



MS-15: Response to IDJB-10 Site Allocation Questions

April 2026



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1. Introduction

1.1. This paper sets out the Council’s written response to IDJB-10 – Inspector’s written questions concerning site allocations.

2. DPA1: Batchelors Farm

2.1 On 12th March 2026, the Council’s Planning Committee resolved to approve an Outline planning application for this site (DM/25/2634) for the construction of up to 26 dwellings, with vehicular accesses, and new footpath links to Keymer Road, the provision of new landscape amenity space, areas of ecological enhancements, together with associated Highways, Drainage and Utilities works associated with the proposed development.

a. How would safe active travel be provided towards Burgess Hill and the station?

2.2 The site is well located to a range of facilities within Burgess Hill. The town centre and train station, both north of the site, are within acceptable walking and cycling travel distances that end occupiers of the proposed development could access without reliance on private car.

2.3 The existing local bus routes via the existing directional bus stops on Keymer Road, circa. 160m to the north of the site. The 33 bus service offers passengers a direct service to the town centre and train station. A summary of the existing bus service is provided below:

Service	Route	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus
33	Hurstpierpoint – Hassocks - Keymer Road – Burgess Hill – Haywards Heath	0702	60-minute Headway	1808
	Haywards Heath – Burgess Hill – Keymer Road – Hassocks - Hurstpierpoint	0923		1823

2.4 The site is well located to access Burgess Hill train station, which is a 1.2km walk/cycle. This can be accessed along the Keymer Road.

2.5 Currently, the site does not have a safe means of crossing Keymer Road to link to the existing pavement in order to access the town centre or train station by foot. There is therefore a need for improved pedestrian connections to and from the site as required by policy DPA1. To this end, the site promoter has actively been engaged in detailed discussions with West Sussex County Council (WSCC) Highway Officers to prepare a development access strategy consisting of enhanced pedestrian improvements for Keymer Road to ensure future occupiers of the site can safely walk to local facilities.

2.6 The development access strategy includes two new crossing points that have been discussed and agreed with WSCC Highway Officers, and seeks to deliver:

- Safe and direct access from the site across Keymer Road, to link with the existing footway on the eastern side of Keymer Road
- The opportunity for pedestrians to then walk northwards along this continuous footway, towards the town centre
- A new pedestrian crossing back to the northbound bus stop on Keymer Road

2.7 The proposed new pedestrian crossing points to be delivered as part of development on this site will enable safe, attractive and convenient access to the existing pedestrian network on the eastern side of Keymer Road. From Keymer Road, access to both Burgess Hill train station and Burgess Town Centre can be achieved via walking, cycling, wheeling and/or local bus service, without reliance on private car. The improvements form part of the sustainable transport measures required by DPA1.

2.8 The Council's Planning Committee resolved to grant permission for these measures on 12th March 2026.

3. DPA3: Burgess Hill Station and DPA3a Allotment Site, Nightingale Lane, Burgess Hill

a. How would the existing level of parking demand on DPA3 be catered for?

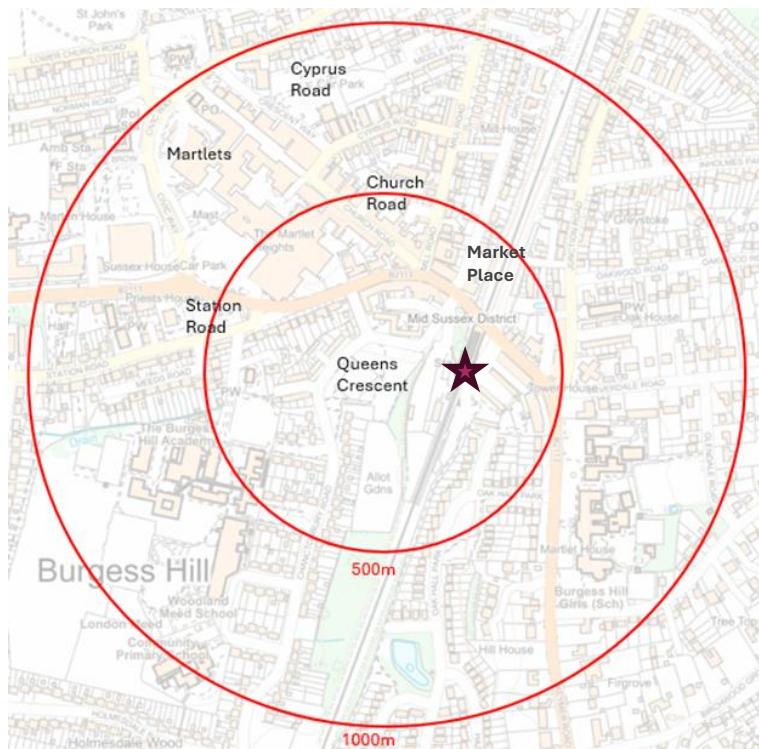
3.1 Burgess Hill station is currently served by three car parks adjacent to the station itself. Network Rail own and operate two car parks with c.140 spaces adjacent to the northbound and southbound platforms. Queens Crescent surface car park is owned and operated by Mid Sussex District Council and contains 205 spaces.

