

Mid Sussex
Infrastructure Delivery Plan

August 2016

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Abbreviations and Acronyms

CIL	Community Infrastructure Levy
HRA	Habitats Regulations Assessment
IDP	Infrastructure Delivery Plan
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
MSDC	Mid Sussex District Council
MUGA	Multi-Use Games Area
NPPF	National Planning Policy Framework
PROW	Public Right of Way
SAMM	Strategic Access Management and Monitoring
SANG	Suitable Alternative Natural Greenspace
SPA	Special Protection Area
SuDS	Sustainable Drainage Systems
WSCC	West Sussex County Council

1. Introduction

- 1.1 The provision of infrastructure is a very important issue for local communities affected by development. The delivery of the right levels and type of infrastructure is essential to support new homes, economic growth and the creation of sustainable communities.
- 1.2 Infrastructure planning helps to ensure that there is a common understanding between service providers, developers, local communities, neighbouring authorities and the District Council as to the local infrastructure needs and to ensure that infrastructure is properly planned for, funded and provided in tandem with planned development in the District. Where possible, the Infrastructure Delivery Plan (IDP) sets out an estimate of likely costs associated with each project/ programme. In the future, this document can be updated and monitored as necessary to reflect changes as infrastructure is provided and new needs identified.
- 1.3 In working with the community on what infrastructure is needed, town and parish councils have provided information on local infrastructure needs and this has been included within the IDP. Organisations such as public transport providers, emergency services, utility companies, development industry, business associations, and other providers of services such as the highway authority, education and social services have also provided information regarding infrastructure requirements. Ongoing partnership working with neighbouring local authorities (including the county councils) has focused on the provision of infrastructure, improvements and mitigation measures to ensure the impacts of growth are appropriately dealt with beyond administrative boundaries.

Purpose of the Infrastructure Delivery Plan

- 1.4 This document supports the objectives outlined in the emerging District Plan 2014-2031 and provides detail on infrastructure needs within the District to support new development. The emerging District Plan 2014-2031 sets out that necessary social, physical and green infrastructure will be required to ensure sustainable communities are created. To help achieve this, the IDP will identify the infrastructure requirements for the District, and where possible, who will provide the infrastructure and when. It also plays an important role in the preparation and adoption of a Community Infrastructure Levy (CIL) Charging Schedule for Mid Sussex by providing evidence of a need for infrastructure investment in the District and forms the basic justification for setting a levy rate. The IDP may also help town and parish councils in the production of neighbourhood plans.
- 1.5 The three main purposes of the Infrastructure Delivery Plan are:
- To provide evidence for the District Plan by identifying the infrastructure required to support the delivery of development during the plan period.
 - To provide evidence for the Community Infrastructure Levy by demonstrating a need for infrastructure investment in Mid Sussex and to form the basic justification for a CIL charge.

- To provide evidence for Section 106 planning obligations by indicating suitable infrastructure schemes to which developer contributions can be directed in order to make a development acceptable in planning terms.
- 1.6 To achieve these purposes, the IDP identifies the:
- Infrastructure schemes needed to support new development;
 - Likely timescale or phasing of infrastructure provision;
 - Organisation responsible for delivering infrastructure;
 - Estimated costs of infrastructure;
 - Funding arrangements for infrastructure; and
 - Indicative funding gaps for infrastructure provision.
- 1.7 The IDP also considers if an infrastructure scheme is required to support the District Plan, to support neighbourhood plans or forms part of other desired community improvements.

Structure of the Infrastructure Delivery Plan

- 1.8 The IDP covers Mid Sussex District with the exception of the area within the South Downs National Park. Whilst focusing on infrastructure requirements to support new development in Mid Sussex, cross-boundary infrastructure needs have also been considered.
- 1.9 Appendix A provides further details on strategic infrastructure provision and funding sources for the various infrastructure categories. It identifies the key issues for Mid Sussex and what strategic infrastructure may be required to support further development. It should be noted that this section does not include all infrastructure required, rather it discusses infrastructure needs in broad terms.
- 1.10 Appendix B lists the cross-boundary infrastructure requirements where they may be a need for joint working. Specific infrastructure schemes are identified if known.

2. Definition of infrastructure

- 2.1 Infrastructure refers to the range of services and facilities needed to support society. There is a wide range of different types of infrastructure, so it is helpful to establish how it can be defined, particularly as infrastructure can be provided by various organisations and funded through different mechanisms.
- 2.2 In general, there are three main types of infrastructure: physical, social and green infrastructure.
- Physical infrastructure includes transport, energy, utilities, water and waste provision.
 - Social infrastructure links to community services such as health, education, emergency services and leisure.

- Green infrastructure is a connected network of multi-functional greenspace, both urban and rural, that delivers a wide range of environmental, social and economic benefits, including promoting ecosystem services and improving quality of life.

2.3 The Planning Act 2008 (as amended) sets out a list of the infrastructure that can be funded through the Community Infrastructure Levy, however, items not on this list do not necessarily fall outside the definition of infrastructure. Section 216(1) and (2) provides:

216 Application

- (1) Subject to sections 216A(1), 216B(2) and 219(5), CIL regulations must require the authority that charges CIL to apply it, or cause it to be applied, to supporting development by funding the provision, improvement, replacement, operation or maintenance of infrastructure.
- (2) In this section (except subsection (3)) and sections 216A(2) and 216B(2) “infrastructure” includes –
 - (a) roads and other transport facilities,
 - (b) flood defences,
 - (c) schools and other educational facilities,
 - (d) medical facilities,
 - (e) sporting and recreational facilities, and
 - (f) open spaces.

2.4 For the purposes of this IDP, the definition of key infrastructure categories, and the elements within each group, is set out in the table below (Figure 1):

Infrastructure Category	Elements Relevant to Mid Sussex
Transport	<ul style="list-style-type: none"> • Road networks • Rail networks • Bus services • Cycling, walking and equestrian routes • Other public rights of way (PROW) • Parking facilities
Education	<ul style="list-style-type: none"> • Pre-school and nursery schools • Primary and secondary education • Further and higher education • Special educational needs • Adult education
Health	<ul style="list-style-type: none"> • GPs, health centres and other community care facilities such as day-care centres • Clinical Commissioning Groups • Mental health hospitals and other support • Acute and general hospitals • Dental practices

Infrastructure Category	Elements Relevant to Mid Sussex
	<ul style="list-style-type: none"> • Social care
Social Infrastructure	<ul style="list-style-type: none"> • Supported accommodation • Social and community facilities, including buildings • Cultural facilities such as arts centres and museums • Sports centres and other recreation facilities • Sports pitches • Play space
Green Infrastructure	<ul style="list-style-type: none"> • Flood defences and flood management schemes • Sustainable Drainage Systems (SuDS) • Open spaces and parks • Allotments • Biodiversity and nature conservation
Green Infrastructure – Habitats Regulations mitigation	<ul style="list-style-type: none"> • Interventions necessary to mitigate the effects of development on nature conservation sites • Suitable Alternative Natural Greenspace (SANG) • Strategic Access Management and Monitoring (SAMM)
Public and Community Services	<ul style="list-style-type: none"> • Emergency services (ambulance, fire and rescue, police) • Community safety schemes, including CCTV units • Libraries • Places of worship • Cemeteries • Waste management and disposal, including recycling facilities
Utility Services	<ul style="list-style-type: none"> • Electricity and gas distribution • Other energy supplies including renewable energy • Water supply • Wastewater treatment and sewerage • Telecommunications infrastructure, including broadband technology

Figure 1 - Key infrastructure categories.

3. Infrastructure planning context

National Planning Policy Framework

3.1 The National Planning Policy Framework¹ (NPPF) published in March 2012 sets out the Government’s planning policies and planning guidance for both plan-making and decision-taking.

¹ National Planning Policy Framework (2012): <http://planningguidance.communities.gov.uk/>.

- 3.2 The NPPF requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)².
- 3.3 The NPPF goes on to add that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the NPPF³.
- 3.4 Specifically, local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands. Local planning authorities should also take account of the need for strategic infrastructure including nationally significant infrastructure within their areas⁴.
- 3.5 The NPPF considers it is important for local planning authorities to understand district-wide development costs at the time Local Plans are prepared. This ensures there is a reasonable prospect that planned infrastructure is deliverable at an appropriate time⁵.

Planning Practice Guidance

- 3.6 Planning Practice Guidance⁶ was launched in March 2014 by the government and is an on-line resource that can be updated as needed. The Guidance covers a range of topics and includes guidance for infrastructure.
- 3.7 Planning Practice Guidance states that a Local Plan should, for at least the first five years, identify what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development⁷.
- 3.8 In relation to CIL, Planning Practice Guidance advises that charging authorities need to identify the total cost of infrastructure they wish to fund wholly or partly through the levy⁸.
- 3.9 It can be seen, therefore, that infrastructure planning provides an important part of the evidence for both the Local Plan and CIL.

² Paragraph 156 of the NPPF

³ Paragraph 157 of the NPPF

⁴ Paragraph 162 of the NPPF

⁵ Paragraph 177 of the NPPF

⁶ Planning Practice Guidance: <http://planningguidance.communities.gov.uk/>.

⁷ [Local Plans: Preparing a Local Plan](#) – Planning Practice Guidance (March 2014) Reference ID: 12-018-20140306

⁸ [Community Infrastructure Levy: Evidence and setting rates](#) – Planning Practice Guidance (June 2014) Reference ID: 25-016-20140612

District Plan 2014-2031

- 3.10 The [District Plan 2014-2031](#)⁹ sets out a vision for how Mid Sussex wants to evolve and a delivery strategy for how that will be achieved. It supports the National Planning Policy Framework's 'presumption in favour of sustainable development'. As such, it sets out broad guidance on the distribution and quality of development in the form of 'higher level' strategic policies. It also provides the framework for all subsequent planning documents, including neighbourhood plans. The District Plan covers the period up to 2031 and will replace the majority of the Mid Sussex Local Plan adopted in 2004.
- 3.11 A strategic objective of the District Plan is to ensure that development is accompanied by the necessary infrastructure to ensure that it is adequately served without overstressing existing infrastructure and putting an unacceptable strain on the environment, and to create sustainable communities:
- Strategic Objective 6: To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks
(District Plan 2014-2031)
- 3.12 To help address this, the District Plan requires contributions towards infrastructure from new development. The emerging District Plan 2014-2031 policy on infrastructure is set out below (Figure 2):

⁹ Mid Sussex District Plan 2014-2031: www.midsussex.gov.uk/districtplan.

DP18: Securing Infrastructure

Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks.

Evidence Base: Community Infrastructure Levy and Affordable Housing Viability Assessment; Mid Sussex Infrastructure Delivery Plan; Mid Sussex Playing Pitch Strategy; Town and Parish Council submissions and Neighbourhood Plans.

Development will be permitted where any necessary social, physical and green infrastructure needed to support the proposed development and contribute to sustainable communities exists, or can be provided in a timely manner, including developer-funded contributions.

Once a Charging Schedule has been adopted, Community Infrastructure Levy will be the main mechanism for collecting funds for general infrastructure improvements. However, where appropriate, this will be supplemented by negotiated agreements to make a development acceptable in planning terms. In the case of residential development, tariff-style financial contributions (other than those required under Policy DP15: Ashdown Forest Special Protection Area and Special Area of Conservation) will be secured from developments providing a net increase of 11 dwellings and above or which have a maximum combined gross floorspace of more than 1,000m².

In the High Weald Area of Outstanding Natural Beauty, tariff-style contributions will be sought from residential developments providing a net increase of 6 dwellings and above.

