha

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is adjacent to the junction with the A23, with M23 less than 10 miles to the north.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site is being promoted for employment, small in scale so could be delivered within the short-term.

Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Poor	Site is remote from a train station, however is served by bus (albeit with infrequent service).
16 - Compatibility	Compatible - Mitigation	Dependant on use, site may be affected by road noise from the A23. However, it is unlikely that any use proposed for the site will be incompatible with existing adjoining uses.
17 - Labour Force	Labour Force - Moderate	Whilst the population and demography of Bolney itself is unlikely to yield a high labour force, the site is within close proximity of Haywards Heath (as well as many other smaller villages) and is well connected by road.
18 - Market	Strong	Site lies adjacent to the A23, a key strategic transport route between Brighton and London. This is likely to enhance its market attractiveness.
19 - Visibility	High	Site would be visible from the A23 and surrounding slip roads.

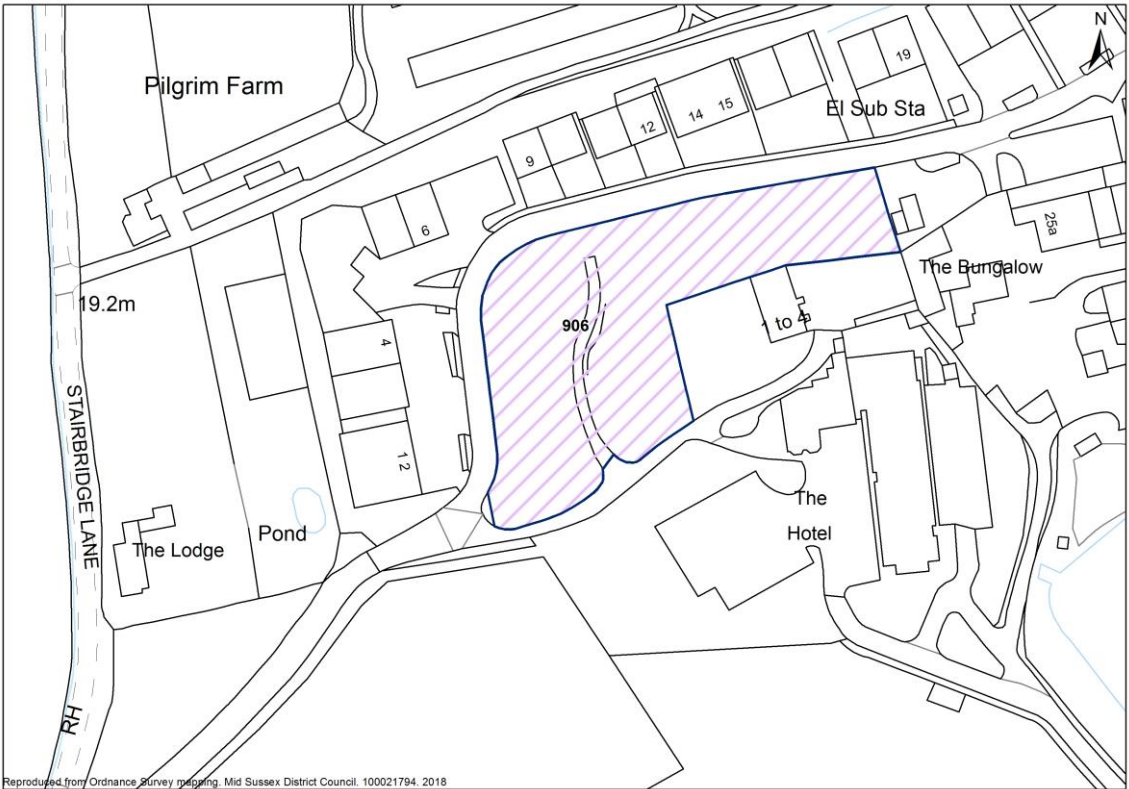
Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Bolney

ID	906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 0.60 ha
	<b>Total Developable Area 0.60 ha</b>

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

## Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Infrastructure capacity	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Not Promoted	Site was identified in previous employment land reviews (North West Sussex Economic Growth Assessment 2014, Chilmark SELAA 2015) but was not promoted for employment development during the Call for Sites.
14 - Achievability	Short Term	Not being actively promoted, however would be deliverable in the medium term.

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is adjacent to Bolney Grange Business Park, therefore adjoining uses are compatible.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences.
18 - Market	Very Strong	Bolney Grange Business Park is successful with few vacancies. This suggests there is a strong market in this location.
19 - Visibility	Medium	Whilst set back from the A2300 and A23, the existing site is well signposted.

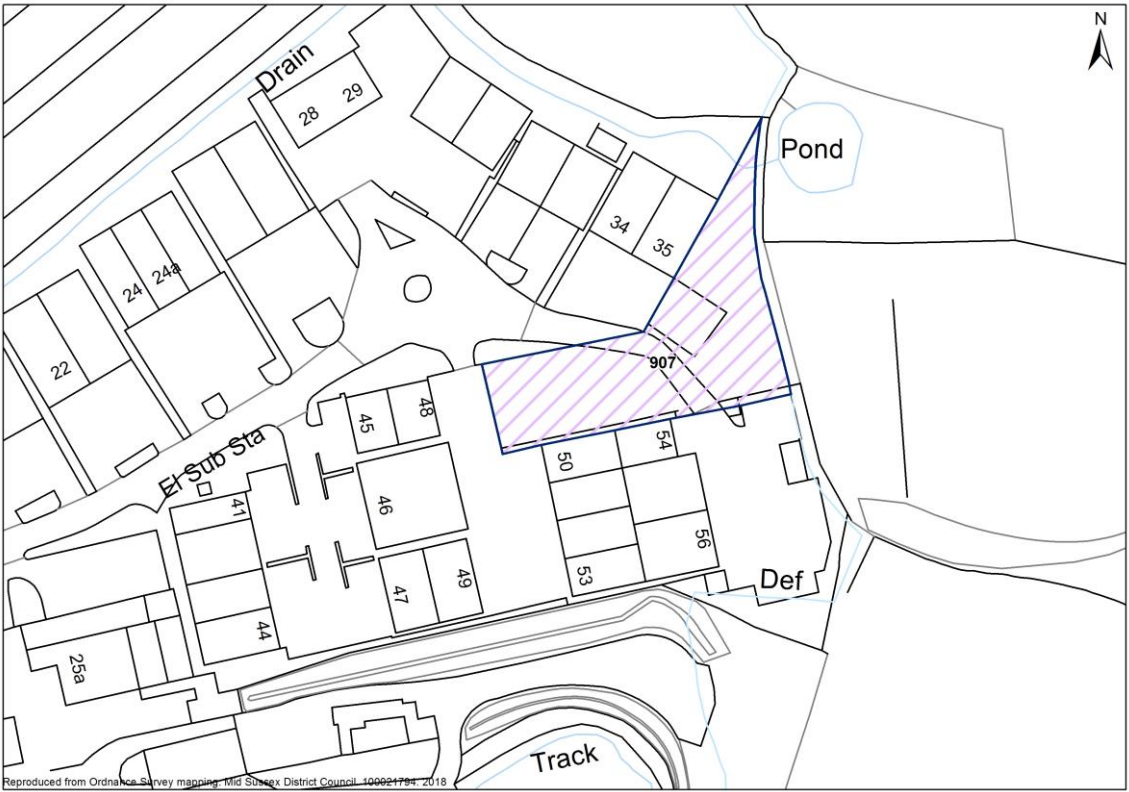
### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Bolney

ID	907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 0.20 ha
	<b>Total Developable Area 0.20 ha</b>

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Infrastructure capacity	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site has been promoted during the Call for Sites, and is small in scale, therefore could be deliverable in the short term.

Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is adjacent to Bolney Grange Business Park, therefore adjoining uses are compatible.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences.
18 - Market	Very Strong	Bolney Grange Business Park is successful with few vacancies. This suggests there is a strong market in this location.
19 - Visibility	Medium	Whilst set back from the A2300 and A23, the existing site is well signposted.

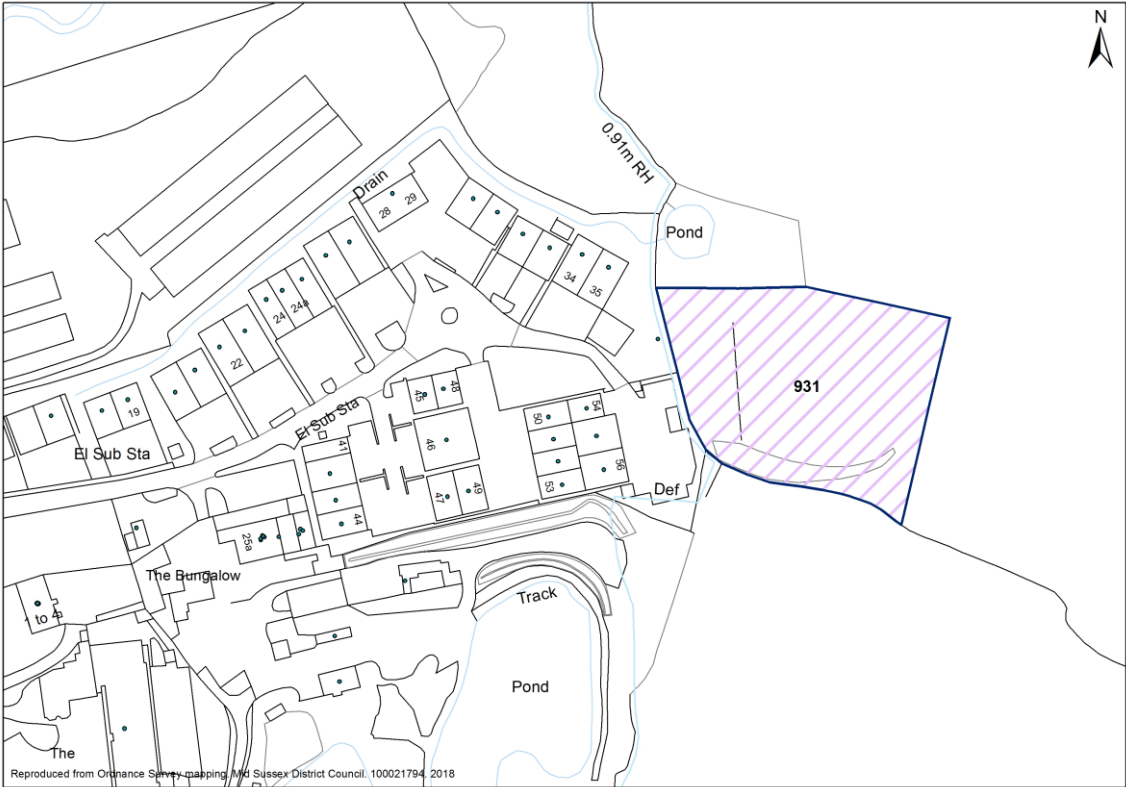
Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Bolney

ID	931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 0.70 ha
	<b>Total Developable Area 0.70 ha</b>

Part 1 - Planning Constraints		
1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Infrastructure capacity	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site has been promoted during the Call for Sites, and is small in scale, therefore could be deliverable in the short term.

Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is adjacent to Bolney Grange Business Park, therefore adjoining uses are compatible.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences.
18 - Market	Very Strong	Bolney Grange Business Park is successful with few vacancies. This suggests there is a strong market in this location.
19 - Visibility	Medium	Whilst set back from the A2300 and A23, the existing site is well signposted.

Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Infrastructure capacity	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site has been promoted during the Call for Sites, and is small in scale, therefore could be deliverable in the short term.

Part 3 - Market Forces: Jobs/Market Demand

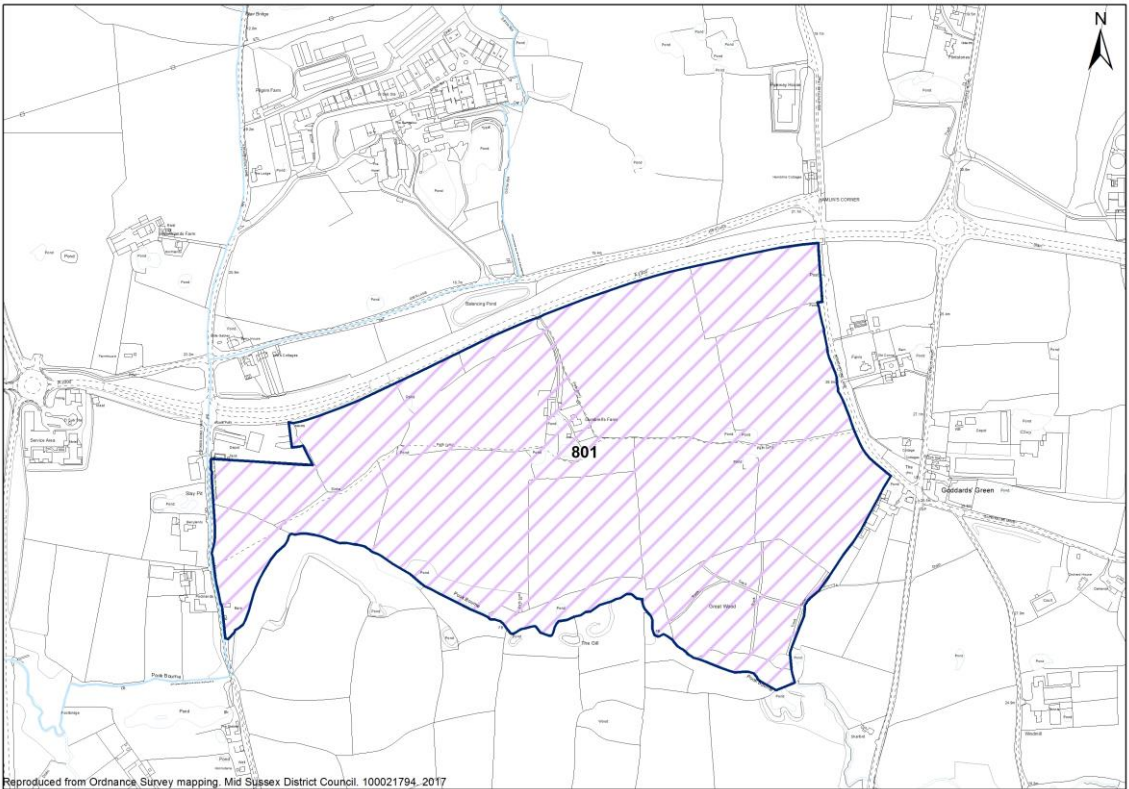
15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is adjacent to Bolney Grange Business Park, therefore adjoining uses are compatible.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences.
18 - Market	Very Strong	Bolney Grange Business Park is successful with few vacancies. This suggests there is a strong market in this location.
19 - Visibility	High	Site lies adjacent to the A2300, an important link between the A23 and Burgess Hill.

Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Burgess Hill

ID	801	Land at Dumbrells Farm, south of the A2300, Hurstpierpoint
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>37.00</td><td>ha</td></tr></table>	37.00	ha
37.00	ha		
	<b>Total Developable Area</b> <table><tr><td><b>37.00</b></td><td><b>ha</b></td></tr></table>	<b>37.00</b>	<b>ha</b>
<b>37.00</b>	<b>ha</b>		

Part 1 - Planning Constraints

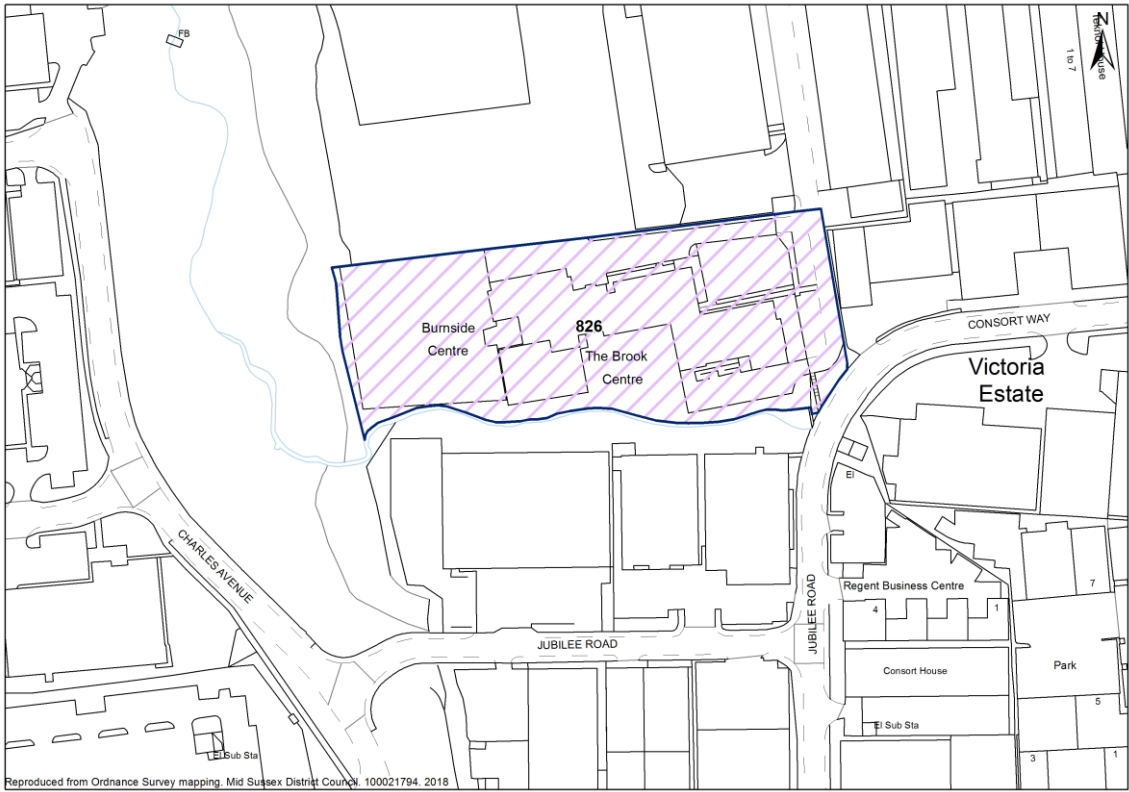
1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	FZ2/3 and Historic	An area of Flood Zone 2/3 runs along the southern boundary of the site. There is a significant part at the western end of the site which may impact on any proposed access from Pookebourne Lane.
3 - Ancient Woodland	Partial	A large area of ancient woodland is present in the south-eastern corner, which will affect the developable area of this site.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.

## Site Selection - Employment

9 - Trees/TPOs	None	Site is not affected by trees.
Part 2 - Accessibility		
10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Potential to improve Infrastructure	A site of this size is likely to provide significant infrastructure improvements - particularly with regards to sustainable transport and site related community facilities (e.g. gym, creche, hotel, etc.)
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Medium Term	Whilst the entirety of the site will be delivered long-term, it is likely that the first phase will be complete within the medium term.
Part 3 - Market Forces: Jobs/Market Demand		
15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is currently in open countryside, with no incompatible uses nearby.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences. Site is also likely to attract employees from a wider catchment (i.e. regional or sub-regional) , due to the type of employment to be offered.
18 - Market	Very Strong	Supporting information submitted as part of this proposal suggests there is a very strong market for a Science and Technology Park. This was confirmed in the Chilmark study of 2015 "Burgess Hill Employment Sites Study" and "Science and Technology Park: Potential Locations Assessment" (June 2016).
19 - Visibility	High	A site of this size and scale in this location will be prominent, particularly from the A2300.
Part 4 - Other Considerations		
Neighbourhood Plan		Notes

Burgess Hill

ID 826 Burnside Centre, Victoria Road, Burgess Hill



Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <div>0.00</div> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <div>0.00</div> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <div>0.00</div> ha
	Mix/Any B-Use <div>0.96</div> ha
	<b>Total Developable Area</b> <div>0.96</div> ha

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is not affected by flooding.
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	High	Landscape evidence concludes there is high potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is located on an existing industrial estate, with good access to the A23 using the A2300.
12 - Infrastructure	Potential to improve Infrastructure	Development of this site would mean that a replacement facility for the existing use would need to be found. As the site is in poor condition, it is likely to lead to an improved facility being delivered.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Medium Term	Site is currently occupied by a centre for adults with learning difficulties, run by the County Council. Site was submitted for employment by the County Council however development would be contingent on finding an alternative location for the existing use.