3.2 Mid Sussex District Council owns five car parks in Burgess Hill town centre with 838 spaces in total. The location of these car parks and their capacities is shown below in Table 1 and Figure 1. These are all within 1km of DPA3. In addition to the Council owned car parks, there are c.270 spaces available at Market Place shopping centre car park which are likely to be utilised by day-to-day shoppers.

Table 1: MSDC Owned Car Parks and Capacity

MSDC owned Car Park	Capacity
Cyprus Road, Burgess Hill	302
Queens Crescent, Burgess Hill	205
Martlets, Burgess Hill	159
Station Road, Burgess Hill	120
Church Road, Burgess Hill	52
Total	838

Figure 1 Car Parks and Distance from DPA3/Burgess Hill Station



- 3.3 As part of the proposed regeneration of Burgess Hill station and the surrounding land proposed in DPA3, the Council (in its role as joint landowner/site promoter) has commissioned consultants to undertake a car parking study of the Burgess Hill town centre car parks listed in Table 1.
- 3.4 The scope of the study is to inform master planning of DPA3 by reviewing current and future parking demand across the town centre. This will assist in understanding the role that Queens Crescent car park can play in future development plans.
- 3.5 The study will assess future parking supply and demand across the town centre. This includes consideration of potential increased parking demand as a result of expected growth at Burgess Hill - including the committed Brookleigh development, town centre regeneration and proposed sites DPSC1: West of Burgess Hill/North of Hurstpierpoint in the Submitted District Plan. It will also consider wider growth implications such as the proposed allocations DPSC3-DPSC7 at Sayers Common.
- 3.6 The study assumes 100% of Network Rail owned parking at the station (c.140 spaces) is retained as this is the current intention. Emerging findings suggest that there is sufficient capacity in the town centre car parks at present to cater for future demand, and that there could be options and mechanisms (such as the use of season ticket/permits) to encourage railway commuters to use these car parks.
- 3.7 Whilst there remains a possibility to dispose of Queens Crescent car park in its current location, all options are being considered. The parking study will determine whether, if disposed, how much parking would need to be re-provided or increased. There are options within the DPA3 boundary for this, which may not be on the Queens Crescent site. This could include the potential to provide parking more efficiently, i.e. exploring options such as multi-storey/decking rather than a surface car park which is not an efficient use of town centre land. The Parking Study will inform future design work.
- 3.8 At this stage, the Council is confident that the yields proposed for DPA3 can be achieved. Should the Parking Study conclude that increased parking provision is required, there are options that can achieve this without negatively impacting yield. Given the site's location within the town centre, adjacent to the railway station, it would be appropriate for higher density development.
- 3.9 The final Parking Study is expected by the end of April. Once available and the options and implications understood, it can be added to the examination library. It can also inform the work the Council and Sayers Common site promoters are preparing which will assess the wider implications of the Sayers Common developments (an action from the hearings).

b. Would it be the intention to accommodate additional parking given the amount of development proposed nearby, particularly on the strategic sites?

- 3.10 As set out above, the parking study will consider the localised impact of losing all or part of Queens Crescent surface car park; consider options for where this lost demand may otherwise go; and consider the viability of alternative options for the Queens Crescent car park in the context of future parking supply and demand across the town centre.
- 3.11 The Parking Study will assess the impact of DPSC1: West of Burgess Hill/North of Hurstpierpoint and DPSC3-7 at Sayers Common. With regards to DPSC1, this will be well connected to the town centre by

existing active travel routes and the bus network which should reduce reliability on the private car to reach the station.