The Community Infrastructure Levy Charging Schedule sets how development proposals will be required to fund necessary infrastructure to support the development. The Levy will normally be spent on infrastructure needs in the locality of the scheme that generated it.

Proposals by service providers for the delivery of utility infrastructure required to meet the needs generated by new development in the District and by existing communities will be encouraged and permitted, subject to accordance with other policies within the Plan.

Figure 2 - Policy DP18: Securing Infrastructure (District Plan 2014-2031).

3.13 Figure 3 shows the overall strategy for the District Plan 2014-2031.

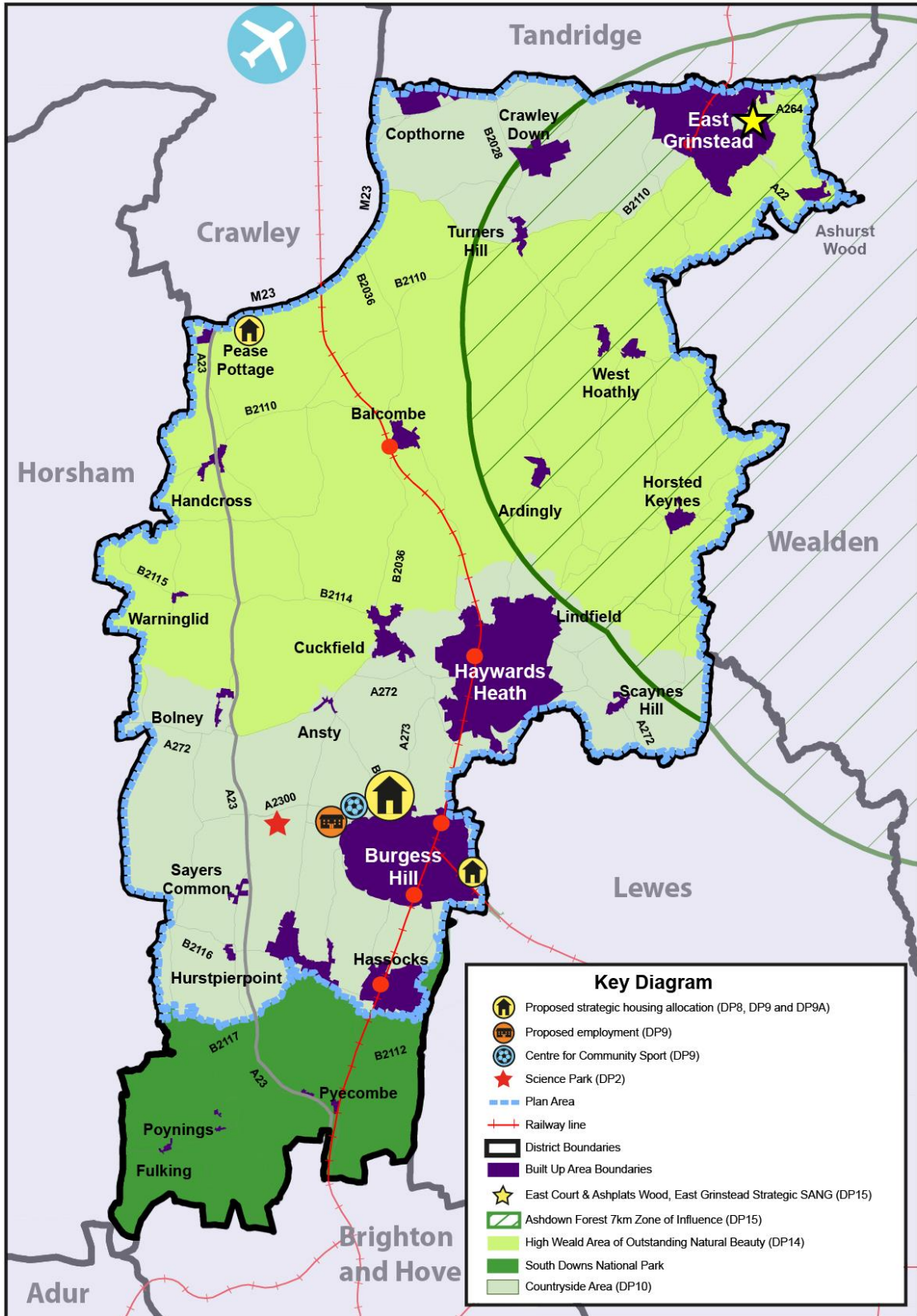


Figure 3 - The overall strategy for the District Plan 2014-2031.

Neighbourhood plans

- 3.14 The ability for town and parish councils to produce neighbourhood plans was introduced in the Localism Act 2011. Neighbourhood plans should support the strategic development needs set out in the Local Plan and must address the development and use of land. Neighbourhood plans can include policies for the local area which would be used in determining planning applications. This means that neighbourhood plans produced by town and parish councils in Mid Sussex may include policies relating to infrastructure provision. Ten neighbourhood plans have been made in Mid Sussex¹⁰ and a further ten neighbourhood plans are in progress. Where available, information on infrastructure provision contained within the neighbourhood plan is included in the infrastructure schedules in the IDP.
- 3.15 The emerging District Plan Policy DP18 proposes that CIL receipts will normally be spent on infrastructure needs in the locality of the scheme that generated it. Where a neighbourhood plan has been made, the relevant town or parish council will receive 25% of the CIL receipts arising from development that takes place in their area. In areas where there is not a neighbourhood plan, the relevant town or parish council will receive 15% of the CIL receipts where development has taken place, and this is capped at £100 per dwelling.
- 3.16 Figure 4 shows the designated neighbourhood plan areas in Mid Sussex.

¹⁰ [Ardingly](#), [Ashurst Wood](#), [Burgess Hill](#), [Crawley Down](#), [Cuckfield](#), [Hurstpierpoint & Sayers Common](#), [Lindfield and Lindfield Rural](#), [Turners Hill](#), [Twineham](#) and [West Hoathly](#)

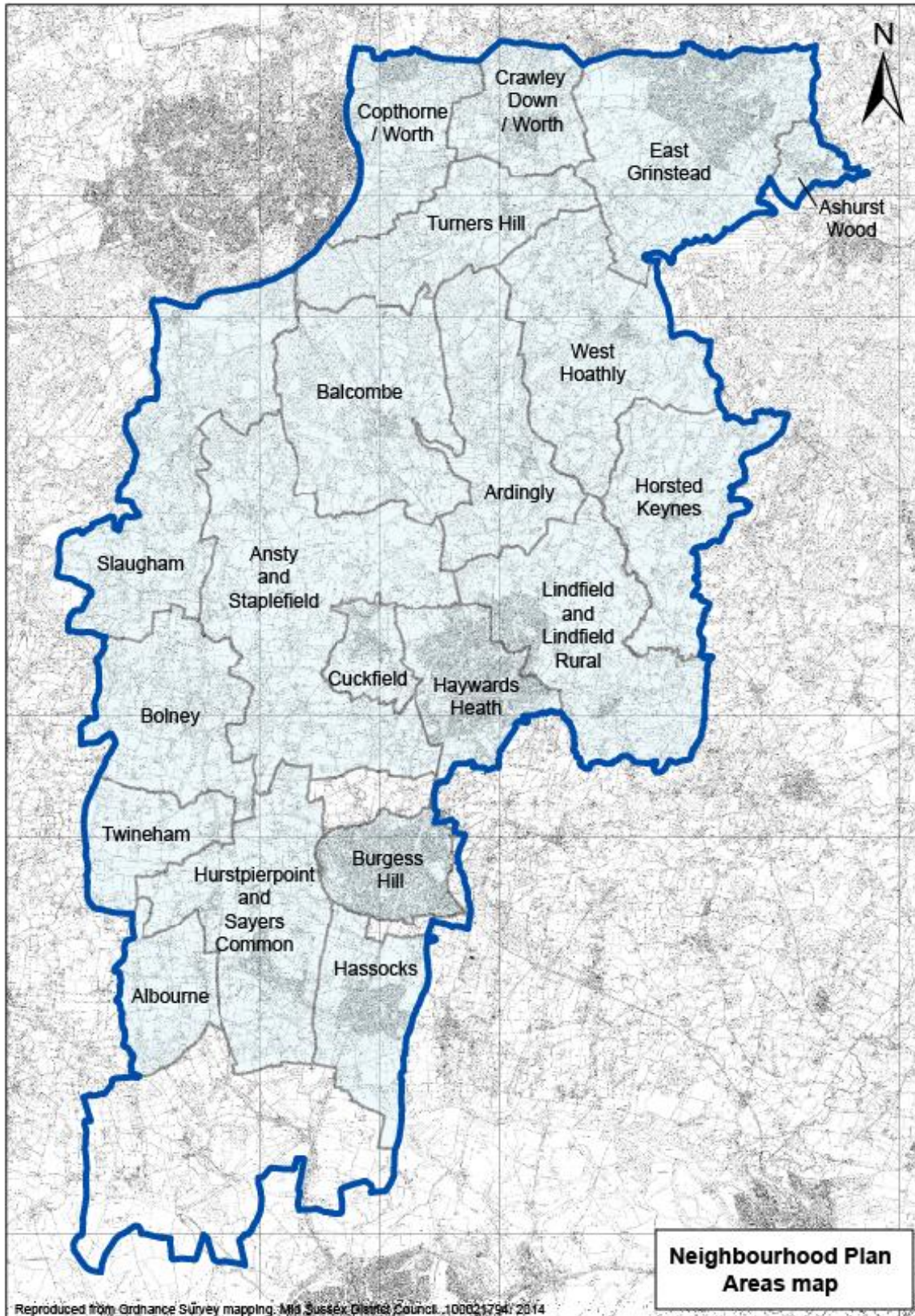


Figure 4 - Neighbourhood plan areas in Mid Sussex.

4. Infrastructure funding mechanisms

- 4.1 Infrastructure can be funded through a variety of different mechanisms. As far as possible, the IDP identifies the committed and potential funding sources for each of the infrastructure schemes. There are several key sources of funding that the planning system can influence.

Community Infrastructure Levy

- 4.2 Planning Practice Guidance defines the Community Infrastructure Levy (CIL) as a 'tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area'¹¹. The basis for CIL was introduced in the Planning Act 2008 and it came into force on the 6th April 2010 through the Community Infrastructure Levy Regulations 2010.
- 4.3 Once the CIL rates have been set through a charging schedule, all relevant development will have to pay the levy, which is expressed as pounds (£) per square metre (m²). In setting the levy, the charging authority (that is, Mid Sussex District Council) should strike an appropriate balance between the desirability of funding infrastructure and the potential impact upon the economic viability of development across the area. The levy is due on the date the chargeable development commences.
- 4.4 Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) provides for charging authorities to set out a list of those projects or types of infrastructure that it intends to fund, or may fund, through the levy. Where the Regulation 123 list includes a generic type of infrastructure (for example, transport or education), Section 106 contributions should not be sought on any specific projects in that category. This means it should be clear what developers will need to pay for through which route and avoids 'double-dipping' when developers could pay twice for the same infrastructure.
- 4.5 Mid Sussex District Council (the charging and collecting authority) does not yet have CIL in place. Consultation on the draft Charging Schedule is expected in late 2016.
- 4.6 Whilst the infrastructure schedules consider if an infrastructure scheme will support the District Plan, the neighbourhood plan or if it is a proposed community improvement, the IDP does not intend to set the governance arrangements for CIL. This will be developed later during the preparation of the CIL Charging Schedule.