Part 3 - Market Forces: Jobs/Market Demand

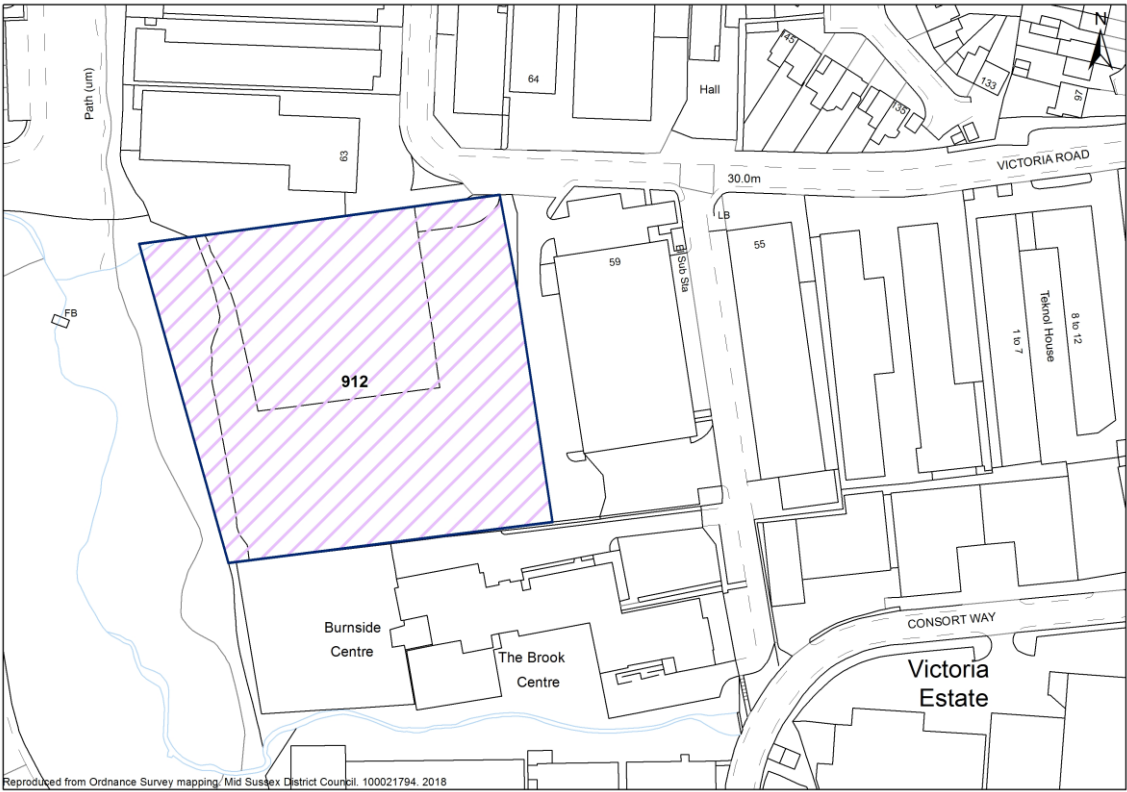
15 - PublicTransport	Fair	Within a fair walking distance from Burgess Hill train station, bus service serves the site.
16 - Compatibility	Compatible	Site is on an existing industrial estate, therefore adjoining uses are compatible with B-class activity.
17 - Labour Force	Labour Force – Very Good	Site is within the built-up area of Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development commences.
18 - Market	Strong	Site is within an existing industrial estate, which is operating successfully.
19 - Visibility	Medium	Whilst on an existing estate, the site is not in the most prominent position.

Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Burgess Hill

ID 912 Site of Former KDG Victoria Road Burgess Hill



Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <div>0.00</div> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <div>0.00</div> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <div>0.00</div> ha
	Mix/Any B-Use <div>1.10</div> ha
	<b>Total Developable Area</b> <div>1.10</div> ha

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	High	Landscape evidence concludes there is high potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

## Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is located on an existing industrial estate, with good access to the A23 using the A2300.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site has remained vacant for some time and is allocated for mixed use in the Burgess Hill Neighbourhood Plan. Development in the short-term is therefore possible.

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Within a fair walking distance from Burgess Hill train station, bus service serves the site.
16 - Compatibility	Compatible	Site is on an existing industrial estate, therefore adjoining uses are compatible with B-class activity.
17 - Labour Force	Labour Force – Very Good	Site is within the built-up area of Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development commences.
18 - Market	Strong	Site is within an existing industrial estate, which is operating successfully.
19 - Visibility	Medium	Whilst on an existing estate, the site is not in the most prominent position.

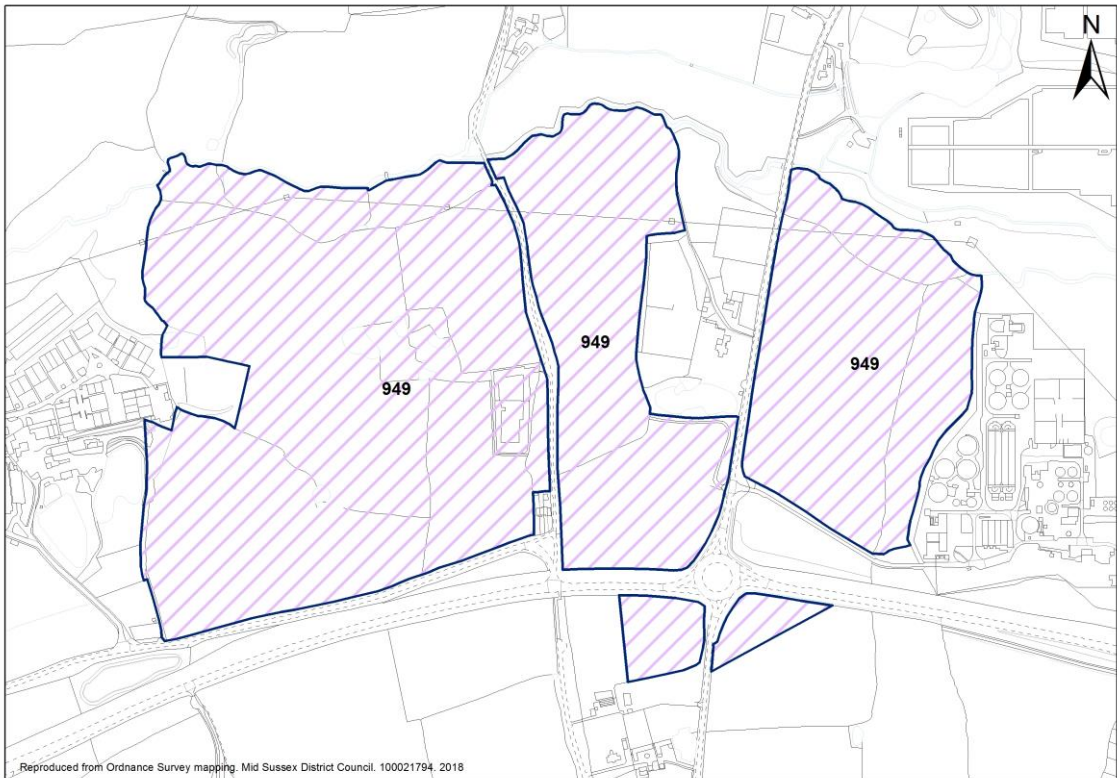
### Part 4 - Other Considerations

Neighbourhood Plan	Notes
Allocated in the Burgess Hill Neighbourhood Plan for mixed use.	

Site Selection - Employment

Burgess Hill

ID	949	Land to the north of the A2300, adjacent to Cuckfield Road
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <div>0.00</div> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <div>0.00</div> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <div>0.00</div> ha
	Mix/Any B-Use <div>41.00</div> ha
	<b>Total Developable Area</b> <div>41.00</div> ha

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	Partial FZ 2/3	The northern boundary of the site is within an area of Flood Zone 2/3. This may impact on the developable area.
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

## Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Potential to improve Infrastructure	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Medium Term	Whilst the entirety of the site will be delivered long-term, it is likely that the first phase will be complete within the medium term.

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is currently in open countryside, with no incompatible uses nearby.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences. Site is also likely to attract employees from a wider catchment (i.e. regional or sub-regional) , due to the type of employment to be offered.
18 - Market	Very Strong	Supporting information submitted as part of this proposal suggests there is a very strong market for a Science and Technology Park. This was confirmed in the Chilmark study of 2015 "Burgess Hill Employment Sites Study" and "Science and Technology Park: Potential Locations Assessment" (June 2016).
19 - Visibility	High	A site of this size and scale in this location will be prominent, particularly from the A2300.