3.12 It is important to note that, in relation to the Brookleigh/Northern Arc development and usage of Burgess Hill train station, page 79 of the transport assessment prepared in support of the planning application identifies that the impact of additional passengers from the development on the rail network will not be significant. It also identifies that whilst there will be additional demand for cycle parking, pick up / drop off facilities and bus stops at Wivelsfield Station, impacts on Burgess Hill station are minimal and only identifies a need for additional cycle parking at Burgess Hill station.

c. What is the anticipated timescale for the development of DPA3 and what agencies and/or stakeholders would be involved in delivering it?

3.13 The site is being jointly promoted by Mid Sussex District Council and Network Rail (and their Joint Venture partners), as joint landowners. The allotments (green) are owned by Network Rail and leased to Burgess Hill Town Council. A small portion of the Network Rail owned area (blue) is let to The Arch Company (TAC), as shown below in Figure 2.

Figure 2 DPA3 Land Ownership



NB: Land areas are approximate

3.14 As required by Policy DPA3 criterion 6, the re-provision of the loss of allotment plots at Chanctonbury Road at DPA3a must be complete and operational before development on the former allotments at Chanctonbury Road can commence. The Council will be leading on this due to it being Council owned land.

- 3.15 A project team has been put together which includes the Council and the other landowners. The project team is progressing technical work, including initial masterplanning and viability work, to maximise the yield from this centrally located and predominantly brownfield site. The site is proposed for allocation for 300 dwellings; however, it is now anticipated that a minimum of 375 dwellings could be achievable, with work continuing to explore potential for a higher yield (currently up to 400).
- 3.16 Due to the multiple landowners involved in bringing forward this site and the policy requirement for the re-provision of the allotments prior to the development of the site, the Council has assumed delivery within the latter part of the plan period, as set out in the April 2025 Housing Trajectory [H8] which identifies delivery of this site in 2034/35 – 2039/40. However, all parties are actively working to deliver this allocation sooner, subject to the findings of ongoing work and master planning.

d. Does the provision of allotments at Nightingale Lane involve displacing any existing land use or activity?

- 3.17 The proposed allotment site (DPA3a) forms part of the Nightingale Meadows which is designated as informal open space as part of the multi-functional ‘Green Circle’ around Burgess Hill, as set out in Policy DPN3: Green and Blue Infrastructure.
- 3.18 Due to the site being informal open space, the allocation does not involve displacing any existing land use or activity. The Council does not consider that the allocation of the site as allotments detracts from the overall aim for the area as a multi-functional ‘Green Circle’ as set out by Policy DPN3, being only a small percentage of the total Green Circle area. There will continue to be more than sufficient informal open space in the location.
- 3.19 Policy DPA3 requires retention of the Public Rights of Way to the southern and western boundaries of the site, which enables continued connections from Hammonds Ridge Meadows in the west through to Batchelors Farm Nature Reserve in the east.

4. DPA4: Land off West Hoathly Road, East Grinstead

- 4.1. A full planning application (DM/26/0073) was submitted for 44 homes on 13th January 2026 and is pending determination.
- a. **Given the distance from the town centre, what provision is to be made for active travel and sustainable transport measures?**
- 4.2. East Grinstead is a Category 1 settlement and the site is located just over 1km walking distance from the town centre. This is reflected in the site selection process [SSP3] as the site scored 'Neutral' for the Access to the Main Service Centre criterion. This means that the site is considered to be within a 20-minute walk or 30-minute journey by public transport of the town centre. The site is approximately 300m from a bus stop. In addition, East Grinstead railway station is approximately 2km from the site. Access to Primary School and Retail scored 'Very Positive' as they are both within a 10-minute walk.
- 4.3. Therefore, at the Site Selection stage, the Council was satisfied that the site is adequately served by public transport and active travel opportunities.
- 4.4. There is a continuous pedestrian footway on West Hoathly Road with continuous street lighting from the site to the town centre. Policy criterion 6 of DPA4 requires the provision of a pedestrian crossing to access the footway subject to technical highways work.
- 4.5. The Site Layout for the planning application reflects this and shows a pedestrian (and cycle) access in the north of the site with a new crossing point to connect with the existing footway (see plan below).