Section 106 planning obligations

- 4.7 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 is a developer contribution towards infrastructure to mitigate the impacts of a development proposal. Any contribution should meet the statutory tests set out in the

¹¹ [Community Infrastructure Levy: Introduction](#) – Planning Practice Guidance (2014) Reference ID: 25-001-20140612

Community Infrastructure Levy Regulations 2010 (as amended) and the policy tests set out in paragraph 204 of the NPPF. Regulation 122(2) of the CIL Regulations 2010 (as amended) provides:

- 122(2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

- 4.8 From April 2015, restrictions on pooling contributions apply so that if five or more planning obligations have been entered into since the 6th April 2010 for a specific project or type of infrastructure, no more contributions may be sought.

Section 278 highway agreements

- 4.9 A Section 278 highway agreement made under Section 278 of the Highways Act 1980 (as amended) is an agreement between a highway authority (in this case, West Sussex County Council) and a person who agrees to pay all or part of the cost of highways works. Section 278 agreements cannot be required for works that are intended to be funded through CIL and so planning obligations and conditions should not be used to require a developer to enter into a Section 278 agreement to provide infrastructure items that appear on the CIL charging authority's Regulation 123 list.

Planning conditions

- 4.10 Planning conditions attached to a planning permission enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of development. This may include the provision of infrastructure. Planning conditions should meet the policy tests set out in the NPPF in that they are necessary, relevant to planning and to development to be permitted, enforceable, precise and reasonable in all other respects¹².

Other funding sources

- 4.11 There are other sources of funding that could be used to provide infrastructure (Figure 5). These include:

¹² Paragraph 206 of the NPPF

Other sources of funding for infrastructure	
Grants	New Homes Bonus
Growing Places Fund	Private sector investment
Local Growth Fund	Regional Growth Fund
Lottery funding	Tax Incremental Funding

Figure 5 - Example sources of funding for infrastructure.

- 4.12 If it is known that other funding sources will fund infrastructure schemes, this information will be added to the infrastructure schedules where appropriate. Mid Sussex District Council will actively seek other funding opportunities to secure infrastructure.

5. Cross-boundary infrastructure needs

- 5.1 As part of the duty to co-operate, Mid Sussex District Council consulted with West Sussex County Council and neighbouring authorities on cross-boundary infrastructure needs (Figure 6). The District Council already works co-operatively with these authorities on areas of common interest and cross-boundary issues to ensure that these are effectively dealt with and opportunities are taken to work together where it is beneficial to do so. This includes work on transport, flood risk, green infrastructure, mitigation strategies in relation to Ashdown Forest, sub-regional economic priorities, and Gatwick Airport.

Neighbouring authorities	
Adur & Worthing Councils	Lewes District Council
Brighton & Hove City Council	South Downs National Park Authority
Crawley Borough Council	Surrey County Council
East Sussex County Council	Tandridge District Council
Horsham District Council	Wealden District Council

Figure 6 - Neighbouring authorities consulted on cross-boundary infrastructure needs.

- 5.2 Appendix B provides details of cross-boundary infrastructure needs where known. Further work will need to be undertaken to determine if these infrastructure schemes require funding and the potential implementation details.

6. Summary of key infrastructure requirements

- 6.1 It is clear that there is a wide range of identified infrastructure needs across the District, however, not all of these are required to support the development proposed through the District Plan 2014-2031. Certain infrastructure schemes will be essential to deliver the strategic development at Burgess Hill and to mitigate the impact of new residential development within 7km of the Ashdown Forest Special Protection Area

(SPA). Other infrastructure schemes have been suggested through neighbourhood plans so these reflect the aspirations of the local community.

- 6.2 The Burgess Hill Strategic Development Infrastructure Schedule lists the infrastructure required to support the proposed new development of around 4,000 homes and employment opportunities as well as new community facilities.
- 6.3 Figure 7 identifies some of the key infrastructure requirements needed to support new development anticipated during the District Plan period of 2014-2031.

Infrastructure Category	Infrastructure Scheme	Estimated Cost
Transport	Various transport schemes to support the strategic development at Burgess Hill	£80 million
Education	Education provision required for the strategic development at Burgess Hill	£53 million
Education	Increased capacity at schools across the District	£33 million
Health	Health provision required for the strategic development at Burgess Hill	£2 million
Social Infrastructure	Centre for Community Sport	£11 million
Green Infrastructure (HRA)	Strategic SANG at East Court & Ashplats Wood, East Grinstead	To be confirmed
Green Infrastructure (HRA)	Interim SAMM Strategy	To be confirmed
Green Infrastructure (HRA)	Joint SAMM Strategy	Unknown at this stage

Figure 7 - Key infrastructure requirements.

7. Infrastructure costs

- 7.1 The infrastructure schedules list the required infrastructure necessary to support development and identify the total cost of infrastructure. Taking into account known and expected funding sources to meet the infrastructure costs, a funding gap is left. The funding gap is based on the best available evidence at the time and is subject to change as other funding becomes available. The funding gap demonstrates that CIL

is necessary to help meet the cost of infrastructure and justifies charging CIL on development within the district.

- 7.2 A more detailed funding gap analysis will be prepared to inform the CIL Draft Charging Schedule consultation.

Infrastructure Costs

Infrastructure Category	Estimated Phasing														
	2016-2020					2021-2025					2026+				
	Total Estimated Infrastructure Cost (higher)	Anticipated Funding Arrangements			Funding Gap	Total Estimated Infrastructure Cost (higher)	Anticipated Funding Arrangements			Funding Gap	Total Estimated Infrastructure Cost (higher)	Anticipated Funding Arrangements			Funding Gap
	CIL	s106	Other			CIL	s106	Other			CIL	s106	Other		
District Plan (Strategic)															
Transport	£23,223,265	£1,684,000	£21,539,265	£0	£20,084,000	£54,582,072	£440,000	£30,942,072	£23,200,000	£34,865,620	£1,192,255	£138,130	£1,054,125	£0	£1,151,423
Education	£4,450,000	£4,450,000	£0	£0	£4,450,000	£22,759,861	£0	£21,032,371	£0	£19,500,000	£30,000,000	£0	£30,000,000	£0	£30,000,000
Health	£0	£0	£0	£0	£0	£1,951,200	£0	£1,951,200	£0	£1,744,325	£0	£0	£0	£0	£0
Social Infrastructure	£3,100,000	£0	£0	£0	£3,100,000	£12,468,720	£0	£12,468,720	£0	£12,468,720	£0	£0	£0	£0	£0
Green Infrastructure	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Public Services	£720,000	£720,000	£0	£0	£720,000	£100,000	£0	£100,000	£0	£100,000	£0	£0	£0	£0	£0
Utility Services	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Sub-Total	£31,493,265	£6,854,000	£21,539,265	£3,100,000	£25,254,000	£91,861,853	£440,000	£66,494,363	£23,200,000	£68,678,665	£31,192,255	£138,130	£31,054,125	£0	£31,151,423
Non-Strategic															
Transport	£500,000	£500,000	£0	£0	£500,000	£6,880,000	£6,680,000	£200,000	£0	£6,880,000	£0	£0	£0	£0	£0
Education	£9,500,000	£9,500,000	£0	£0	£9,500,000	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Health	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Social Infrastructure	£4,000,000	£4,000,000	£0	£0	£4,000,000	£10,000,000	£3,000,000	£7,000,000	£0	£10,000,000	£0	£0	£0	£0	£0
Green Infrastructure	£199,585	£25,000	£45,000	£9,585	£182,137	£50,000	£50,000	£0	£0	£50,000	£0	£0	£0	£0	£0
Public Services	£40,000	£40,000	£0	£0	£40,000	£700,000	£300,000	£0	£0	£667,653	£0	£0	£0	£0	£0
Utility Services	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Sub-Total	£14,239,585	£14,065,000	£45,000	£9,585	£14,222,137	£17,630,000	£10,030,000	£200,000	£7,000,000	£17,597,653	£0	£0	£0	£0	£0
Grand Total	£45,732,850	£20,919,000	£21,584,265	£3,109,585	£39,476,137	£109,491,853	£10,470,000	£66,694,363	£30,200,000	£86,276,318	£31,192,255	£138,130	£31,054,125	£0	£31,151,423

Appendix A Strategic infrastructure

This appendix sets out an overview of the various infrastructure categories and the issues relevant to Mid Sussex.

A.1 Transport

Transport – Roads networks and bus links	
Lead Organisation(s)	<ul style="list-style-type: none"> Highways England West Sussex County Council
Sources of Information	<ul style="list-style-type: none"> West Sussex Transport Plan 2011-2026 (West Sussex County Council, February 2011) Mid Sussex Transport Study – Stage 1 (December 2012), Stage 2 (September 2013) and Stage 3 Report (2016) East Grinstead Traffic Management Stage 3 Study “the Atkins Study”, May 2012 Burgess Hill Town Wide Strategy – Draft Transport Report, February 2011 Burgess Hill Transport Investment Plan (AECOM for West Sussex County Council, January 2016) West Sussex County Council Draft Strategic Infrastructure Package, January 2016
Key Issues	<p>Mid Sussex District is generally well served by both bus and rail services, however, road traffic and transport issues predominate as key to the delivery of new homes and businesses in Mid Sussex. The Council has been working in partnership with Highways England and West Sussex County Council as Highways Authority to identify and address issues and to find appropriate sustainable transport solutions.</p> <p>Car ownership in the District is high with 86.4% of households having one or more cars or vans, compared to 74.2% nationally. 44.2% of all households have two or more cars compared to 32.1% nationally which raises the risk of traffic congestion issues. A number of interventions such as improved traffic management, junction and link capacity improvements and priority bus corridors may be necessary to support proposed growth.</p> <p>The Stage 3 Report of the Mid Sussex Transport Study was published in 2016. The Study showed that planned development would cause potential network congestion problems at the following junctions:</p>