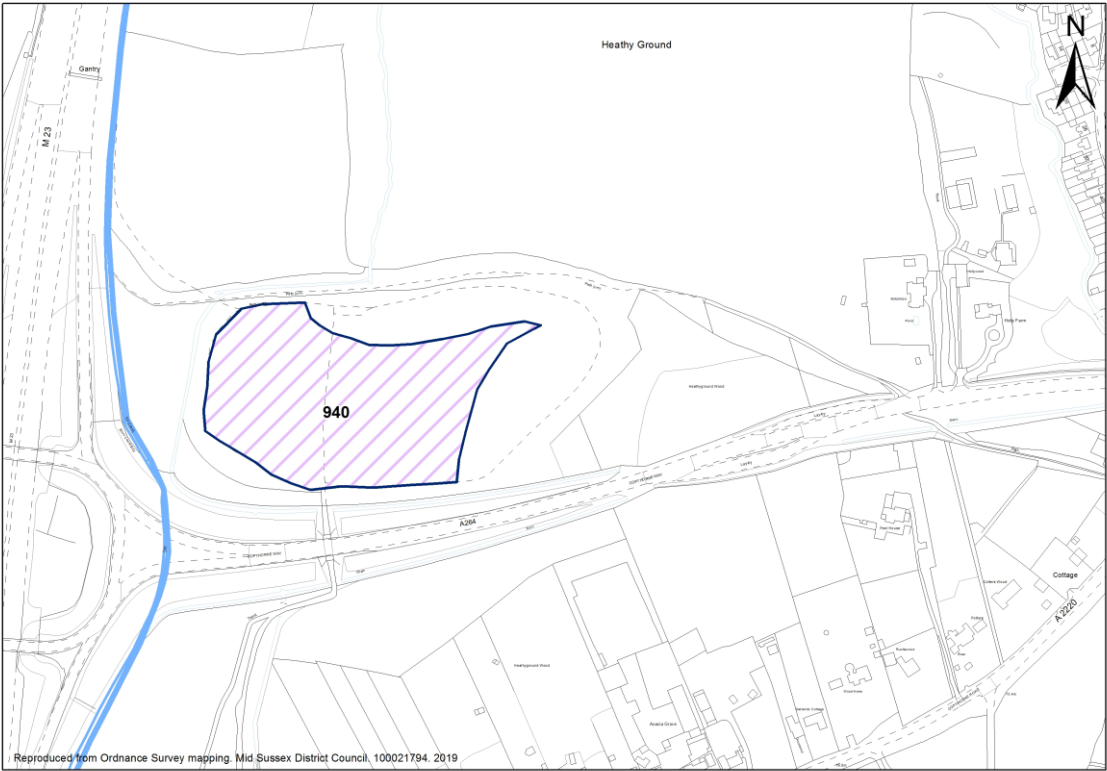
### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Copthorne

ID	940	Land north of the A264 at Junction 10 of M23 (Employment Area)
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <div>0.00</div> ha
B2: General Industrial <input type="checkbox"/>	B2: General Industrial <div>0.00</div> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <div>0.00</div> ha
	Mix/Any B-Use <div>2.70</div> ha
	<b>Total Developable Area</b> <div>2.70</div> ha

Part 1 - Planning Constraints		
1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

## Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Excellent Access	Site is adjacent to the A23/M23 junction.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Medium Term	Site is part of a larger mixed use scheme (predominantly residential) which is already consented (St Modwyn) therefore may be deliverable in the medium-term.

### Part 3 - Market Forces: Jobs/Market Demand

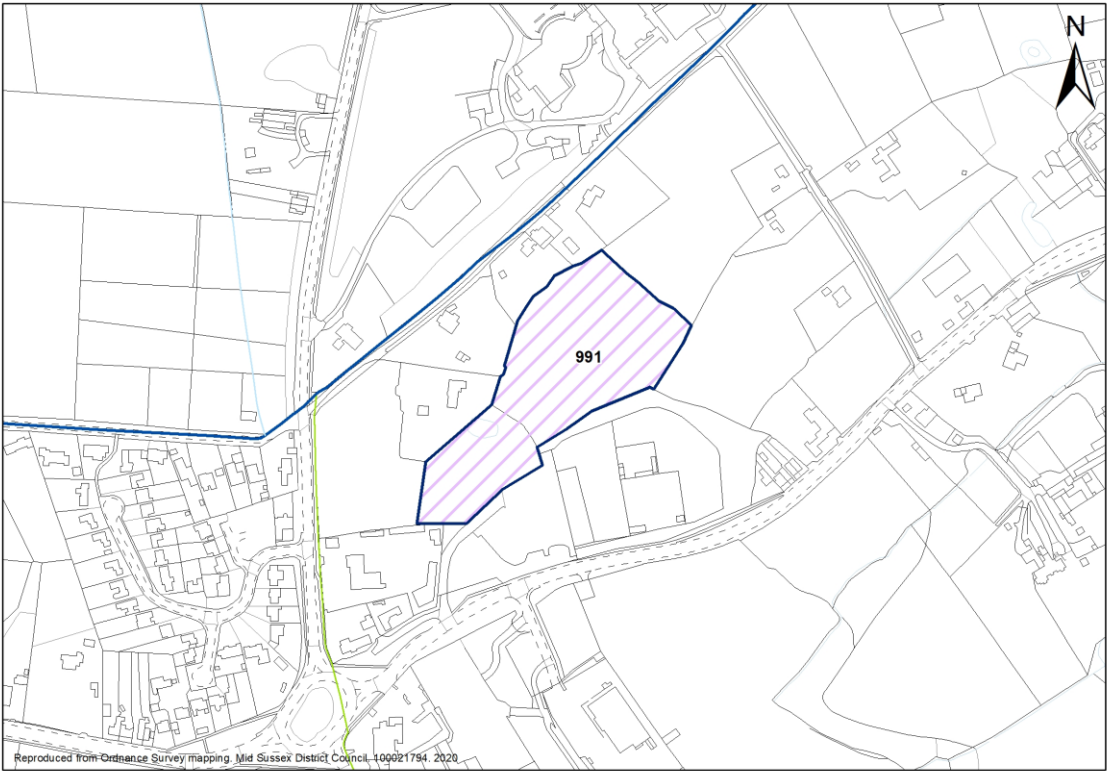
15 - PublicTransport	Poor	Site is remote from a train station, although will be served by the local bus network.
16 - Compatibility	Compatible	Masterplanning suggests that this site will be adjacent to an area already proposed for employment use, and likely to be distant from existing and proposed residential units.
17 - Labour Force	Labour Force – Very Good	The location of this site means that it is likely to draw its labour force from East Grinstead and Crawley, as well as the nearby villages of Copthorne and Felbridge.
18 - Market	Very Strong	Due to the proximity of Gatwick Airport and other main settlements, there is likely to be a strong market for employment uses in this area.
19 - Visibility	High	Site lies adjacent to the , A23 and M23 and fronts the A264 - it is therefore likely to be highly visible.

### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Copthorne

ID	991	Extension to Silverwood Snowhill (A264) Copthorne
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>15.00</td><td>ha</td></tr></table>	15.00	ha
15.00	ha		
	<b>Total Developable Area</b> <table><tr><td>15.00</td><td>ha</td></tr></table>	15.00	ha
15.00	ha		

Part 1 - Planning Constraints		
1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	Adjacent	Snow Hill Shaw ancient woodland lies adjacent to the south.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low	Landscape evidence concludes there is low potential for development in landscape terms.
9 - Trees/TPOs	Low/Medium	Number of trees on site. TPO WP/06/TPO/94 adjacent to the south.

## Site Selection - Employment

### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Excellent Access	Site is adjacent to the A23/M23 junction.
12 - Infrastructure	Infrastructure capacity	No indication that significant additional infrastructure would be required.
13 - Availability	Promoted	Site was promoted for employment use through the Reg 18 consultation representations.
14 - Achievability	Short Term	Small in scale so could likely be delivered within the short-term.

### Part 3 - Market Forces: Jobs/Market Demand

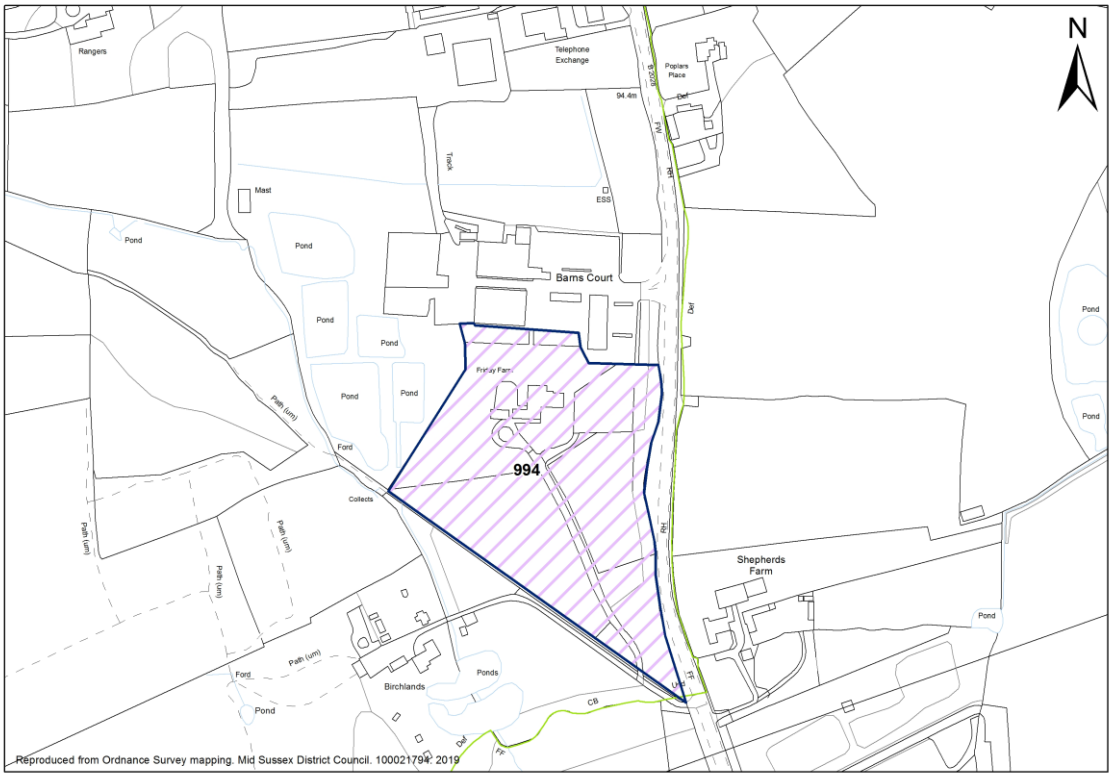
15 - PublicTransport	Poor	The site is remote from a train station and remote from bus services.
16 - Compatibility	Compatible - Mitigation	Site is currently fields and is remote from existing built areas. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character.
17 - Labour Force	Labour Force - Good	The site is a short distance from Crawley which could provide a significant labour force.
18 - Market	Poor	Lack of access to the site and low visibility are likely to mean the site has limited market potential despite its proximity to Crawley and Gatwick Airport.
19 - Visibility	Low	Site is adjacent to the M23 but existing screening prevents views in and out and much of the perimeter planting is formed of ancient woodland. Despite this, there could be some potential to open up views into the site through removal of the unprotected trees along the motorway corridor, though as there could be no direct access from the motorway the value of this may be limited.

### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Copthorne

ID	994	Friday Farm (Additional land at Barns Court) Turners Hill Road Copthorne
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 2.08 ha
	<b>Total Developable Area 2.08 ha</b>

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	Historic	No fluvial flood risk though areas of surface water flood risk within the site.
3 - Ancient Woodland	Adjacent	Westlands Wood lies adjacent to the south.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	Listed Building - Less Than Substantial Harm (Low)	Grade II-listed Shepherd's Farm directly east of the site - the site may have potential to fall partially within the setting of these structures.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape		Landscape evidence concludes there is low potential for development in landscape terms.

## Site Selection - Employment

9 - Trees/TPOs	Low/Medium	TPO WP/14/TPO/88 within site.
Part 2 - Accessibility		
10 - Highways		
11 - Strategic Roads	Good Access	The site has direct access to Turners Hill road on the LRN, from where access to the M23 J10 is available via the A264/Copthorne Common Road
12 - Infrastructure	Infrastructure capacity	No indication that significant additional infrastructure would be required.
13 - Availability	Promoted	Site was promoted for employment use through the Reg 18 consultation representations.
14 - Achievability	Short Term	Small in scale so could likely be delivered within the short-term.
Part 3 - Market Forces: Jobs/Market Demand		
15 - PublicTransport	Fair	The site is remote from a train station though is reasonably proximate to regular bus services which serve a stop within 10 minutes walk of the site.
16 - Compatibility	Compatible - Mitigation	Site is at a reasonable distance from existing residential areas, though is largely rural in character. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character.
17 - Labour Force	Labour Force - Good	The site is proximate to local population centres of Copthorne and Crawley Down and within easy reach by road of Crawley and East Grinstead.
18 - Market	Strong	An adjacent cluster of employment on a small business park suggests there is likely to be a strong market for employment space in this location.
19 - Visibility	Medium	Potential for good visibility from the adjacent B2028 though existing tree and hedge cover prevent views penetrating the site.
Part 4 - Other Considerations		
Neighbourhood Plan		Notes



## Site Selection - Employment

9 - Trees/TPOs	Low/Medium	TPO WP/14/TPO/88 within site on the eastern boundary. TPO WP/07/TPO/87 at the northern boundary.
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### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Good Access	The site has direct access to Turners Hill road on the LRN, from where access to the M23 J10 is available via the A264/Copthorne Common Road though J10 is around 8 miles from the site
12 - Infrastructure	Infrastructure capacity	No indication that significant additional infrastructure would be required.
13 - Availability	Promoted	Site was promoted for employment use through the Reg 18 consultation representations.
14 - Achievability	Short Term	Site is moderate in scale but its developable area is relatively small on the basis of a number of existing ponds on site. Assuming these features are retained then the site could likely be delivered within the short-term

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	The site is remote from a train station though is reasonably proximate to regular bus services which serve a stop within 10 minutes walk of the site.
16 - Compatibility	Compatible - Mitigation	Site is at a reasonable distance from existing residential areas, though is largely rural in character. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character.
17 - Labour Force	Labour Force - Good	The site is proximate to local population centres of Copthorne and Crawley Down and within easy reach by road of Crawley and East Grinstead.
18 - Market	Strong	An adjacent cluster of employment on a small business park suggests there is likely to be a strong market for employment space in this location.
19 - Visibility	Medium	Some visibility from the adjacent B2028 though the form and location of the site means that the majority is obscured behind existing development and tree cover.

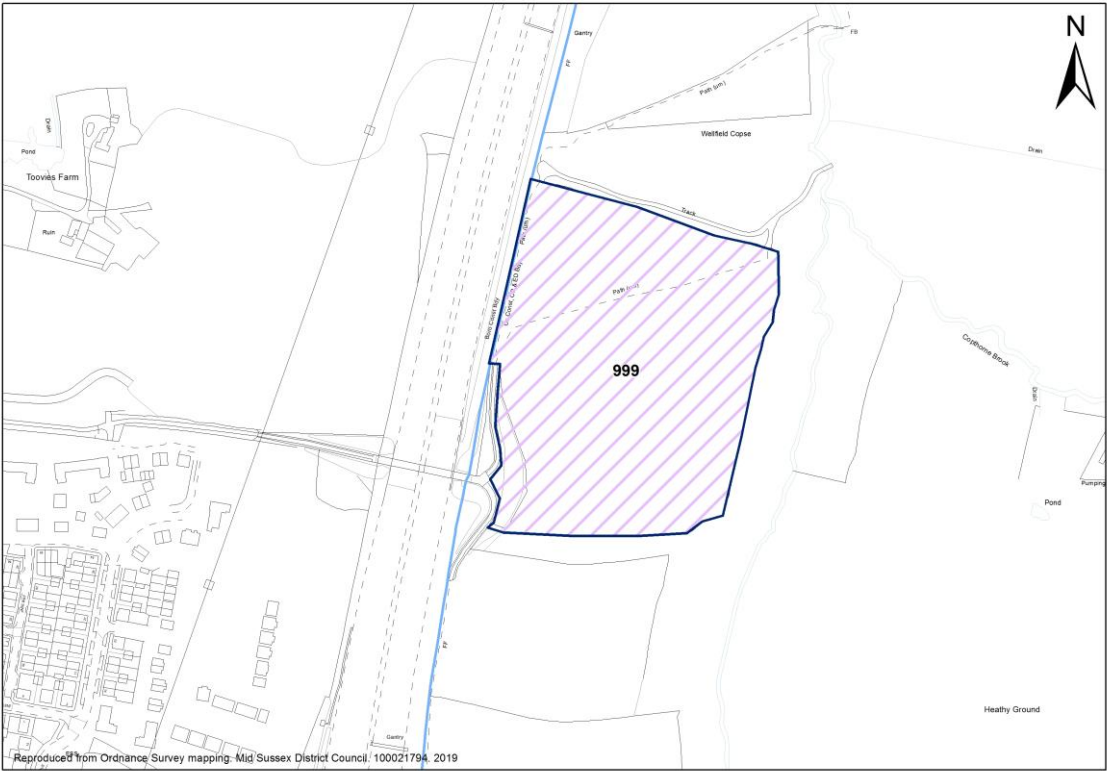
### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Copthorne

ID999

Additional (employment) site on land to north of A264 Copthorne



Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <div>0.00</div> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <div>0.00</div> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <div>0.00</div> ha
	Mix/Any B-Use <div>3.50</div> ha
	<b>Total Developable Area</b> <div>3.50</div> ha

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	Adjacent	Wellfield Copse ancient woodland nearly encircles the site, forming its entire northern, eastern and southern boundaries. The M23 forms the western boundary.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape		Landscape evidence concludes there is low potential for development in landscape terms.

## Site Selection - Employment

9 - Trees/TPOs	Low/Medium	Site is encircled by ancient woodland.
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### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Excellent Access	Site is adjacent to the A23/M23 junction.
12 - Infrastructure	Potential to improve Infrastructure	No indication that significant additional infrastructure would be required in general terms, though the lack of existing access means that site-specific infrastructure enhancements would be required.
13 - Availability	Promoted	Site was promoted for employment use through the Reg 18 consultation representations.
14 - Achievability	Medium Term	Site has no apparent existing access making it unlikely to be achievable in the short term.

### Part 3 - Market Forces: Jobs/Market Demand

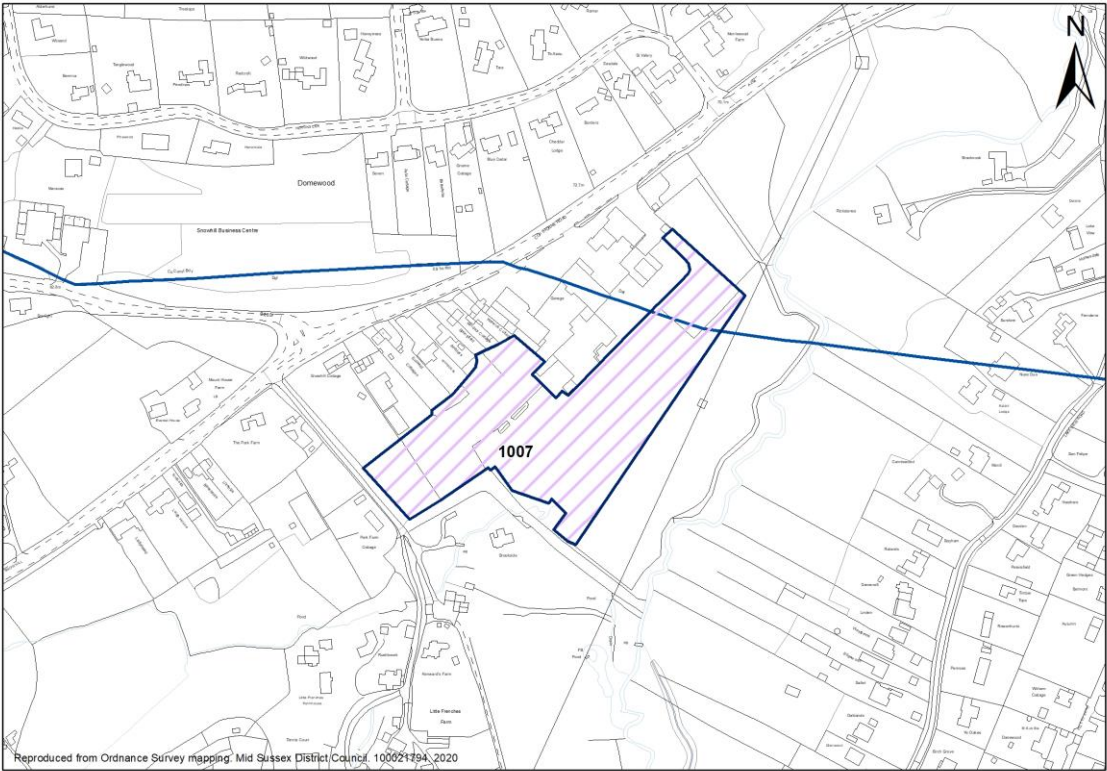
15 - PublicTransport	Poor	The site is remote from a train station and remote from bus services.
16 - Compatibility	Compatible	Site is currently fields although will be adjacent to planned employment development. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character.
17 - Labour Force	Labour Force - Good	The site is a short distance from Crawley which could provide a significant labour force.
18 - Market	Poor	Lack of access to the site and low visibility are likely to mean the site has limited market potential despite its proximity to Crawley and Gatwick Airport.
19 - Visibility	Low	Site is adjacent to the M23 but existing screening prevents views in and out and much of the perimeter planting is formed of ancient woodland. Despite this, there could be some potential to open up views into the site through removal of the unprotected trees along the motorway corridor, though as there could be no direct access from the motorway the value of this may be limited.

### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Crawley Down

ID	1007	Crawley Down Garage and Parking Site, Snow Hill, Crawley Down
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>5.44</td><td>ha</td></tr></table>	5.44	ha
5.44	ha		
	<b>Total Developable Area</b> <table><tr><td><b>5.44</b></td><td><b>ha</b></td></tr></table>	<b>5.44</b>	<b>ha</b>
<b>5.44</b>	<b>ha</b>		

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	FZ2/3 and Historic	Much of the site within Flood Zone 3 and large areas of surface water flood risk as well.
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	Listed Building - Less Than Substantial Harm (Low)	Within the extended setting of Grade II-listed Snowhill Cottages
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape		Landscape evidence concludes there is low potential for development in landscape terms.
9 - Trees/TPOs	Low/Medium	Two area TPOs within the site: WP/02/TPO/95, and WP/06/TPO/86

## Site Selection - Employment

### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Good Access	Access to the M23 J10 is available via the A264/Copthorne Common Road though is around 8.5 miles from the site.
12 - Infrastructure	Infrastructure capacity	No indication that significant additional infrastructure would be required.
13 - Availability	Promoted	Site was promoted for employment use through the Reg 18 consultation representations.
14 - Achievability	Short Term	Small in scale so could likely be delivered within the short-term.

### Part 3 - Market Forces: Jobs/Market Demand

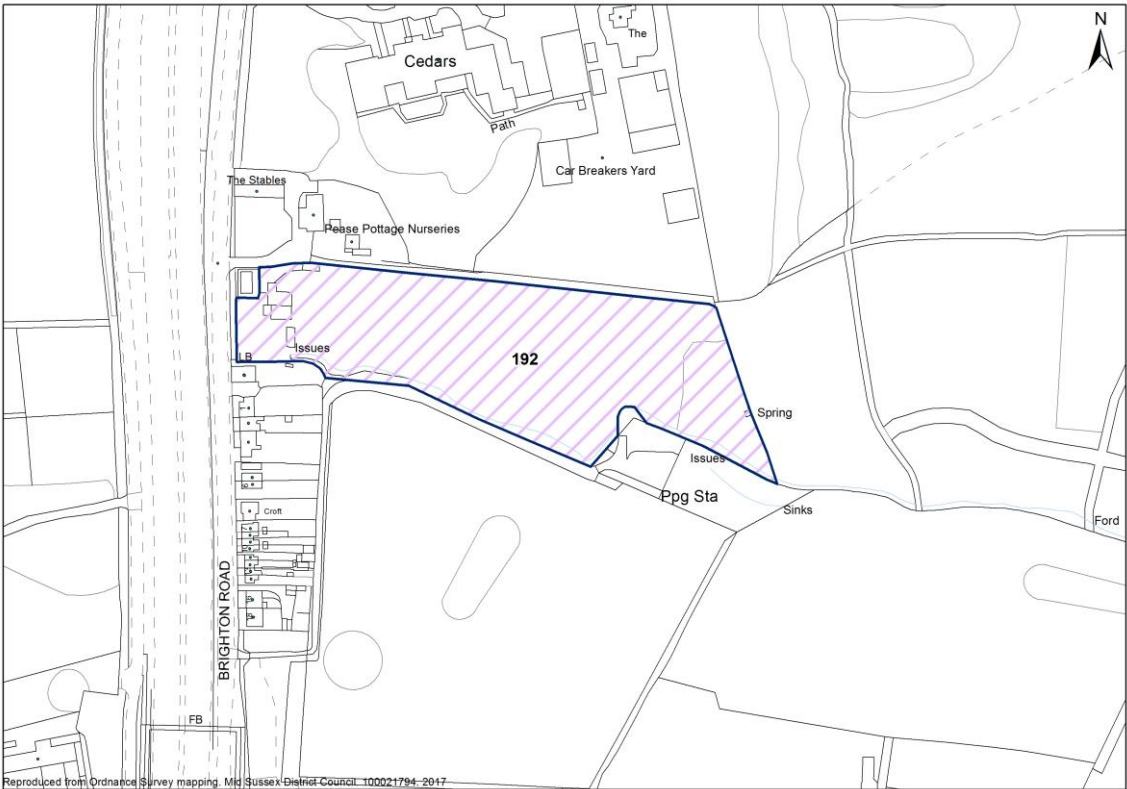
15 - PublicTransport	Good	The site is remote from a train station though is well served by buses from a nearby bus stop.
16 - Compatibility	Compatible - Mitigation	Site is nearby to residential areas though is not residential in character. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character.
17 - Labour Force	Labour Force - Moderate	The site is proximate to local population centres of Copthorne and Crawley Down and within easy reach by road of Crawley and East Grinstead.
18 - Market	Moderate	Likely to be a reasonable market in this location due to good visibility and location adjacent to the A264 and to local population centres.
19 - Visibility	High	High visibility from the adjacent A264.

### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Pease Pottage

ID	192	Pease Pottage Nurseries, Brighton Road, Pease Pottage
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 1.00 ha
	<b>Total Developable Area 1.00 ha</b>

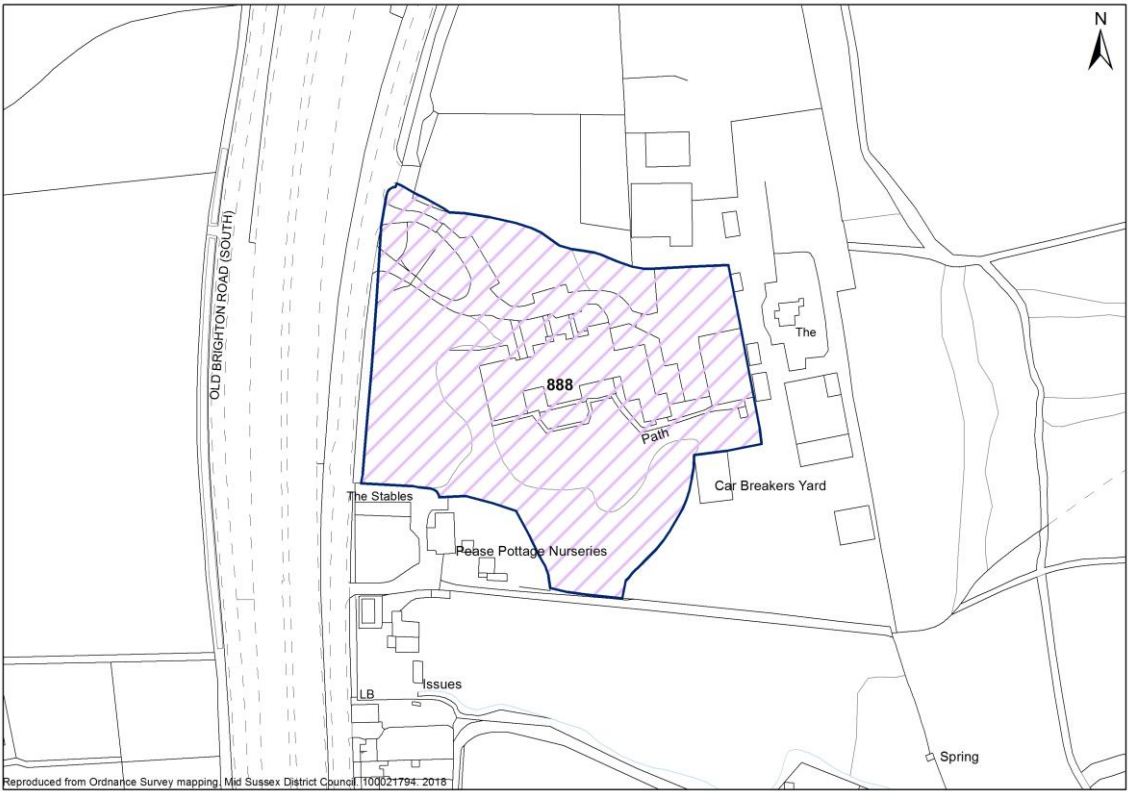
Part 1 - Planning Constraints

1 - AONB	Wholly within – Moderate Impact	Relatively flat site with springs and stream along south boundary. Historic PROW along north boundary of site. Ancient woodland to the east and downstream of the site. Not part of a medieval field system. Views of the site from Brighton Road and the PROW. However, enjoyment of the latter already affected by the development to the north. Moderate impact on AONB due to potential impact on ancient woodland.
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	Adjacent	An area of ancient woodland is adjacent on the eastern border, with some of the site within a 15m buffer zone.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.