- 4.9. West Sussex County Council as the Highways Authority has commented on the proposals in the live planning application as follows:

“The site is reasonably located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents to travel to and from the site. Pedestrian access to the site will be from West Hoathly Road. Bus stops are located in good proximity to the site and within walking distance. The stop 300 metres north of the site along West Hoathly Road, which serves bus route 84 and can be accessed within a 4 minute walk. The bus stops are presented with a flag pole and timetable. The LHA would request the applicant considers a localised improvements to this stop with the inclusion of Real Time Information at the stop. This improvement could be secured by S106.

Additional bus stops are located 1.4km north along the High Street, which can be accessed within a 20 minute walk and serves a number of bus routes. East Grinstead railway station is approximately 10 minutes cycling distance from the site and connects to a number of destinations. Local amenities are listed in table 3.17 of the TS. Whilst realistically not all of these will be accessible all the time by residents it is considered there are a reasonable selection of amenities within 10/15 minutes walking distance from the site.

A TP has been prepared that will be used to help reduce the use of the private car and increase sustainable travel. The LHA has reviewed the TP and is satisfied with the content.”

b. How would access be gained to the site and what effect would this have on trees and hedges?

- 4.10. Policy DPA4 requires suitable access to be made from West Hoathly Road and to retain as much as possible and enhance the hedgerow fronting West Hoathly Road (criterion 3). The Council acknowledges that a section of hedgerow would require removal to provide vehicular access. Criterion 3 seeks to ensure the loss is minimised and opportunities for enhancement are taken.
- 4.11. The live planning application complies with the access requirements by showing a new priority junction on to West Hoathly Road. The Highways Authority, in response to the planning application consultation, is satisfied with the proposed access arrangements and proposed visibility splays.
- 4.12. The creation of the access and visibility splays will involve the removal of a section of the hedgerow fronting West Hoathly Road. It has been designed to minimise the amount of hedgerow needing to be removed. The proposals in the live planning application will retain all the roadside trees with a limited amount of hedgerow being removed. The Detailed Landscape Strategy (see plan below) submitted in support of the planning application shows that the existing roadside hedgerow will be reinforced with new native planting. New homes are proposed to be set back to provide space for new native tree planting.

Figure 4 DPA4 Detailed Landscape Strategy

a. What plans are proposed for the access to these sites?

- 5.4. Both Policy DPA5 and Policy DPA6 require access to be provided that integrates with the wider Hurst Farm development (i.e. the Haywards Heath Neighbourhood Plan allocation). DPA5 and DPA6 will need to ensure that access proposals do not conflict with each other, or the permitted Hurst Farm site, and that opportunities for connectivity between sites is maximised.
- 5.5. Since the sites were proposed for allocation in the submitted District Plan, the site promoters have continued to refine the proposals for site access having regard to the planned development at Hurstwood Lane as well as the other site allocation. The latest information from the site promoters is as follows:
- **DPA5:** Information from the site promoter proposes a vehicle access for DPA5 via a priority junction with Hurstwood Lane at the north-west corner of the site. The proposed DPA5 access takes account of the permitted Hurst Farm vehicle access strategy which closes a section of Hurstwood Lane resulting in a no through road, as required by policy H1. The emerging access arrangement from the site promoter of DPA5 would see all vehicular traffic access from the north of the site via the A272 Rocky Lane junction. Pedestrian and cycle access would also be via the proposed vehicle access with Hurstwood Lane at the north-west corner of the site. It is also proposed that a footway would be provided on the western side of the access to connect with the pedestrian and cycle only section of Hurstwood Lane to the south.
 - **DPA6:** Information from the site promoter sets out the proposed access for DPA6 would be via Hurstwood Lane on the site's western boundary. The access point would be south of the closed section of Hurstwood Lane. All vehicular traffic would access from the south via B2112 (Fox Hill).

b. How would Hurstwood Lane be used and how would it be managed?

- 5.6. The permitted Hurst Farm development secures changes to the use of Hurstwood Lane. A section of Hurstwood Lane is proposed to become a greenlink footpath, cycle path and equestrian route. There will be bollards at either end of this section to restrict vehicular traffic except for emergency vehicular access. The section to be closed to vehicular traffic runs alongside the western boundary of DPA5. Traffic for the proposed access for DPA5 will need to enter and exit from the northern end of Hurstwood Lane. Traffic travelling to and from DPA6 will enter and exit from the southern end of Hurstwood Lane.