	<ul style="list-style-type: none"> • A2300/ Northern Arc spine junction, Burgess Hill • A2300/ Cuckfield Road junction, Goddards Green (outskirts of Burgess Hill) • A23/ A2300 Hickstead interchange • A272/ A273 Butlers Green junction, Haywards Heath • B2115/ B2110 Leechpond Hill junction, Lower Beeding; and potential for congestion at: • A272/ B2036 junction, Ansty • M23/ A23 junction, Pease Pottage <p>In addition to certain junction problems there was the potential for highway link congestion issues at the following locations:</p> <ul style="list-style-type: none"> • A272 eastbound between A273 Butlers Green and Haywards Heath • A264 westbound between A2220 Cophorne and M23 Crawley • B2036 northbound between Ardingly Road and Staplefield Road, Cuckfield • B2115 westbound between B2036, Cuckfield and B2114 Slough Green <p>Air quality is a potential issue in relation to the A22 and its impact on the Ashdown Forest European-designated conservation site – Special Area of Conservation (SAC). Atmospheric pollution as a result of increased traffic could affect the heathland habitat. The Mid Sussex Transport Study Stage 3 Report indicates that projected traffic increases are below the threshold deemed as significant and, therefore, the Habitats Regulations Assessment report concludes that adverse effects are unlikely and no further measures are necessary. In order to promote good practice, the emerging District Plan Policy DP19 sets out measures to encourage sustainable transport and Policy DP27 sets out the requirements for avoidance and mitigation in relation to air pollution.</p> <p>In terms of access to bus stops, 91% of the District’s households are within a 5 minute walk (approximately 400m) from a bus stop. Whilst this is an encouraging figure, this does not account for the frequency of bus service as many of the rural bus stops have an infrequent service (less than 3 an hour and in some cases less than 3 a day).</p> <p>Mid Sussex has also worked with East Sussex County Council to identify and mitigate cumulative impacts from development particularly in Burgess Hill on the transport network in East Sussex; measures in Ditchling will particularly be required.</p>
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<p>Existing Provision</p>	<p>National Strategic Roads</p> <p>The A23 London to Brighton trunk road runs near the western border of the District.</p> <p>Other 'A' Roads (non-trunk)</p> <p>The County Strategic Road Network (SRN) within Mid Sussex includes the A272 which runs east-west through the District, the A22 which runs from Croydon to Lewes and passes through East Grinstead, the A264 which runs close to the northern border of the District, and the A2300 which links Burgess Hill with the A23 at Hickstead. Other 'A' roads in Mid Sussex, for example, the A273 which runs from Haywards Heath to Pyecombe via Burgess Hill, Hassocks and Keymer, are not included in the SRN.</p> <p>Bus Services</p> <p>There are a number of bus service providers operating within Mid Sussex, including Compass Travel, Metrobus and The Sussex Bus. Services operate to most towns and many villages although some services are infrequent and many do not operate in the evening or at weekends. In other areas, bus services are infrequent or non-existent. There are a number of special services for school buses. People aged 60 or over and the disabled are eligible for free bus passes for off-peak travel in Sussex.</p>
<p>Planned Provision</p>	<p>It is anticipated that the A2300 will require upgrading in order to link proposed strategic development allocations to the north and west of Burgess Hill with the A23 trunk road as well as improving access to the town from the Strategic Road Network. A feasibility study completed in 2014 identified options ranging from local junction improvements to full dualling of the existing single carriageway road. A bid submitted in October 2014 has secured £17m of the £23m estimated cost through the Government's Growth Deal with the Coast to Capital Local Enterprise Partnership, subject to Department for Transport approval of a Full Business Case submission and confirmation of funding from other sources including developer contributions.</p> <p>Other planned schemes to enable committed and proposed residential and employment developments in and around Burgess Hill include improvements to key road junctions, pedestrian and cycle crossing facilities, public transport interchanges, provision of bus gates/ priority measures.</p>
<p>Sources of Funding</p>	<ul style="list-style-type: none"> • Developer contributions through CIL, s106, s278 • West Sussex County Council • Highways England

Further Information	<ul style="list-style-type: none"> • Highways England • West Sussex County Council
Transport – Rail networks	
Lead Organisation(s)	<ul style="list-style-type: none"> • Network Rail • Southern Railway
Sources of Information	<ul style="list-style-type: none"> • Network Rail • Southern Railway
Key Issues	<p>Haywards Heath is the 7th busiest railway station managed by Southern and 4,167,280 people use the station on an annual basis.</p> <p>According to the autumn 2014 National Rail passenger survey, punctuality and reliability of trains is an important area for customers along with communication when disruption occurs.</p> <p>In terms of access to railway stations, 42.1% of the District's households are within a 15 minute walking time (approximately 1.2km) from a railway station.</p>
Existing Provision	<p>There are six railway stations in Mid Sussex, five of which are on the main Brighton to London line: Hassocks, Burgess Hill, Wivelsfield, Haywards Heath and Balcombe. East Grinstead railway station is on the East Grinstead to London line.</p> <p>The Bluebell Railway, a privately-owned heritage railway provides services south from East Grinstead through Kingscote and Horsted Keynes to Sheffield Park (in neighbouring Lewes District). There are long-term plans to reinstate the disused branch line westwards from Horsted Keynes (via Ardingly) to a terminus at Haywards Heath.</p> <p>Access for All is a £370 million upgrade programme by Network Rail to improve accessibility at railway stations nationwide by introducing lifts and ramps. As part of the Access for All programme, two lifts built in the subway were completed in March 2014 at Hassocks railway station.</p>
Planned Provision	<p>Regeneration work at Haywards Heath railway station has recently commenced. This is a £35 million scheme by Solum Regeneration, a partnership between Network Rail and Kier, and is due to be completed in late 2016.</p>

	<p>The existing car park will be replaced by a new 1,057 space multi-storey car park. A new footbridge will link the car park with all the platforms and will be ready in late 2016. There will be improved station interchange and reduced congestion at Clair Road/ Perrymount Road, and there will also be a new Waitrose supermarket.</p> <p>The ongoing Thameslink infrastructure and new trains investment programme will increase capacity, particularly through London. The route runs north-south through London between Bedford and Brighton. Most of the trains are expected to be new by the end of 2018, with the first new trains arriving in 2016. This value of this project is £6.5 billion and it has both public and private funding.</p> <p>Various station enhancements are also planned including improvements to waiting rooms and toilet facilities.</p>
Sources of Funding	<ul style="list-style-type: none"> • Network Rail • Southern Railway
Further Information	<ul style="list-style-type: none"> • Network Rail • Southern Railway

Transport – Cycling, walking and equestrian routes	
Lead Organisation(s)	<ul style="list-style-type: none"> • West Sussex County Council • West Sussex Local Access Forum (WSLAF)
Sources of Information	<ul style="list-style-type: none"> • Rights of Way Improvement Plan (West Sussex County Council) • Mid Sussex Cycle Strategy (2013)
Key Issues	<p>As the Highway Authority, West Sussex County Council is responsible for recording, protecting and maintaining public rights of way. Some of the key issues identified in the Rights of Way Improvement Plan include maintenance of the existing network, information provision, more multi-user routes required to link new development with the countryside, and difficulty in access to the countryside.</p>
Existing Provision	<p><u>Walking:</u></p> <p>There is an extensive network of footpaths and pedestrian routes, with walking a popular pastime. Most routes are rural in character providing access to and within the District's attractive Wealden landscape but these can</p>

	<p>be difficult to use due to the dominant clay soil within the District. Many footpaths also provide local communication links, whether to services, or for recreation or commuting.</p> <p><u>Cycling:</u></p> <p>National Cycle Network Route 20 travels through the west of the District connecting London to Brighton. Route 21 links East Grinstead to Crawley. A number of significant cycle routes exist including Worth Way (connecting Crawley and East Grinstead) and Forest Way in East Grinstead. The District contains a number of other cycle routes, but like equestrians (see below), cyclists have only a few bridleways available to use.</p> <p><u>Horse riding:</u></p> <p>There are few public bridleways or routes otherwise usable by horses within the District. This is very limiting for the significant horse and rider population of the District, which generally need to connect disparate bridleways along roads and/ or through developed areas, which can deter riders and create situations of conflict.</p> <p><u>Horse-drawn carriage driving:</u></p> <p>There is virtually no off-road provision within the District.</p>
<p>Planned Provision</p>	<p>A number of neighbourhood plans are keen to promote cycle routes and associated infrastructure.</p> <p>The planning of large scale development proposals at Burgess Hill will aim to provide walking and cycling route networks and crossing facilities that link new housing to local services, employment areas and railway stations as well as providing access to the countryside. This will include implementation of routes comprising the Burgess Hill Green Circle Network.</p> <p>West Sussex Local Access Forum has identified a number of routes to enhance off-road provision across the District; examples include off-road cycling and equestrian routes between Burgess Hill and Haywards Heath, also Burgess Hill and Hurstpierpoint. Where opportunities arise, particularly in association with development, public footpaths will be improved and upgraded to public bridleways to improve safe sustainable public access. Improvements that provide new access opportunities, which could be delivered through a variety of commercial, charitable, public authority and volunteer partnerships, will be secured through development masterplanning and planning agreements.</p>
<p>Sources of Funding</p>	<ul style="list-style-type: none"> • West Sussex County Council • Organisations such as Natural England, National Trust, Forestry Commission and Sustrans

	<ul style="list-style-type: none"> • Section 106/ CIL
Further Information	<ul style="list-style-type: none"> • West Sussex County Council • West Sussex Local Access Forum

A.2 Education

Education	
Lead Organisation(s)	West Sussex County Council
Sources of Information	<ul style="list-style-type: none"> • West Sussex Asset Management Plan Local Policy Statement, West Sussex County Council Education Department, November 2003 • West Sussex County Council School Organisation Plan 2010-2013 • The proposed expansion and building of new primary and secondary schools in the Crawley, Horsham and Mid Sussex areas (West Sussex County Council, consultation document – autumn 2014)
Key Issues	<p>West Sussex County Council has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.</p> <p>West Sussex County Council's Capital & Asset Management Team provides information on school accommodation issues and school capacity within Mid Sussex District. West Sussex County Council has recently commissioned a Pupil Forecasting Report, which they have used to identify likely future school capacity constraints and additional land requirements for primary and secondary school places. This is based on the most recent demographic trends. The County Council has also provided information on the demand for school places arising from large scale development within the emerging District Plan 2014-2031.</p> <p>Information on early years' infrastructure provision has not been easily established. It is subject to further discussion between Mid Sussex District Council and West Sussex County Council.</p> <p>Predictions of education infrastructure needs will be subject to revision as new information on pupil/ child number forecasts and housing numbers becomes available. Should significant development be proposed by neighbourhood plans then the infrastructure investment will be revised and planned for accordingly.</p>

	<p>Primary</p> <p>In terms of primary school provision, the County Council Pupil Forecasting work has identified that schools in the south of the District in Hassocks, Hurstpierpoint and Wineham will be oversubscribed. Likewise, in the central area of the District, Balcombe, Blackthorns, Bolney, Handcross, and Lindfield primary schools will experience capacity issues of varying severity. While in the north of the District some localised capacity problems exist, the overall level of provision is expected to be able to cater for estimated need. In these areas, new development is likely to increase these capacity problems, and depending on the size and scale of development will need to be accommodated through extensions to the existing provision.</p> <p>Predictions of education infrastructure needs will be subject to revision as new information on pupil/ child number forecasts and housing numbers and trajectories becomes available. Should significant development be proposed by neighbourhood plans then the infrastructure investment needs identified in this plan will be revised and planned for accordingly.</p> <p>Furthermore, large scale development proposed to the north of Burgess Hill will require land and new primary school provision to provide two 2-form entry (2FE) schools. The nature, location and timing of the provision of these schools are subject to further discussion.</p> <p>Secondary</p> <p>West Sussex County Council has indicated that secondary schools in the East Grinstead area will be approaching capacity in the early part of the plan period. Existing secondary schools in Haywards Heath are not currently expected to experience significant increases in pupil numbers over the plan period, however, significant development could place significant pressure on these resources and would have to be reviewed if such development is proposed.</p> <p>West Sussex County Council enrolment information has identified that secondary school provision in Hassocks is anticipated to be oversubscribed at present and for much of the early part of the plan period. New development is likely to increase this capacity problem, and depending on the size and scale of development will need to be accommodated through extensions to the existing provision.</p> <p>Based on detailed analysis of existing capacity, it can be established that existing secondary schools in Burgess Hill will not have capacity to cater for the number of pupils generated by large-scale development envisaged in the north/ northwest of Burgess Hill. This development will require land and contributions towards construction costs for a new secondary school, of sufficient size and scale to be able to accommodate 1,200</p>
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	<p>pupils.</p> <p>The East Sussex Education Commissioning Plan 2014-2019 indicates that Wivelsfield Primary School is already full and planned new housing development either side of the East Sussex/ West Sussex border is likely to place additional pressure on places at the school going forward. East Sussex County Council will look to enlarge the school to meet the anticipated demand coming from new housing development in the local area. It has been agreed that applications on either side of the county boundary will be reviewed jointly by East Sussex and West Sussex County Councils on a case-by-case basis to determine the extent of any development contributions towards education provision on either side of the border.</p>
<p>Existing Provision</p>	<p>Early Years</p> <p>There are various providers of early years' education in Mid Sussex.</p> <p>Primary</p> <p>The District has 27 primary schools serving the District.</p> <p>Secondary</p> <p>There are 7 state secondary schools in the District.</p> <p>Special Educational Needs and Disability (SEND)</p> <p>Woodlands Meed in Burgess Hill opened in September 2012 and is a special school for 2-19 year olds. Pupils between 2-14 years attend the school site and students between 14-19 years attend the college site. It is a Foundation special school; a maintained school with links to local schools and the local authority. The Meeds SEND Alliance is a partnership between schools and other agencies offering support services to children with SEND and their families.</p> <p>Alternative Provision</p> <p>The West Sussex Alternative Provision College at Burgess Hill is a pupil referral unit providing education for 56 full-time pupils who have been permanently excluded from school, are at risk of exclusion from school or are unable to attend school due to health reasons.</p> <p>Private Provision</p> <p>There are several independent schools within Mid Sussex District.</p>
<p>Planned Provision</p>	<p>West Sussex County Council has consulted on proposals for primary and secondary schools to expand to cater</p>