Site Selection - Employment		
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	AONB	Site is within AONB - assessed under Criteria (1)
9 - Trees/TPOs	None	Site is not affected by trees.
Part 2 - Accessibility		
10 - Highways		
11 - Strategic Roads	Excellent Access	The site is adjacent to the A23, and within a mile of the M23.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Short Term	Site is small in scale and therefore could be developed in the short-term.
Part 3 - Market Forces: Jobs/Market Demand		
15 - PublicTransport	Poor	Site is remote from a train station. Although a bus service serves this site, it is infrequent.
16 - Compatibility	Compatible - Mitigation	The site is to the north of residential properties. B1 uses would be more compatible in this location, B2 or B8 would be likely to require mitigation to ensure the site does not impact on neighbouring amenity.
17 - Labour Force	Labour Force - Good	Although the site is relatively remote from an existing settlement, it is located in proximity Crawley as well as the small villages of Pease Pottage (within which there is a strategic housing site within the District Plan) and Handcross.
18 - Market	Strong	The strategic location of this site - close to the A23/M23 and labour force, mean there is likely to be a strong market for employment space in this location.
19 - Visibility	Medium	Site has good visibility from the A23 (albeit screened).
Part 4 - Other Considerations		
Neighbourhood Plan		Notes

Slaugham

ID	888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 2.30 ha
B2: General Industrial <input type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 0.00 ha
	<b>Total Developable Area 2.30 ha</b>

Part 1 - Planning Constraints

1 - AONB	Wholly within – Low impact	Historic PROW along south boundary of site. Ancient woodland to the east but separated from the site by the scrapyards. Not part of a medieval field system. Limited views of the site from Brighton Road due to trees alongside road. Some views may be obtained from the PROW, however, public enjoyment already affected by the scrap yard development to the north. Low impact on AONB.
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from

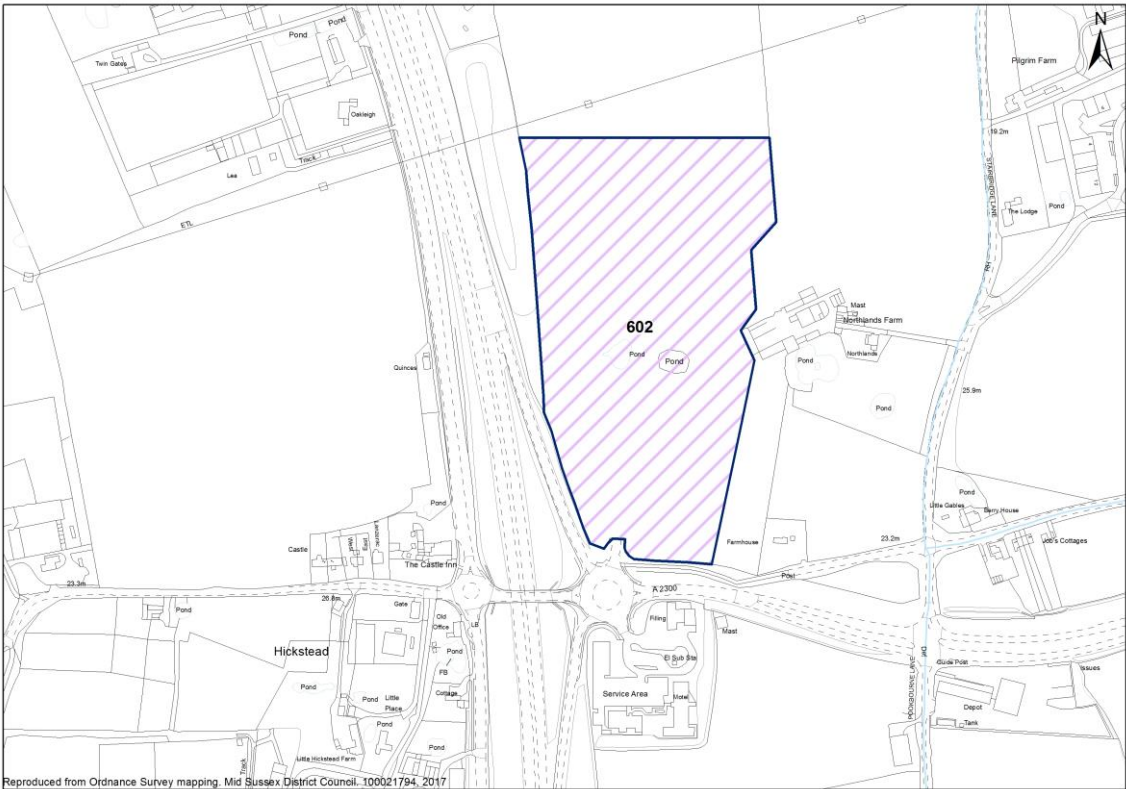
## Site Selection - Employment

		archaeological advisor.
8 - Landscape	AONB	Site is within AONB - assessed under Criteria (1)
9 - Trees/TPOs	None	Site is not affected by trees.
Part 2 - Accessibility		
10 - Highways		
11 - Strategic Roads	Excellent Access	The site is adjacent to the A23, and within a mile of the M23.
12 - Infrastructure	Infrastructure capacity	Site is small in scale and not expected to have any significant infrastructure requirements.
13 - Availability	Promoted – Other Use	Site has been in B1-B8 use in the past. Site was identified as a potential employment site, however pre-application discussions have taken place to seek advice on potential conversion of the building into residential flats.
14 - Achievability	Short Term	Site is small in scale and would require conversion of an existing building - therefore could be developed in the short-term.
Part 3 - Market Forces: Jobs/Market Demand		
15 - PublicTransport	Poor	Site is remote from a train station. Although a bus service serves this site, it is infrequent.
16 - Compatibility	Compatible	The site is adjacent to a car breakers yard, adjacent uses are likely to be compatible.
17 - Labour Force	Labour Force - Good	Although the site is relatively remote from an existing settlement, it is located in proximity Crawley as well as the small villages of Pease Pottage (within which there is a strategic housing site within the District Plan) and Handcross.
18 - Market	Strong	The strategic location of this site - close to the A23/M23 and labour force, mean there is likely to be a strong market for employment space in this location.
19 - Visibility	Medium	Site has good visibility from the A23 (albeit screened).
Part 4 - Other Considerations		
Neighbourhood Plan		Notes

Site Selection - Employment

Twineham

ID	602	Land at Northlands Farm, A2300/A23, Hickstead
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Site Details

Use Class: Suitability	Use Class: Potential Area		
B1: Office <input checked="" type="checkbox"/>	B1: Office <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <table><tr><td>0.00</td><td>ha</td></tr></table>	0.00	ha
0.00	ha		
	Mix/Any B-Use <table><tr><td>7.25</td><td>ha</td></tr></table>	7.25	ha
7.25	ha		
	<b>Total Developable Area</b> <table><tr><td><b>7.25</b></td><td><b>ha</b></td></tr></table>	<b>7.25</b>	<b>ha</b>
<b>7.25</b>	<b>ha</b>		

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	Listed Building - Less Than Substantial Harm (Low)	AWAIT CA COMMENTS
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

# Site Selection - Employment

## Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Potential to improve Infrastructure	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites.
14 - Achievability	Short Term	Site promotion material suggests that the site could be delivered in the short-term.

## Part 3 - Market Forces: Jobs/Market Demand

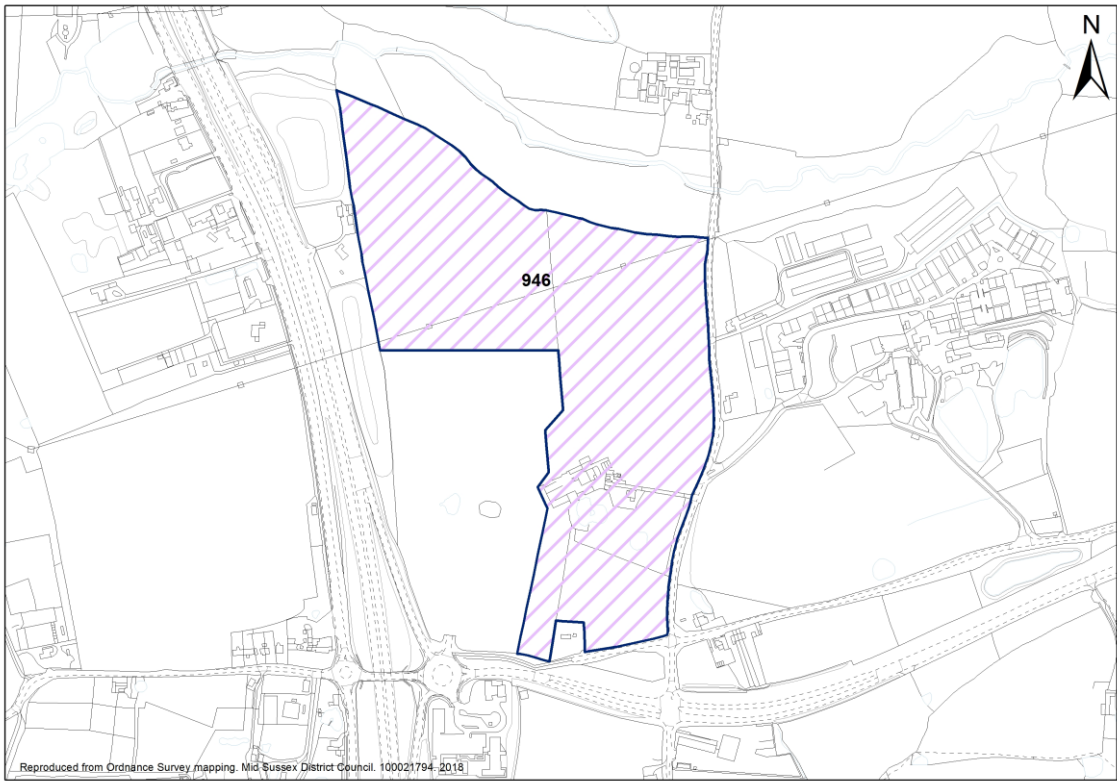
15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is currently in open countryside, with no incompatible uses nearby.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences. Site is also likely to attract employees from a wider catchment (i.e. regional or sub-regional) , due to the type of employment to be offered.
18 - Market	Very Strong	Adjacent to the A23, a strategic link between Brighton - London. Likely to be a strong market for employment land in this location.
19 - Visibility	High	Prominent location on the A2300 and A23.

## Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Twineham

ID	946	Northlands Farm, Stairbridge Lane, Bolney
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 14.50 ha
	<b>Total Developable Area 14.50 ha</b>

Part 1 - Planning Constraints		
1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	Partial FZ 2/3	An area on the northern boundary is within Flood Zone 2/3
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Potential to improve Infrastructure	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Medium Term	Scale and size of site suggests completion in the medium term.

Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is currently in open countryside, with no incompatible uses nearby.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences. Site is also likely to attract employees from a wider catchment (i.e. regional or sub-regional) , due to the type of employment to be offered.
18 - Market	Very Strong	Adjacent to the A23, a strategic link between Brighton - London. Likely to be a strong market for employment land in this location.
19 - Visibility	High	Prominent location on the A2300 and A23.