5.7. It is not anticipated that DPA5 or DPA6 will make further changes to the layout or operation of Hurstwood Lane; and that both developments can come forward acceptably having regard to changes to Hurstwood Lane.

c. How would the sites be integrated with each other, with the nearby Hurst Farm development and with any development proposals within Lewes District Council?

5.8. Both Policy DPA5 and Policy DPA6 require development to be integrated with the other District Plan allocation (DPA5 or DPA6) and the wider Hurst Farm development such as through the design of the site layout and by providing pedestrian and cycling connections between the developments, green infrastructure and ecological corridors.

5.9. Draft illustrative layouts produced by the site promoters can be viewed withing the [Supporting evidence for site allocations](#) for DPA5 and DPA6 which show pedestrian and cycle access between the two allocations to provide connectivity and increased active travel options. The improvements to pedestrian and cycle connectivity that will be delivered as part of the Hurst Farm development will also improve linkages between all three sites. The linkages include new foot and cycle paths along the northern boundary of DPA5 and adjacent to Hurstwood Lane that runs alongside Hurst Farm, DPA5 and DPA6.

5.10. DPA5 forms part of a wider site that extends eastwards into Lewes District, with the potential to accommodate 150 dwellings outside of Mid Sussex District. Lewes District Council recently consulted on Phase 2 of a Regulation 18 consultation which focuses on the spatial strategy, strategic green gaps and local green spaces. As part of this consultation, 585 dwellings are proposed through strategic allocations at 'Edge of Haywards Heath and Burgess Hill', which includes a wider parcel of land for DPA5. This wider parcel is being promoted by the same promoter as DPA5. Lewes District Council propose that an "allocation masterplan" for the four sites located east of Fox Hill (within the Lewes district boundary) should be prepared to help deliver a comprehensive development. The Council has made representations on the proposed Lewes District Local Plan and will continue discussions with Lewes District Council on these strategic cross-boundary matters.

d. What are the sustainable transport measures that are proposed for this site and how would it be linked to the town centre and station?

5.11. Haywards Heath is a Category 1 settlement and the sites are located just over 2km from the town centre. This is reflected in the site selection process [SSP3] as the sites scored 'Neutral' for the Access to the Main Service Centre criterion. This means that the sites are considered to be within a 20-minute walk or 30-minute journey by public transport of the town centre. Haywards Heath railway station is approximately 3km from the sites.

5.12. Active travel links to the town centre are likely to be improved as a result of the wider Hurst Farm development. The masterplan for Hurst Farm shows a network of walking and cycling routes, on and off site, which will provide opportunities for active travel. Key highways works to enable off-

site improvements have been secured as part of the Hurst Farm permission. Sites DPA5 and DPA6 will benefit from these improvements and there will be various options for residents to walk or cycle to reach nearby services and facilities as well as utilising local bus routes.

5.13. The nearest bus stops are located along the B2112 (Fox Hill), south of the sites. Bus services are hourly with routes running between Crawley and Brighton. Passengers can access Haywards Heath town centre and train station within 15 minutes. From the town centre, connections can also be made to other bus routes. As part of the planning application stage, opportunities for bus shelter improvements and active travel routes will be discussed with WSCC with provision secured as part of the permission.

- DPA5: The site promoter has provided an indication of active travel routes in a Technical Note as set out in [Supporting evidence for site allocations](#).
- DPA6: The site promoter has indicated that it is anticipated that cycle parking will be provided on site to encourage sustainable means of travel. There may also be an opportunity to upgrade the existing bus stops on Fox Hill. This would be discussed and agreed at the planning application stage.

e. What are the improvements to Haywards Heath station?

5.14. DPA5 and DPA6 both set out that financial contributions may be sought for improvements at Haywards Heath Station. The IDP identifies that any financial contributions would be towards the improvements to cycle storage and access. Any requirements for financial contributions towards Haywards Heath railway station will be discussed with Network Rail and agreed at the planning application stage.

6. DPA9: Land to west of Turners Hill Road, Crawley Down

a. As this site has planning permission for development, why should it remain in the plan?

6.1. Outline planning permission was granted for the development of DPA9 in September 2025. The site was submitted as two separate planning applications, one for the northern parcel and one for the southern parcel (DM/25/0016 and DM/26/0014, respectively). The Council considers that Policy DPA9 should be retained to ensure that there remains a clear policy framework to determine any future reserved matters application(s) and/or, in the event that the current permission lapses, any future planning application.

b. Were it to remain in the plan, would the policy criteria (including any proposed modifications) fairly and accurately reflect the conditions of the planning permission?