	<p>for existing or forecast future demand.</p> <p><u>Secondary Schools</u></p> <ul style="list-style-type: none"> Downlands Community School: increase from 7 form entry (210 places) to 8 form entry (240 places) – For September 2016 <p><u>Alternative Provision</u></p> <p>Alternative Provision in West Sussex is currently being reviewed by West Sussex County Council. The review may bring about changes in the location and type of education provided in the future. The existing Alternative Provision facilities at Burgess Hill may, therefore, be subject to change and possible relocation, depending on the outcome of the review.</p>
Sources of Funding	<ul style="list-style-type: none"> Central government grant Developer contributions. Mid Sussex District Council requires developer contributions towards the cost of education provision for any development which gives rise to increased need. CIL
Further Information	<p>West Sussex County Council</p>

A.3 Health

Health	
Lead Organisation(s)	<ul style="list-style-type: none"> Horsham and Mid Sussex Clinical Commissioning Group (CCG) – funding for care and treatment in hospitals and in the community; prescribing; mental health services; and support and services for people living with learning disabilities Surrey and Sussex Area Team, NHS England – funding for primary care strategies including GP practice, dentists and opticians
Sources of Information	<ul style="list-style-type: none"> Commissioning Plan 2014-2019
Key Issues	<p>Whilst Mid Sussex has had the benefit of some significant premises improvements for Primary Healthcare Centres since 2003, there are a number of current issues which give cause for concern and may not be easily</p>

	<p>eradicated in the short term.</p> <p>These may be summarised on a local basis:-</p> <ol style="list-style-type: none"> 1) 2 GP surgeries are non-compliant with DDA: the Brow Surgery in Burgess Hill and Judges Close Surgery in East Grinstead. 2) Premises are not always ideally placed to accommodate increased patient demand as a result of new housing development. 3) Some surgery buildings in densely populated areas of the district are up to 25 years old and are constrained in delivery by size, for example, the Meadows and the Brow surgeries in Burgess Hill and Judges Close and Moatfield surgeries in East Grinstead. 4) A small number of practices are finding new funding pressures and may struggle to keep branch surgeries open. 5) The overall definition of “future proofing” is changing – as well as needing to provide additional capacity for substantial increases in population size there is also a need to increase capacity to host health care services closer to patient’s homes and to enable the integration of services. There are already difficulties in the provision of space in primary care to house a variety of new services to fulfil the needs of the community.
<p>Existing Provision</p>	<p>As part of the changes made by the Health and Social Care Act 2012, Primary Care Trusts, including NHS West Sussex, were abolished. They have been replaced by NHS England and local clinical commissioning groups (CCGs). From the 1st April 2013, the Horsham and Mid Sussex Clinical Commissioning Group is responsible for the majority of the local health services.</p> <p>The main district general hospital services are commissioned from the Brighton and Sussex University Hospitals Trust at the Princess Royal Hospital in Haywards Heath and the Royal Sussex County Hospital in Brighton. More specialised services include the Sussex Eye Hospital and Hurstwood Park – the Regional Neurosciences Centre. Queen Victoria Hospital in East Grinstead provides specialist reconstructive surgery and houses a Minor Injuries Unit for the local area. The Mid Sussex Wellbeing Team provides information, help and advice on wellbeing issues.</p> <p>Surrey and Sussex Hospital Trust also provide district general hospital services for the northern part of Mid Sussex and Horsham.</p>

Planned Provision	<p>There are no planned upgrades or improvements at present.</p> <p>The Brow Surgery in Burgess Hill is located in premises that are part of the Burgess Hill Town Centre Master Plan, and therefore a revised location may be necessary in the future.</p>
Sources of Funding	<p>Within larger developments land may be allocated for the provision of healthcare facilities. Smaller developments may support the provision/ improvements to healthcare infrastructure through financial contributions to provide new facilities in larger schemes or improve existing facilities that are needed to meet the additional demand arising from the development.</p>
Further Information	<p>Investment in health centres and GP surgeries is driven by a number of factors including market forces and the Local Improvement Finance Trust (LIFT) programme. In order to provide a guide to the likely needs over the Plan period a number of assumptions have been made:</p> <ul style="list-style-type: none"> • The current number of patients per GP in the District is maintained at approximately 2,000. • A new practice is triggered when there is enough demand for 4 GPs, i.e. 8,000 patients triggers the requirement for a new practice. <p>Horsham & Mid Sussex Clinical Commissioning Group/ NHS England have indicated that new primary care provision in the form of community health services will need to be improved in all the major settlements in the District.</p> <ul style="list-style-type: none"> • Horsham and Mid Sussex Clinical Commissioning Group • NHS England

A.4 Social Infrastructure

Leisure	
Lead Organisation(s)	Mid Sussex District Council
Sources of Information	<ul style="list-style-type: none"> • Leisure & Cultural Strategy for Mid Sussex 2009-2020 • Mid Sussex District Council Playing Pitch Strategy 2015-2031 (February 2015)

<p>Key Issues</p>	<p>Mid Sussex needs to ensure that there is sufficient indoor and outdoor leisure activities and premises to cater for both residents and visitor requirements in the future. The Sport England Active People survey demonstrates that Mid Sussex has a comparatively high level of club membership and sports participation. It is likely that demand for leisure facilities will increase in the future so it is important that this demand is met. The recommendations of the Council's Leisure & Cultural Strategy and Playing Pitch Strategy have been taken into account in preparation of the District Plan.</p> <p>It is proposed through the District Plan that developers will be required to contribute towards the provision of open space, sports and recreation facilities and provide facilities on larger development sites. The District Council has prepared a Playing Pitch Strategy and is working with towns and parishes in preparing neighbourhood plans to identify suitable sites for provision of health and leisure facilities when particular deficiencies and local needs have been identified. There is a particular deficiency in mini-soccer, junior football, cricket and hockey pitches across the district and a need for additional rugby pitches in the Burgess Hill area of the district to meet local demand. The Wealden clay in Mid Sussex reduces the capacity of grass pitches so demand for drainage and synthetic playing surfaces are key issues in this area.</p>
<p>Existing Provision</p>	<p>There is a wide range of sport and recreation facilities across the District including health and fitness clubs, sports halls, swimming pools, golf courses, synthetic turf pitches, grass pitches and bowls facilities.</p> <p>There are leisure centres in Burgess Hill, East Grinstead, Hassocks and Haywards Heath offering a range of sporting activities. The area also offers opportunities for a large number of outdoor pursuits such as walking, cycling, sailing, fishing, canoeing, climbing and horse riding.</p> <p>The District Council has ensured the provision of locally equipped play areas and kickabout facilities within walking distance of most residential areas to make sure there are adequate recreational opportunities for children and young people.</p> <p>Heritage and visitor attractions include the Great Gardens of Sussex (Borde Hill, High Beeches, Wakehurst Place and Nymans), three local vineyards (Kingscote Estate, Ridgeview Estate and Bolney Wine Estate), Bluebell Railway, Standen House, West Hoathly Priest House, Hickstead All England Show Jumping Course, and the South of England Showground. Cultural facilities include East Grinstead and Cuckfield museums and performance venues Martlets Hall, Chequer Mead Community Arts Centre, Clair Hall and the Hub Theatre, and small theatres in Hursstierpoint and Burgess Hill.</p>

Planned Provision	<p>Three leisure centres are operated by Places for People on behalf of Mid Sussex District Council and all three have had refurbishment of reception, gyms and new studios during 2015. £1 million has been set aside by Mid Sussex District Council to improve these leisure centres over the next two years. Constraints at the leisure centres include high membership numbers and poor car parking in East Grinstead and Haywards Heath. A number of play areas have been identified as being in need of upgrades and improvements to enhance provision and add capacity.</p> <p>There are extensive needs in the District, which are set out in full in the Leisure & Cultural Strategy for Mid Sussex 2009-2020 and in the Playing Pitch Strategy 2015-2031. Details of planned provision identified through the Leisure & Cultural Strategy and the Playing Pitch Strategy are set out in the schedules.</p>
Sources of Funding	<ul style="list-style-type: none"> • CIL • Developer funding through direct provision • Government grants • Mid Sussex District Council • Town and parish councils • External funding
Further Information	<ul style="list-style-type: none"> • Leisure & Cultural Strategy for Mid Sussex 2009-2020 • Mid Sussex District Council Playing Pitch Strategy 2015-2031 (February 2015)

A.5 Green Infrastructure

Mitigation Required Under the Habitats Regulations	
Lead Organisation(s)	Mid Sussex District Council
Sources of Information	<ul style="list-style-type: none"> • Habitats Regulations Assessment for the Mid Sussex District Plan (October 2015) • Associated background studies for the Habitats Regulations Assessment • East Court & Ashplats Wood Suitable Alternative Natural Greenspace Strategy (October 2014)

	<ul style="list-style-type: none"> • Strategic Access Management and Monitoring Interim Mitigation Strategy (August 2013)
Key Issues	<p>Under the provisions of the Conservation of Habitats and Species Regulations 2010 (the 'Habitats Regulations'), the Council is required to consider the potential impacts of the District Plan 2014-2031 on sites designated as a Special Protection Area (SPA), Special Area of Conservation (SAC) or Ramsar sites. The Habitats Regulations Assessment (HRA) that accompanies the District Plan 2014-2031 provides detail regarding the potential impacts and associated mitigation measures in relation to all relevant sites. This applies especially to new residential development leading to a net increase in dwellings within 7km of Ashdown Forest.</p> <p>The Habitats Regulations Assessment Report for the Mid Sussex District Plan 2014-2031 suggests mitigation measures including Suitable Alternative Natural Greenspace (SANG) and on-site management measures at the Ashdown Forest known as Strategic Access Management and Monitoring (SAMM). The zone of influence liable to these mitigation costs is within 7km from the Ashdown Forest SPA. At present, there is no certainty about the cost levels to secure the required mitigation, however, further work is underway to provide more detail and explore potential options.</p>
Existing Provision	<p>Mid Sussex District Council has secured a strategic SANG at East Court & Ashplats Wood, East Grinstead, which has capacity for 1,507 dwellings.</p> <p>Mid Sussex District Council is currently operating an interim SAMM strategy. It will continue to be applied until it is replaced and superseded by a Joint SAMM Strategy between the affected local authorities (Wealden District Council, Lewes District Council, Tunbridge Wells Borough Council, Tandridge District Council and Sevenoaks District Council). The Conservators of Ashdown Forest will deliver the SAMM projects. This Joint SAMM Strategy is currently work in progress.</p>
Planned Provision	<p>It is a priority to implement and deliver a strategic SANG and a SAMM strategy.</p>
Sources of Funding	<ul style="list-style-type: none"> • Mid Sussex District Council • CIL/ s106 • Direct provision by developers
Further Information	<ul style="list-style-type: none"> • Habitats Regulations Assessment for the Mid Sussex District Plan • Ashdown Forest mitigation strategies – SANG and SAMM