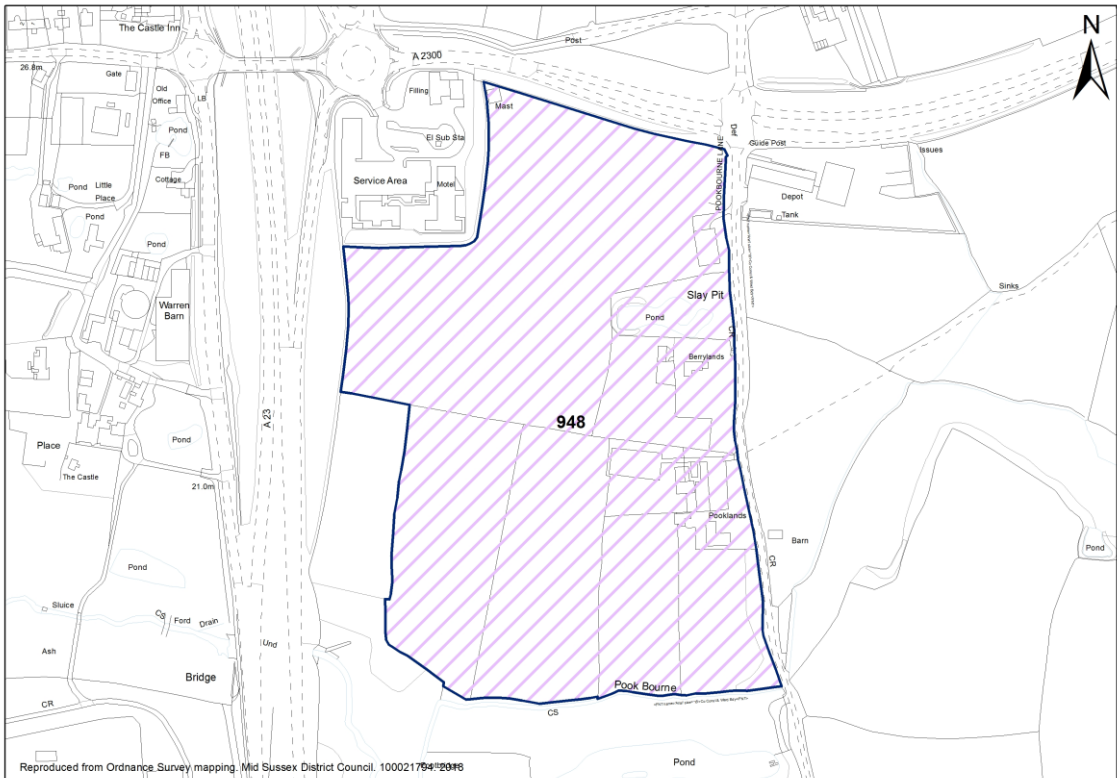
Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Site Selection - Employment

Twineham

ID 948 Land south of A2300 adjacent to Pookbourne Lane



Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office <div>0.00</div> ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial <div>0.00</div> ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution <div>0.00</div> ha
	Mix/Any B-Use <div>9.90</div> ha
	<b>Total Developable Area</b> <div>9.90</div> ha

Part 1 - Planning Constraints

1 - AONB	N/A	The site is remote from the High Weald AONB
2 - Flood Risk	Partial FZ 2/3	Area at risk of flooding (Flood Zone 2/3) on the southern boundary
3 - Ancient Woodland	Partial	A small area of ancient woodland (and accompanying 15m buffer) is within the site on the eastern boundary.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	There are no listed buildings on or adjacent to the site.
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	Low/Medium	Landscape evidence concludes there is low/medium potential for development in landscape terms.
9 - Trees/TPOs	None	Site is not affected by trees.

Part 2 - Accessibility

Site Selection - Employment

10 - Highways		
11 - Strategic Roads	Good Access	Site is in very close proximity to the A2300 junction with the A23, which connects to the M23 10 miles further to the north.
12 - Infrastructure	Potential to improve Infrastructure	Delivery of this site could encourage further sustainable transport measures to this location.
13 - Availability	Promoted	Site was promoted for employment use during the Call for Sites
14 - Achievability	Medium Term	Scale and size of site suggests completion in the medium term.

Part 3 - Market Forces: Jobs/Market Demand

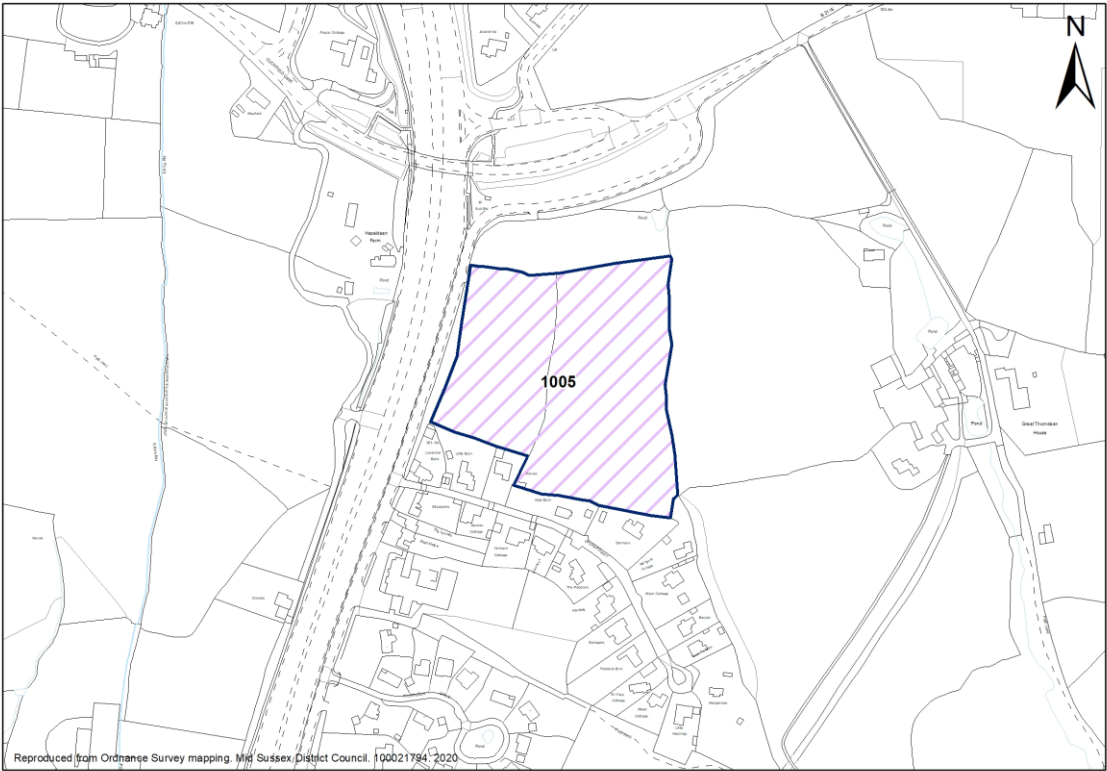
15 - PublicTransport	Fair	Good and improving bus service in this location, however is remote from Burgess Hill train station.
16 - Compatibility	Compatible	Site is currently in open countryside, with no incompatible uses nearby.
17 - Labour Force	Labour Force – Very Good	Site is a short distance from Burgess Hill; this will provide a significant labour force, particularly when the Northern Arc development (adjacent) commences. Site is also likely to attract employees from a wider catchment (i.e. regional or sub-regional) , due to the type of employment to be offered.
18 - Market	Very Strong	Adjacent to the A23, a strategic link between Brighton - London. Likely to be a strong market for employment land in this location.
19 - Visibility	High	Prominent location on the A2300 and A23.

Part 4 - Other Considerations

Neighbourhood Plan	Notes
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Warninglid

ID	1005	Land at Hazeldene Farm North of Orchard Way Warninglid
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Site Details

Use Class: Suitability	Use Class: Potential Area
B1: Office <input checked="" type="checkbox"/>	B1: Office 0.00 ha
B2: General Industrial <input checked="" type="checkbox"/>	B2: General Industrial 0.00 ha
B8: Storage/Distribution <input checked="" type="checkbox"/>	B8: Storage/Distribution 0.00 ha
	Mix/Any B-Use 2.90 ha
	<b>Total Developable Area 2.90 ha</b>

Part 1 - Planning Constraints

1 - AONB	Wholly within – Moderate Impact	Moderate impact on AONB as the site is entirely within the AONB and is large, open and undeveloped. However, the presence of the A23 immediately west of the site is a significant intrusion into the tranquility of the site and limits its sense of rurality.
2 - Flood Risk	None	Site is unaffected by Flood Risk (outside Flood Zone 2/3 or areas that have flooded historically).
3 - Ancient Woodland	None	There is no ancient woodland onsite, or adjacent.
4 - SSSI/SNCI/LNR	None	Site is not adjacent to a Site of Special Scientific Interest, Local Wildlife Site or Local Nature Reserve.
5 - Listed Buildings	None	
6 - Conservation Area	None	There are no conservation areas within or adjacent to the site.
7 - Archaeology	None	No impact on archaeological assets, no objection from archaeological advisor.
8 - Landscape	AONB	Site is within AONB - assessed under Criteria (1)

## Site Selection - Employment

9 - Trees/TPOs	Low/Medium	Established trees are evident at the site's perimeter and as field boundary markers within the site.
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### Part 2 - Accessibility

10 - Highways		
11 - Strategic Roads	Good Access	The site is adjacent to the B2115 junction with the A23 to which is has access via Brighton Road
12 - Infrastructure	Potential to improve Infrastructure	No indication that significant additional infrastructure would be required in general terms, though the lack of existing access means that site-specific infrastructure enhancements would be required.
13 - Availability	Promoted	Site was promoted for employment use through the Reg 18 consultation representations.
14 - Achievability	Short Term	Small in scale so could likely be delivered within the short-term.

### Part 3 - Market Forces: Jobs/Market Demand

15 - PublicTransport	Poor	The site is remote from a train station and remote from bus services.
16 - Compatibility	Compatible - Mitigation	Site is currently fields and is nearby to residential areas, though is not residential in character. Compatibility may depend on use class proposed, mitigation may be required to ensure no adverse harm on surrounding character.
17 - Labour Force	Labour Force - Poor	The site is not attached to a settlement and the immediate locality is rural and of low population in the context of the plan area as a whole.
18 - Market	Moderate	Potentially a market in this location due to its strong links with the A23, however labour force/visibility are likely to limit its attractiveness.
19 - Visibility	Medium	Site has potential for good visibility from the A23 though it is currently partially screened.

### Part 4 - Other Considerations

Neighbourhood Plan	Notes
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