6.2. The proposals subject to the planning applications have been developed to be in general conformity with the policy requirements of the draft site allocation. In support of the planning applications, supporting documents were prepared and submitted to the Council to address the policy requirements of DPA9. For example, the Applicant provided a Cultural Heritage Desk Based Assessment to investigate the potential archaeological activity onsite identified under criterion one of DPA9. The Council considers that no matters have been raised through the granting of outline planning permission that would warrant amendments to the policy criteria, beyond the proposed modifications set out in the Schedule of Proposed Modifications [DP2].

6.3. Since the above outline applications, the promoter of DPA9 (Wates), has acquired control of the other Crawley Down proposed allocation DPA10: Hurst Farm, Turners Hill Road. DPA10 lies directly to the north of DPA9 and is identified for 37 dwellings. A planning application (DM/26/0577) combining DM/25/0016 (northern parcel of DPA9) and DPA10 was submitted on the 5th March 2026 and is currently being considered. The proposals within DM/26/0577 are intended to supersede the scheme permitted under DM/25/0016.

6.4. DM/26/0577 seeks outline planning permission for up to 230 dwellings, a care home (use class C2) up to 70 beds, and community facility, and associated infrastructure including new access points off of Turners Hill Road, with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.

6.5. The proposals under DM/26/0577 result in an uplift of 43 dwellings across DPA9 and DPA10. The combined site proposals also result in the main vehicular access through DPA10 instead of Wychwood Place as set out in policy requirement 9 of Policy DPA 9.

6.6. At this stage, the Council considers that the policy criteria for DPA9 would fairly and accurately reflect the conditions of the current planning permissions. However, in light of the recent

development proposals and ongoing work that the Council is undertaking on housing numbers, the Council is minded to consider the merits in reviewing the quantum of housing and necessary wording amendments to DPA9 and DPA10 to reflect the current position.

7. DPA11: Land to the rear of 2 Hurst Road, Hassocks

a. How would access be gained to this site?

- 7.1. Policy DPA11 requires suitable vehicular access to be provided, including any necessary off-site highways improvements. The site promoter has confirmed that the site will be served via a new proposed junction on London Road (A273). An indicative layout of the new junction and analysis of the traffic signals that form the junction of London Road (A273), Brighton Road (A273), Hurst Road (B2116) and Keymer Road (B2116) are contained in the updated Transport Technical Note Update – March 2024, prepared by the site promoter and published on the [District Plan Site Allocations](#) page on the website.

b. Do the listed financial contributions fairly and reasonably relate to the development?

- 7.2. Yes, the Council considers the financial contributions set out within the proposed site allocation policy for DPA11 to be fair and reasonably related to the scale and nature of the development. These contributions will support the improvement and enhancement of existing infrastructure provision within the local area.
- 7.3. Appendix 5 of the Submission District Plan sets out where infrastructure provision, including financial contributions, will be sought. It also provides a guide on the likely contribution thresholds for securing contributions according to each infrastructure type. DPA11 identifies the specific infrastructure that may be required and the appropriate mechanism for its delivery, whether this be through on-site provision, off-site works, or financial contributions. At the planning application stage, the infrastructure required from the detailed proposal will be refined in consultation with relevant infrastructure providers.

c. Are the community buildings referred to in the policy located nearby?

- 7.4. As set out in paragraph 7.3 above, Appendix 5 of the Submission District Plan sets out the thresholds for infrastructure provision and how these will be secured. For DPA11, a financial contribution is required towards the enhancement of existing community facilities to serve the need of future residents.
- 7.5. Whilst Policy DPA11 does not set out the existing community buildings that financial contributions could go towards improving, the settlement of Hassocks benefits from a range of nearby community buildings such as community halls and meeting venues that financial contributions could be directed towards.

d. What is meant by local community infrastructure?

- 7.6. The definition of local community infrastructure is set out in Chapter 20: Glossary in the Submitted District Plan. The definition is as follows:

“Local Community Infrastructure – Services and facilities needed by the local community usually located in the same settlement or an area as the new development. The contributions can be used to help provide and support schemes, but not limited to, local CCTV, burial grounds, enhancement of public realm, car parks, local signage, traffic calming, allotments, lighting, public seating, pedestrian, cycle and equestrian routes.”