A.6 Public and Community Services

Emergency Services – Ambulance	
Lead Organisation(s)	South East Coast Ambulance Service NHS Foundation Trust (SECAmb) is part of the National Health Service (NHS). SECAmb formed in July 2006, as a result of the merger between the former ambulance trusts in Kent, Surrey and Sussex. It became a Foundation Trust on the 1 st March 2011.
Sources of Information	<ul style="list-style-type: none"> • South East Coast Ambulance Service NHS Trust Integrated Business Plan 2010-2015
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from healthcare professionals, provides NHS 111 services across the region, and in Surrey provides non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities). The Service:</p> <ul style="list-style-type: none"> • covers a geographical area of 3,600 square miles (Brighton & Hove, East Sussex, West Sussex, Kent, Surrey, and North East Hampshire). • serves a resident population of 4.5 million. • operates across 110 sites ranging from ambulance stations and ambulance community response posts to three Emergency Dispatch Centres, where 999 calls are received, clinical advice provided and emergency vehicles dispatched. • utilise a fleet of 704 vehicles. • received 862,466 emergency calls during 2013/14. • employs more than 3,500 staff. <p>There have been increasing demands on the ambulance service and it is predicted that these will continue to rise.</p>
Existing Provision	Ambulance stations are located in Burgess Hill, East Grinstead and Haywards Heath.
Planned Provision	The Council is not aware of any plans or proposals for new or expanded ambulance stations within the District.
Sources of Funding	<ul style="list-style-type: none"> • Service level agreements with the region's Clinical Commissioning Groups (Horsham and Mid Sussex CCG)
Further Information	South East Coast Ambulance Service

Emergency Services – Fire and Rescue	
Lead Organisation(s)	West Sussex Fire and Rescue Service – West Sussex County Council (the Fire Authority)
Sources of Information	<ul style="list-style-type: none"> • Fire and Rescue Services Act 2004 • South East Fire and Rescue Services' Regional Management Board • West Sussex Fire and Rescue Service Plan 2010-15 • West Sussex Fire and Rescue Service Annual Report 2013/14
Key Issues	<p>The main duties of West Sussex Fire & Rescue Service under the Fire and Rescue Services Act 2004 are to provide, train and equip the Service for firefighting; protecting people and property from fire; promoting fire safety; and rescuing people from road traffic collisions.</p> <p>Under the Civil Contingencies Act 2004, the Fire Authority has a role and responsibility to work in partnership to plan for, and respond to, civil emergencies.</p> <p>The vision of the West Sussex Fire and Rescue Service is: 'A Fire and Rescue Service serving its community, businesses and visitors by making West Sussex a safer place to live, work and visit'. The 2010-15 Service Plan identifies five Strategic Aims:</p> <ul style="list-style-type: none"> • Reducing the number of emergency incidents and their consequences • Working with partners to build a safer, stronger, healthier and more sustainable community • Safe, healthy and competent employees • Value for money services • Reducing the service's impact on the environment <p>West Sussex Fire and Rescue Service now deal with fewer fires but an increasing number of vehicle collisions and floods. Greater emphasis is also now placed on undertaking work on fire prevention and community safety. Developers will need to continue to liaise with West Sussex County Council Highways Department to ensure that suitable access to new development is provided. There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available. The developer should provide</p>

	the infrastructure required to serve a new development at no cost to the emergency service.
Existing Provision	Burgess Hill, East Grinstead and Haywards Heath Fire Stations have a variable crewing system wholetime and retained. This provides day crewing wholetime (Monday-Friday) and on-call firefighters providing 24-hour cover. There are on-call firefighters providing 24-hour cover at Hurstpierpoint Fire Station and Turners Hill Fire Station. The control rooms of East Sussex Fire & Rescue and West Sussex Fire & Rescue were brought together in May 2014 in a new combined operation at Haywards Heath – the Sussex Control Centre.
Planned Provision	There is no planned increase in provision in the District at present.
Sources of Funding	Funding for the fire service is provided by West Sussex County Council and comes from two main sources: <ul style="list-style-type: none"> • Grant funding from central Government • Council tax <p>There is no additional precept for fire and rescue services on council tax bills in West Sussex. The fire and rescue budget is considered as part of the wider provision of county council services.</p> <p>Developers will also be required to contribute towards works that may be needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for firefighting. In addition, the developer may be required to make a proportionate contribution towards the provision of new firefighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area. The costs are based on the additional population coming from the new development.</p>
Further Information	West Sussex Fire & Rescue Service
Emergency Services – Police	
Lead Organisation(s)	<ul style="list-style-type: none"> • Sussex Police • Sussex Police & Crime Commissioner
Sources of Information	<ul style="list-style-type: none"> • Sussex Police and Crime Commissioner – Safer in Sussex: Police and Crime Plan 2013/2017 • Sussex Police Authority – Operational Delivery Plan 2014 • Sussex Police Authority – Sussex Police Estates and Facilities Department: Estates Strategy 2013-2018

<p>Key Issues</p>	<p>National priorities for the police service outlined in the Strategic Policing Requirement and defined by the Home Secretary include addressing the following national threats: terrorism, civil emergencies, organised crime, public order and large-scale cyber incident.</p> <p>In November 2012, the people of Sussex elected the first Sussex Police and Crime Commissioner to represent them for policing and crime in the county. The Police and Crime Commissioner has replaced the Police Authority and will set the police budget, local policing and crime priorities in a Police and Crime Plan and will hold the Chief Constable to account.</p> <p>The Police and Crime Plan 2013/2017 for Sussex sets out the strategic direction for policing. It has four key priorities: crime and community safety, victim focus, public confidence, and value for money.</p> <p>The Operational Delivery Plan 2014 sets out how operational policing in Sussex will be delivered against the priorities, targets and budget set by the Sussex Police and Crime Commissioner, taking account of regional and national responsibilities and the needs of local communities.</p> <p>Sussex Police have Crime Prevention Design Advisors who champion a scheme called, ‘Secured by Design’ and provide advice on crime prevention. The ‘Secured by Design’ scheme combines ‘designing out crime’ with enhanced security to reduce crime and create safe and sustainable communities. The aim of ‘designing out crime’ is to reduce the vulnerability of people, property and businesses to crime as well as reducing the fear of crime. This is through designing the built environment so that opportunities for crime are removed. This includes addressing access and movement, surveillance, defensible space, and lighting. As part of a planning application, Design and Access Statements should demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places.</p>
<p>Existing Provision</p>	<p>There are police stations in each of the three main towns: Burgess Hill, East Grinstead and Haywards Heath.</p> <p>There is a Road Policing Unit based at Haywards Heath since this is a strategic road location.</p> <p>There is a Sussex Police training and conference centre at Slaughman Manor.</p>
<p>Planned Provision</p>	<p>There are no known planned increases in provision.</p> <p>The Estates Strategy 2013-2018 seeks to retain, redevelop or reprovide the Sussex Police Estate. The implications for Mid Sussex are:</p> <ul style="list-style-type: none"> • Redevelop Haywards Heath Police Station to make efficient and effective use of space and create a

	<p>modern fit for purpose environment.</p> <ul style="list-style-type: none"> • Reprovide Burgess Hill Police Station and East Grinstead Police Station as the current buildings are not in the right location and are under-utilised or in a poor state of repair. The Estates Strategy seeks to provide services in a better location within the same area, ideally with partners. <p>It is proposed that in 2018, the following changes will apply to police stations in Mid Sussex:</p> <ul style="list-style-type: none"> • <u>Burgess Hill Police Station</u> – Services will be re-provided as Public Contact Point and Neighbourhood Policing Base, ideally from a nearby site shared with partners. The public will be able to access front counter services from the Public Contact Point. The Neighbourhood Policing Teams will work here, based within the community. • <u>East Grinstead Police Station</u> – Services will be re-provided as Public Contact Point and Neighbourhood Policing Base, ideally from a nearby site shared with partners. The public will be able to access front counter services from the Public Contact Point. The Neighbourhood Policing Teams will work here, based within the community. • <u>Haywards Heath Police Station</u> – This police station has a Public Contact Point and is used for operational and neighbourhood policing. Services will continue to be based here. <p>The training and conference centre at Slaughman Manor will be closed. Training facility needs will be re-provided more locally at sites within the divisions and at the HQ in Lewes.</p>
<p>Sources of Funding</p>	<ul style="list-style-type: none"> • Government grant funding • Police Precept from Council Tax • Charging for policing events • Community Infrastructure Levy • Asset disposal (Slaughman Manor)
<p>Further Information</p>	<ul style="list-style-type: none"> • Sussex Police • Sussex Police & Crime Commissioner

Libraries	
Lead Organisation(s)	West Sussex County Council
Sources of Information	<ul style="list-style-type: none"> • Various sources of information and correspondence with West Sussex County Council. • West Sussex Library Service: an overview of our current position and future direction (December 2014)
Key Issues	<p>West Sussex County Council has made significant cost savings in the Library Service, delivering services in a cost-effective way by introducing self-service kiosks and on-line services. The Service continues to explore options such as co-location to deliver savings in appropriate locations. New development within the District is likely to increase demand on library services and will serve to maintain existing assets.</p> <p>The network of physical locations is a powerful locally-based tool for the County Council in delivering its priorities in communities. Libraries are increasingly developing as community hubs; a cost effective way to deliver an increasing range of County and partnership services.</p> <p>The modernisation includes a new model for delivering services from additional access points. This offer (referred to as 'tier 7') consists of a small selection of books with a pick-up point for requested items (a 'click and collect' service). This is not staffed by library staff, but is likely to be in a shared facility, where staff already employed by partner organisations can provide the very limited supervision needed.</p>
Existing Provision	<ul style="list-style-type: none"> • Burgess Hill library • East Grinstead library • Hassocks library • Haywards Heath library • Hurstpierpoint library • A mobile library service also visits villages and other communities.
Planned Provision	<p>The situation in Burgess Hill is currently uncertain, in view of possible developments in the town centre. The existing library is in an excellent position with very good access. Any discussions need to take account of the need to retain or enhance the library offer to local residents.</p> <p>The library service would consider relocation of Hassocks library to a better location within the community or to</p>

	<p>share accommodation in a community space if it offered an improved service to residents.</p> <p>Haywards Heath library now also houses the Registrars' Service. There are no current plans to increase the floor-space, but in the light of current housing developments, this will be kept under review.</p> <p>East Grinstead library is adequate at present, but again requirements will be kept under review.</p> <p>The 'tier 7' model will be considered for large developments not close to an existing library.</p>
Sources of Funding	<ul style="list-style-type: none"> • West Sussex County Council • CIL • Developer contributions
Relevant Standards	<p>West Sussex County Council has adopted standards that relate service provision to population numbers.</p> <p>For communities/ catchment populations up to 4,000, service provision will be expected to be through mobile libraries and where this is considered to be the best means of delivery for a specific development the developer/ landowner will be expected to provide a suitable parking area. For communities/ catchment populations above 4,000, a built library would be expected, and a fair proportion of costs would be expected.</p> <p>Where the existing capacity of a library does not serve the new development, the contribution is calculated in relation to the need for increased staffing and stock, and the need to adapt existing buildings to use space better (or to increase floorspace).</p>
Further Information	<p>West Sussex County Council Library Service</p>
Waste Management	
Lead Organisation(s)	<ul style="list-style-type: none"> • West Sussex County Council • Mid Sussex District Council
Sources of Information	<ul style="list-style-type: none"> • West Sussex Waste Local Plan (April 2014) – West Sussex County Council and South Downs National Park Authority - The West Sussex Waste Local Plan covers the period to 2031 and sets out the vision and strategic objectives for waste planning.

<p>Key Issues</p>	<p>New development within the District has a cumulative effect on waste infrastructure. Housing growth as currently forecast by Mid Sussex District Council may result in a need for improvements to Household Waste Recycling Sites and Transfer Stations, but this will be monitored.</p> <p>Mid Sussex District Council feels consideration is needed to improving the Imberhorne Lane Transfer Station due to its current inability to accept all waste streams (refuse, recycling and green waste) from the Waste Collection Authority (WCS).</p>
<p>Existing Provision</p>	<p>West Sussex County Council as Waste Disposal Authority is responsible for co-ordinating and managing the disposal of municipal waste, which includes household, some commercial or industrial waste (either directly delivered to landfill or via waste transfer stations), and waste deposited at Household Waste Recycling Sites. Municipal waste in the District is collected by Mid Sussex District Council (the Waste Collection Authority).</p> <p>Both Haywards Heath and Burgess Hill, along with surrounding villages are served by the Burgess Hill Household Waste Recycling Site which is co-located with a Waste Transfer Station. The combined site was improved in 2006/7 and whilst there are no current plans for further improvements, a study of county-side Waste Disposal Authority infrastructure is to be undertaken over the next 12 months which will inform whether further works are required as a result of Mid Sussex District Council housing growth proposals.</p> <p>East Grinstead and surrounding villages are served by the East Grinstead Household Waste Recycling Site which is co-located with a Waste Transfer Station. The combined site was improved in 2011/12 and whilst there are no current plans for further improvements, a study of county-side Waste Disposal Authority infrastructure is to be undertaken over the next 12 months which will inform whether further works are required as a result of Mid Sussex District Council housing growth. For example, this could be to improve the Imberhorne Lane Transfer Station so that all waste streams can be accepted.</p> <p>A new Waste Management Depot at Bridge Road in Haywards Heath was opened on the 27th June 2014. This new depot provides the base for Mid Sussex District Council's refuse, recycling, garden waste collection services, and all street cleansing operations.</p>
<p>Planned Provision</p>	<p>Policy W10: Strategic Waste Allocations of the West Sussex Waste Local Plan (April 2014) is concerned with strategic waste site allocations to meet identified shortfalls in transfer, recycling and recovery capacity. Along with a few other sites in the County, land west of the Wastewater Treatment Works at Goddards Green, near Burgess Hill and north of the A2300, is allocated for a waste management facility. The County Council has</p>

	<p>indicated that proposals for the transfer, recycling, and/ or recovery of waste (including the recycling of inert waste) are acceptable 'in principle' on this site. The site is expected to contribute to meeting the shortfall in waste management capacity which is forecast to 2031.</p> <p>This is a greenfield site of approximately 5Ha outside the built-up area boundary. The waste management capacity achieved will depend upon the type of facility and chosen technology. The development principles for the site include its development to be compatible with plans for the proposed development of the land to the north and northwest of Burgess Hill, including mitigation of any adverse impacts.</p>
Sources of Funding	<ul style="list-style-type: none"> • West Sussex County Council • Mid Sussex District Council • CIL
Further Information	<p>West Sussex Waste Local Plan (April 2014)</p>

A.7 Utility Services

Electricity Distribution	
Lead Organisation(s)	UK Power Networks
Sources of Information	UK Power Networks: Details of the existing distribution network and future development plans are detailed in the 'Long Term Development Statement'.
Key Issues	<p>New developments will be assessed when they come forward. Ofgem discourages Electricity Distribution Companies for investing speculatively in their infrastructure ahead of confirmed requirements.</p> <p>UK Power Network's asset replacement programmes provide the opportunity to rethink the way in which the infrastructure is developed to meet future customer needs particularly for connections to green and renewable energy sources.</p>
Existing Provision	UK Power Networks confirm that the existing network capacity for the Mid Sussex area is adequate for meeting existing customer's demand.
Planned Provision	Whenever presented with new development proposals for Mid Sussex, the UK Power Networks' Gateway Team

	will examine the proposal, assess the impact on the existing network and provide an economic design for connection within the context of the Company objectives of supporting growth in the economy whilst minimising the impact of climate change and providing an electricity network that can support new technologies, such as renewable generation and electric vehicles. Comments from Stakeholders are welcomed and suggestions can be submitted via the 'Planning for the Future' section of the Company website.
Sources of Funding	<ul style="list-style-type: none"> • UK Power Networks • Developer funding
Further Information	UK Power Networks
Gas Distribution	
Lead Organisation(s)	Scotia Gas Networks (SGN): Southern Gas Networks
Sources of Information	Scotia Gas Networks (SGN)
Key Issues	<p>If more capacity is required reinforcements to the network can be made to whatever the extent is required. The location, scale and timing of development will need to be identified in the District Plan and in neighbourhood plans. This can then be incorporated in the Scotia Gas Networks future development plans.</p>
Existing Provision	Scotia Gas Networks confirm that the existing network is adequate to serve existing development.
Planned Provision	<p>If more capacity is required, reinforcement to the network can be carried out to whatever extent is required. This means that essentially SGN can accommodate any level of development.</p> <p>Scotia Gas Networks regularly undertake replacement/ reinforcement works throughout Mid Sussex. More may need to be raised for the developments planned at Burgess Hill.</p>
Sources of Funding	<ul style="list-style-type: none"> • Ofgem • Scotia Gas Networks • Developers through connection fees and on-site provision
Further Information	Southern Gas Networks

Water Resources and Water Supply	
Lead Organisation(s)	<ul style="list-style-type: none"> • South East Water • Southern Water
Sources of Information	<ul style="list-style-type: none"> • South East Water – Water Resources Management Plan 2014 • Southern Water – Water Resources Management Plan 2015-40 • Environment Agency – South East River Basin Management Plan
Key Issues	<p>As a result of the Water Framework Directive (WFD), work is currently underway by the Environment Agency to identify detailed schemes and projects to deliver the recommendations from the South East River Basin Management Plan. Further details can be included within the Infrastructure Delivery Plan at a later stage as this work develops.</p>
Existing Provision	<p>Water supply – South East Water is responsible for the supply of drinking water to the majority of Mid Sussex, and Southern Water supplies water to a small area in the south of the District.</p> <p>Water distribution system – The existing system works under pressure which allows flexibility in the provision of new mains required to serve new development. There is limited spare capacity.</p>
Planned Provision	<p>Water resources</p> <p>Sufficient capacity to accommodate development identified in Mid Sussex's Local Plan. Further investment will be required to meet demand from proposed development as set out in the District Plan 2014-2031.</p> <p>South East England is classified as an area of water stress and additional growth will add to the pressure currently experienced as well as the effects of climate change. Water supply companies are to respond to these challenges through a series of measures outlined in their Water Resources Management Plans. The proposed measures include, water efficiency programmes, universal metering and asset improvement schemes for groundwater sources. For post-2020, South East Water has identified a number of new water resource options including groundwater sources at five sites, including at Forest Row and Coggins Mill in Wealden District, increasing the capacity of the existing Arlington Reservoir and developing additional water transfers.</p> <p>Southern Water have planned for a new pipeline in Sussex by 2018 (stage one) to help move water around the region more easily and to help preserve storage at Weir Wood Reservoir during droughts.</p>

	<p>Water distribution system</p> <p>It is likely that investment will be required to serve the development proposed in the District Plan 2014-2031. Where capacity is insufficient, developers will need to requisition a connection to the nearest point of adequate capacity.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developers • Ofwat • South East Water • Southern Water
Further Information	<ul style="list-style-type: none"> • South East Water • Southern Water • Environment Agency

Wastewater Treatment and Sewerage	
Lead Organisation(s)	<ul style="list-style-type: none"> • Southern Water • Thames Water (north-western area of Mid Sussex District)
Sources of Information	<ul style="list-style-type: none"> • Southern Water • Thames Water • Environment Agency
Key Issues	<p>In relation to wastewater, Southern Water is not permitted to discharge treated effluent from wastewater treatment works in excess of the environmental permit provided by the Environment Agency or breach imposed levels of quality standards. The District Plan will inform Southern Water's investment planning and will provide the planning certainty required to support investment proposals to Ofwat.</p> <p>Developments should connect to the sewerage system at the nearest point of adequate capacity, and any odour mitigation required as a result of new development should be funded by the development.</p>

<p>Existing Provision</p>	<p>Wastewater treatment – There are a number of facilities throughout the District that serve the three main towns and rural areas.</p> <p>Sewerage system – Southern Water is the statutory sewerage undertaker for most of Mid Sussex, and Thames Water is the statutory sewerage undertaker for the north-western part of the District. There is a sewerage system, which operates mainly under gravity, throughout Mid Sussex with limited spare capacity.</p>
<p>Planned Provision</p>	<p>Wastewater treatment</p> <ul style="list-style-type: none"> • Burgess Hill and the southern part of the District <ul style="list-style-type: none"> • <u>Goddards Green Wastewater Treatment Works</u> <p>Nearly all of the southern part of the District including Hassocks, Hurstpierpoint, Sayers Common and Bolney are serviced by the Goddards Green Wastewater Treatment Works at Burgess Hill. Investment funded by Southern Water and scheduled for delivery by 2015 will provide headroom for new development including the Northern Arc development. Further expansion of the wastewater treatment works would be possible, subject to Environment Agency approval.</p> <ul style="list-style-type: none"> • East Grinstead <ul style="list-style-type: none"> • <u>Eden Vale Wastewater Treatment Works</u> – located to the north of East Grinstead • <u>Luxfords Lane Wastewater Treatment Works</u> – located to the south-east of Grinstead • <u>Felbridge Wastewater Treatment Works</u> – located to the north-west of East Grinstead <p>Southern Water has confirmed that additional capacity can be provided to service proposed new development. Necessary investment can be planned and funded through the water industry's price review process.</p> <ul style="list-style-type: none"> • Haywards Heath <ul style="list-style-type: none"> • <u>Scaynes Hill Wastewater Treatment Works</u> <p>Haywards Heath is served by the Scaynes Hill Wastewater Treatment works located to the east of</p>