7.7. This definition is well-established, having been used in the previously adopted Development Infrastructure and Contributions SPD.

e. What are the improvements at Hassocks Station for which contributions are sought?

7.8. The Infrastructure Delivery Plan (December 2025) [IV6], sets out the improvement works required at Hassocks Station as a result of engagement with Network Rail . It includes improvements to cycle storage and accessibility at the station including improved ramped and walking access from the station entrance to the public highway.

f. Does the policy adequately address the archaeological potential of the site?

7.9. The site is identified as being within an Archaeological Notification Area and will therefore be subject to an archaeological desk-based assessment as part of any future planning application. To account for this, a main modification is proposed under M117 for DPA11 within the Schedule of Proposed Modifications (July 2024) [DP2] supporting the Submitted District Plan.

8. DPA14: Land at Foxhole Farm, Bolney

a. As this site has planning permission for development, why should it remain in the plan?

8.1. Outline planning permission was granted for the development of DPA14 in November 2025 (planning application reference DM/25/1129). The Council considers that Policy DPA14 should be retained to ensure that there remains a clear policy framework to determine any future reserved matters application(s) and/or, in the event that the current permission lapses, any future planning application.

b. Were it to remain in the plan, would the policy criteria (including any proposed modifications) fairly and accurately reflect the conditions of the planning permission?

8.2. The proposal subject to the planning application has been developed to be in general conformity with the policy requirements of the draft allocation. Through the planning application a number of supporting documents were prepared and submitted to the Council to address the policy requirements of DPA14. For example, the Applicant undertook a Sequential Test Assessment to satisfy criterion two of DPA14 which recognises areas of risk from surface water flooding onsite. The Council considers that no matters have been raised at this stage that would warrant amendments to the policy criteria, beyond the proposed modifications set out in the Schedule of Proposed Modifications [DP2].

8.3. The Council therefore considers that, should DPA14 remain in the Plan, the policy criteria would fairly and accurately reflect the conditions of the planning permission.

9. DPA15: Ham Lane Farm House, Ham Lane, Scaynes Hill

a. How would access be gained to the site?

9.1. Access would be gained to the site via a new access to be formed onto Ham Lane, avoiding the removal of existing trees. Whilst Ham Lane is a private road, the developer has confirmed that there are no legal restrictions, with right of way granted over the lane to access the site.

b. What highway works and pedestrian links are proposed?

9.2. Criterion 2 of DPA15 requires the creation of new pedestrian links from the site to the existing public right of way (19LR) which follows Ham Lane at the site's northern boundary. The Council is aware that the promoter is also considering further potential pedestrian and cycle connections, including links to the south.

9.3. The need for, and potential benefits of, any additional highway works outside the site boundary will be considered as part of the ongoing design development for a future planning application.

c. What are the impacts identified under item 6 and how would they be addressed?

9.4. Item 6 of Policy DPA15 states that development proposals are required to "Address any impacts associated with the Building Stone (Cuckfield and Ardingly) Minerals Consultation Area and the CDE Waste and Aggregate Recycling facility consultation area".

9.5. The West Sussex Joint Minerals Local Plan¹ has identified and delineated Mineral Consultation Areas (MCAs) which is a mechanism that aims to ensure that consultation takes place between County and district planning authorities when mineral interests could be compromised by non-mineral development. Similarly, the West Sussex Waste Local Plan² and supporting Minerals and Waste Safeguarding Guidance³ identifies the CDE Waste and Aggregate Recycling facility consultation area for the district. This mechanism aims to ensure that consultation takes place between County and district planning authorities where waste management sites could be lost to higher value land uses, or their operations prevented or prejudiced by non-compatible neighbouring development.

9.6. Whilst this site falls within both consultation areas, no impacts have been identified. Both consultation areas are broad – for example, the Building Stone consultation area covers a

¹ West Sussex County Council Joint Minerals Local Plan (2021) - https://www.westsussex.gov.uk/media/11736/mlp_adoption.pdf

² West Sussex County Council Waste Local Plan (2014) - https://www.westsussex.gov.uk/media/3241/waste_local_plan_april2014.pdf

³ West Sussex County Council Minerals and Waste Safeguarding Guidance (2020) - https://www.westsussex.gov.uk/media/13437/mw_safeguarding_guidance.pdf

significant amount of land east and west of Haywards Heath and in large parts of the High Weald National Landscape moving north towards East Grinstead.

9.7. Given the site's proximity to existing residential properties and Ancient Woodland, combined with its limited size, it is not considered that the development of the site would result in any substantive conflict with either of these elements. WSCC (in its role as Waste and Minerals authority) has not raised an objection to the proposed allocation but requested, at Regulation 18, reference to the consultation areas to be made within the policy to ensure they were consulted at the point of a planning application being submitted.

d. Are there anticipated to be any impacts on the ancient woodland and if so how would they be addressed?

9.8. No adverse impacts are anticipated. A minimum 20m buffer will be incorporated into the site's design to protect the Ancient Woodland located at the southern boundary. This accords with criterion 1 of DPA15 which seeks to "Avoid any direct and indirect impacts associated with Ancient Woodland in the south east corner, Anchor Wood" and Policy DPN4: Trees, Woodland and Hedgerows, whereby any development that is adjacent to irreplaceable habitats including ancient woodland must incorporate appropriate buffers and/or root protection areas.

10. DPA16: Land west of North Cottage and Challoners, Cuckfield Road Ansty, and DPA17: Land to the west of Marwick Close, Bolney Road, Ansty

10.1. DPA17: A full planning application (DM/26/0454) was submitted for 34 homes on [20.02.2026] and is pending determination. The proposed site layout is shown below.

Figure 6 Proposed Layout



a. How would access be taken to these sites?

10.2. DPA16: Policy DPA16 requires suitable access to be provided from Cuckfield Road (B2036). There is potential for access onto Cuckfield Road to be in the north of the site (north of North Cottages) or in the south of the site (south of Challoners) or potentially to create two access points. This is a matter to be resolved at the planning application stage.

10.3. DPA17: Policy DP17 requires suitable access from Upton Drive and Marwick Close which are accessed from Bolney Road (A272). The current planning application (DM/26/0454) reflects this. West Sussex County Council as the Highways Authority considers the access arrangements for this application to be acceptable.

b. Would they be linked, and how?

- 10.4. Policy DPA16 and Policy DPA17 requires the two sites to be integrated with each other by providing pedestrian and cycling connections and green infrastructure connectivity. The proposed site layout (see plan above) for the live planning application for DPA17 shows a footpath in the north-east corner of the site that would link to DPA16. This would integrate the two sites and maximise permeability. The site promoter (DPA16 and DPA17) has confirmed that land can be safeguarded to enable this connection. There is no proposed vehicular link between the two sites.
- 10.5. There is a public right of way running east to west along the southern boundaries of the two sites. This public right of way links Bolney Road and Cuckfield Road. Policy DPA16 and Policy DP17 require the rural character of the public right of way to be maintained.

c. How would pedestrians reach the village facilities?

- 10.6. Both DPA16 and DPA17 are within a short walking distance of the facilities in Ansty. These village facilities include the recreation ground, village hall and a small shop located within the petrol station.
- 10.7. DPA16: The site promoter has indicated that an uncontrolled crossing point can be provided to enable future residents to cross the B2036 Cuckfield Road safely in order to access the existing footway on the eastern side of the carriageway. Alternatively, a footway can be provided within existing highway verge on the western side to connect to existing footway commencing at Crouch Fields. Both options are deliverable within the public highway.
- 10.8. DPA17: Marwick Close is a shared surface arrangement which provides pedestrian connectivity to and from the existing footways within Ansty to the north of the site. The site promoter has indicated that there is the potential to provide a separate 2.0m wide footpath directly onto Bolney Road along the northern boundary to the site, in conjunction with a new footway on the southern side of the carriageway to provide a link to the existing footway commencing at the southbound bus stop further to the north.

d. What is the quality of public transport in Ansty?

- 10.9. There are bus stops on Bolney Road in the centre of Ansty which are served by the number 89 bus which provides an infrequent service to Haywards Heath or Horsham. The bus service also provides a weekday return service to/from Warden Park School during term times at school start and finish times for secondary school age pupils.

e. The policy bullet points refer to contributions to local community infrastructure. Would this be community infrastructure in Ansty or is it a general funding pot?

10.10. Financial contributions collected under Local Community Infrastructure can be used to deliver a range of services and facilities needed by the local community usually located in the same settlement or area as the new development, in this case Ansty.