	<p>the town. Sufficient treatment capacity can be provided at the works to service proposed new development. Necessary investment can be planned and funded through the water industry's price review process.</p> <ul style="list-style-type: none"> • North-western area of Mid Sussex District • <u>Crawley Sewage Treatment Works</u> (position as at February 2015) <p>Crawley Sewage Treatment Works (STW) has recently been upgraded and has a capacity for a total Population Equivalent (PE) of approximately 170,000. Thames Water's forecasting predicts that the STW will reach that limit between 2021 and 2026 (from a current PE of approx. 155,000). It is anticipated that Crawley STW will not meet the demand forecasted to 2030. Upgrades of Thames Water's assets will therefore be required.</p> <p>Further expansion of the Crawley STW should be possible subject to land availability and STW consent permissions being granted by the Environment Agency. Land availability at Crawley STW is reaching its limits and it may be necessary to extend beyond the site's boundary, but this would need further confirmation nearer the time as technologies are changing all the time; it may be able to accommodate upgrades which require a smaller foot print.</p> <p>Nonetheless, consultations have taken place with Gatwick Airport regarding their proposal of a new runway. They have been made aware of what capacity is available and when upgrades to Crawley STW are forecasted.</p> <p>Thames Water would look to promote any future upgrades/ extensions to Crawley STW within its draft business plan sometime between AMP7 (2020-2025) and AMP8 (2025-2030), which are subject to funding approval by Ofwat.</p> <p>Based on evidence provided by Southern Water, all other (small) wastewater treatment works throughout the District currently have sufficient capacity and additional capacity can be provided to serve new development. This investment can be planned and funded through the water industry's price review process.</p> <p>The District Council will continue to work with Southern Water and Thames Water to ensure they have the most</p>
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	<p>up-to-date housing numbers for use when bidding for the required funding during the next bidding round.</p> <p>Wastewater sewerage system</p> <p>Developments should connect to the sewerage system at the nearest point of adequate capacity so that the risk of foul water flooding is not increased. The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to adverse amenity impacts for existing or future users in the form of internal and external sewer flooding, pollution of land and water courses and / or issues with water supply in the form of no or low water pressure.</p> <p>In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered.</p> <p>Southern Water will seek to work in collaboration with the planning authority and developers to deliver local on-site and off-site wastewater infrastructure required to service individual sites Surface water should not be permitted to enter the sewerage system. Alternative surface water drainage will be required.</p> <p>Odour mitigation</p> <p>Where development is delivered in close proximity to wastewater treatment works the cost of odour mitigation measures required to protect amenity of residents sensitive to odour shall be met by the development. This reflects the Ofwat view that the cost of mitigation should be met by the development and not passed to existing customers through increased charges.</p> <p>Where development is being proposed within 800m of a Thames Water sewage treatment works, the developer or local authority should liaise with Thames Water to consider whether an odour impact assessment is required as part of the promotion of the site and potential planning application submission. The odour impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a sewage treatment works.</p>
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Sources of Funding	<ul style="list-style-type: none"> • Developers • Ofwat – Price review process • Southern Water • Thames Water
Further Information	<ul style="list-style-type: none"> • Southern Water • Thames Water • Environment Agency • Ofwat Price Review Process

Telecommunications – Broadband Communications

Lead Organisation(s)	Lead various broadband providers
Sources of Information	<ul style="list-style-type: none"> • Broadband providers • West Sussex County Council: West Sussex – Better Connected project • West Sussex Local Broadband Plan (formally approved in April 2012)
Key Issues	The broadband network now covers most households, although at varying speeds, and the Government is committed to ensuring that everyone can benefit from the new services that technology such as this can provide.
Existing Provision	Standard coverage (approx. 2Mbps) is provided across the District. Fibre Broadband is available to more than 90% of premises in Mid Sussex as a result of BT commercial roll out and public funding via the West Sussex Better Connected Project.
Planned Provision	The aim of the West Sussex Better Connected project is for over 90% of premises (both residents and businesses) in West Sussex to be able to access superfast fibre-based broadband speeds of 24Mbps by spring 2016. This has recently been enhanced by further funding from central government to 95% of premises by end 2017.

	<p>The West Sussex Better Connected Project has published plans to upgrade service provision to Next Generation Access (NGA – at least 24Mbps) in the three towns, and some of the bigger villages. West Sussex Better Connected is part of the Broadband Delivery UK (BDUK) scheme which in turn is part of the Department of Culture, Media and Sport.</p> <p>West Sussex County Council has contracted with British Telecommunications plc to undertake the BDUK roll out in West Sussex.</p>
Sources of Funding	<p>Some services are provided by the companies commercially at their own cost (approx. 80% of premises in the county).</p> <p>BDUK has allocated funding to West Sussex to subsidise broadband provision in areas that are not commercially viable. The £6.26 million funding has been matched by West Sussex County Council. Work is well under way to build the necessary technological infrastructure, the roll out is now over half way.</p> <p>There is a Broadband Connection Voucher Scheme that provides up to £3000 to help small businesses, charities and voluntary organisations in Burgess Hill get faster broadband connections. The scheme uses Super Connected Cities funding from the Department for Media, Culture and Sport as part of the Greater Brighton City Deal, and covers Burgess Hill, Haywards Heath and East Grinstead.</p>
Further Information	<ul style="list-style-type: none"> • West Sussex Better Connected Project • Broadband Voucher Scheme
Telecommunications – Mobile Communications	
Lead Organisation(s)	<p>Mobile Operators Association – represents the four UK mobile network operators (3, Telefónica O2, EE (formerly Orange and T-Mobile) and Vodafone) on radio frequency health and safety and associated town planning issues.</p>
Sources of Information	<p>Mobile Operators Association – Annual Network Update Plans as provided by the mobile network operators</p>
Key Issues	<p>Changing mobile technology will improve the speed of mobile broadband services and support a range of data services. The introduction of the Long Term Evolution (LTE) standard (often referred to as '4G') should not see a proliferation of new masts, rather as LTE will allow more data to be transferred than the current 3G technology, it may reduce the number of base stations. Operators will continue to invest in their networks to</p>

	<p>improve coverage and capacity to meet customer demand by upgrading their existing base stations where possible and shared sites where appropriate. Alternatives include using existing buildings or structures or building freestanding sites. The number of base stations is determined by customer demand for mobile services.</p> <p>Mobile phone operators publish Annual Network Update Plans identifying existing base stations in the local authority area. The companies responsible for telecommunications services will normally be able to provide the requisite infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties, having the necessary consents and approvals in place.</p>
Existing Provision	<p>Each of the major mobile phone network providers (EE (EE, Orange & T-Mobile), O2, Three and Vodafone) provides standard coverage across the District.</p> <p>Telefónica UK Limited (O2) has entered into an agreement with Vodafone Limited whereby the two companies plan to jointly operate and manage a single network grid across the UK. This allows both companies to share their basic network infrastructure, whilst running two independent nationwide networks; maximise opportunities to consolidate the number of base stations and significantly reduce the environmental impact of network development.</p> <p>EE and Three also have a joint venture which has consolidated their 3G networks. This has resulted in the joint use of existing base station site infrastructure and hardware, thus reducing the number of sites.</p>
Planned Provision	<p>The Annual Network Update Plans provide information about each operator's existing built sites. It is envisaged that upgrade activity may well occur on a number of these existing sites to meet the coverage demand from both Vodafone and Telefónica O2. In 2013, The Code of Best Practice on Mobile Phone Network Development England was revised to enable a more meaningful Annual Update Plan to be issued by the operators; it now contains only the built sites. Those with planning permission granted are tracked by the LPAs and when built will appear on the following year's Update Plan. Planned sites (new not existing or upgrades) form the basis of the pre-application consultation with the LPA and community.</p>
Sources of Funding	<p>Mobile network operators</p>
Further Information	<ul style="list-style-type: none"> • Mobile Operators Association • Annual Update Plans

Appendix B Cross-boundary infrastructure needs

This appendix sets out the cross-boundary infrastructure needs that have been suggested by neighbouring authorities.

If appropriate, further joint working between Mid Sussex District Council and the relevant neighbouring authority will be necessary to determine implementation details for the infrastructure scheme.

Infrastructure Category	IDP Reference Number	Infrastructure Scheme	Justification/ Rationale	Estimated Cost	Delivery Lead
East Sussex County Council					
Transport	ESCC/T/1	Ditchling village traffic management scheme	Outputs from West Sussex transport modelling; ESCC response to MSDC Local Plan	£300,000-£500,000	East Sussex County Council
Education	ESCC/E/1	Wivelstfield Primary School enlargements	East Sussex Education Commissioning Plan 2014-2018	£1.3 million	East Sussex County Council – phasing for September 2017
Lewes District Council					
Green Infrastructure (HRA)	LDC/HRA/1 (D/HRA/3)	Joint SAMM strategy	To mitigate the impact of recreational disturbance on the Ashdown Forest SPA along with SANG	See District Wide Infrastructure Schedule	Affected local authorities and the Conservators of Ashdown Forest

Infrastructure Category	IDP Reference Number	Infrastructure Scheme	Justification/ Rationale	Estimated Cost	Delivery Lead
South Downs National Park Authority					
Transport	SDNP/T/1	Car park improvements/ enhancements at Devils Dyke, Poynings	Improvements/ enhancements	£100,000	The National Trust
Transport	SDNP/T/2	Parking area improvements at Saddlescombe Farm, Devils Dyke Estate, Poynings	Improvements	£100,000	The National Trust
Transport	SDNP/T/3	Provision of community/ school minibus for Hurstpierpoint	Public transport improvements	£50,000	Hurstpierpoint Parish Council
Green Infrastructure	SDNP/GI/1	Returbish pond at Wolstonbury Hill, Pyecombe	Biodiversity project	£35,000	The National Trust
Surrey County Council					
Transport	SCC/T/1	#91 Pedestrian facilities on A22/ A264 Cophorne Road junction and Mill Lane	Pedestrian safety and accessibility	£100,000	Surrey County Council
Transport	SCC/T/2	#92 Proposed footway (Mill Lane) – A264 Cophorne Road junction/ Mill Lane	Pedestrian safety and accessibility	£150,000	Surrey County Council
Transport	SCC/T/3	#93 Pedestrian phase at existing traffic signals on A22 Eastbourne road/ A264 Cophorne Road	Pedestrian safety and accessibility	£50,000	Surrey County Council
Transport	SCC/T/4	#94 Improvements to A22/ A264 junction (including pedestrian improvements)	To limit the additional congestion and improve safety	£300,000	Surrey County Council
Transport	SCC/T/5	#95 Speed management measures on either A264 or A22	To improve safety	£80,000	Surrey County Council

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Infrastructure Category	IDP Reference Number	Infrastructure Scheme	Justification/ Rationale	Estimated Cost	Delivery Lead
Transport	SCC/T/6	#96 Improve A264/ Crawley Down Road Junction (possible signalisation of junction)	To limit the additional congestion	£150,000	Surrey County Council
Transport	SCC/T/7	#97 Local traffic calming improvements (e.g. along Crawley Down Road)	Improve safety and accessibility for pedestrians	£100,000	Surrey County Council
Transport	SCC/T/8	#98 Improve Crawley Down Road footpath lighting	Improve safety and accessibility for pedestrians	£50,000	Surrey County Council
Transport	SCC/T/9	#99 Introduce cycleways on: <ul style="list-style-type: none"> • A264 • A22 • Crawley Down Road 	To limit the additional congestion	£200,000	Surrey County Council
Transport	SCC/T/10	#100 B2028 Felbridge A22/ A264 HGV route diversion	Proposal is to provide a shorter more direct route to Gatwick Airport avoiding the traffic signalled Junction between A22 and A264 at Felbridge	£200,000	Surrey County Council
Wealden District Council					
Green Infrastructure (HRA)	WDC/HRA/1 (D/HRA/3)	Joint SAMM Strategy	To mitigate the impact of recreational disturbance on the Ashdown Forest SPA along with SANG	See District Wide Infrastructure Schedule	Affected local authorities and the Conservators of Ashdown Forest

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Infrastructure Category	IDP Reference Number	Infrastructure Scheme	Justification/ Rationale	Estimated Cost	Delivery Lead
Utility Services	WDC/US/1 (See Appendix A – A.7 Utility Services)	Water supply – new water resource options including groundwater sources at Forest Row and increasing capacity at Arlington Reservoir	To ensure certainty for future water supply	Unknown	South East Water