

# **Matter Statement for the Mid Sussex Site Allocations DPD Examination in Public**

**Matter 3 Housing Delivery: SA33 Ansty Cross Garage**

**On behalf of Fairfax Acquisitions Ltd.**

**May 2021**



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1.0 Introduction

1.1 This Statement responds to question 3.3 of the Inspector's MIQs, relating to Housing Delivery for the proposed Site Allocation SA33 Ansty Cross Garage for 12 dwellings.

1.2 This Statement is prepared on behalf of Fairfax Acquisitions Ltd who are promoting land at Ansty Cross garage for residential development.

1.3 This Statement complies with the word limit requirements set out in the Inspector's Examination Guidance Note (ID-03). The total word count for this Matter Statement, is 1,499.

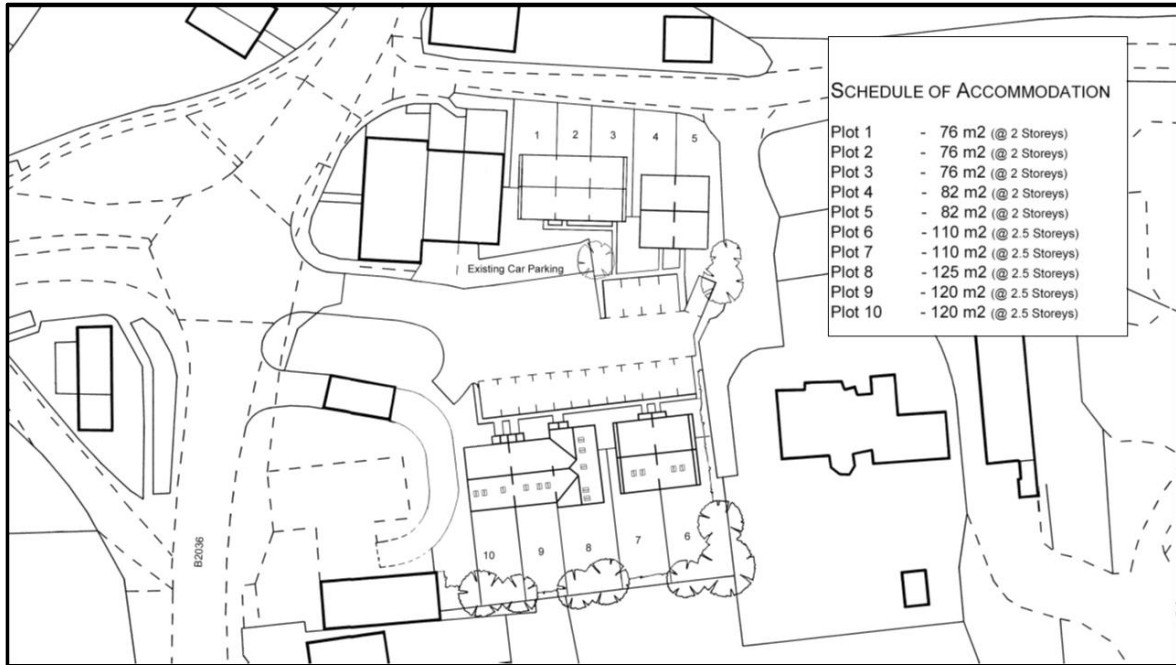
## 2.0 Housing Delivery over the Plan Period (3.3)

QU (i): *Can each of the following housing allocations demonstrate their sustainability and deliverability in relation to the following considerations:*

- (i) the willingness (or otherwise) of the landowner(s) to implement their sites on the basis of the relevant policy;*
- (ii) safe and secure access, which can be provided within the ownership of the allocated site, or does the scheme rely on the acquisition of off-site land;*
- (iii) any conflict with a made Neighbourhood Plan;*
- (iv) any conflict with national planning policy;*
- (v) any significant infrastructure considerations, including vehicular access, traffic circulation and highway and pedestrian safety, flooding, drainage and sewerage implications; are any of these 'showstoppers';*
- (vi) any significant impact on the living conditions of neighbouring occupiers, or future occupiers of the proposed development;*
- (vii) any significant impact on the quality of the landscape, e.g. the integrity of any green gaps, and the ecology of the site and the surrounding area, and proximity to ancient woodland;*
- (viii) any impact on Conservation Areas, heritage assets or areas of archaeological significance;*
- (ix) access to shops, schools, health provision and services, community facilities, public transport and employment, i.e. is the location sustainable;*
- (x) contamination or other ground or stability issues; and*
- (xi) any other material considerations which could impact on the sustainability of the proposed allocation?*

2.1 Policy SA33 allocates Ansty Cross Garage, Cuckfield Road, Ansty for 12 No. dwellings. A Regulation 19 Submission was made on behalf of Fairfax Acquisitions Ltd supporting the policy allocation. Further to the above question, we can confirm the following:

- (i) The site can be implemented on the basis of the policy, subject to the following amendment: Number of Units 10 No. Dwellings. This was confirmed within the Regulation 19 Submission, however no modification to the policy has been proposed. Parking and on-site turning requirements limit the scheme to 10 No. dwellings as shown in the revised layout drawing shown below in Figure 1.



**Figure 1:** Indicative Site Layout and Schedule of Accommodation

The above layout shows that the existing car parking for the residential units associated with the redevelopment of the public house (14/01166/FUL) adjacent to SA33, is retained in full and the scheme for 10 No. dwellings on SA33 provides a further 16 No. parking spaces (1.6 per dwelling) to serve SA33 development. This layout is a revision to that submitted at Regulation 19 to demonstrate the retention of the existing 'on-site' parking associated with the current residential use.

- (ii) Safe and secure access can be provided, and the scheme does not rely on the acquisition of off-site land. A Transport Technical Note, prepared by SK Transport was submitted alongside the Regulation 19 Submission, which confirmed: "*the access strategy would retain the existing 6m wide pedestrian and vehicular access from the B2036 to serve the existing residential properties and the proposed 10 residential units. This access has been previously upgraded to accommodate traffic from the garage and recent residential development, and as such this access route, which benefits from an existing segregated footway on its northern side is appropriate to accommodate traffic associated with a modest 10 residential development scheme.*" (para 2.7). The proposals will be expected to see a net reduction in vehicle movements if the current garage use is replaced by development of 10 No. dwellings in accordance with Policy SA33. A residential development of this scale would be expected to generate circa 5 two-way vehicle movements in the network peak periods, a level of traffic materially lower than the extant

garage operation, which generates a materially higher number of movements through staff and visitor arrivals and departures.

- (iii) The indicative layout and schedule of accommodation shows that the site could comply with the Neighbourhood Plan Policy AS4 Housing Mix, which requires a mix of dwellings sizes including smaller one and two bed properties reflecting local housing need. Policy AS11 High Speed Broadband requires all new properties to be served with superfast broadband, this can be achieved, evidenced, and secured through detailed planning application stage. Policy AS12 Protection of Existing Commercial Premises or Land allows for the redevelopment of commercial premises subject to certain criteria being met; a small part of SA33 would fall under this policy and would, if required, demonstrate compliance.
- (iv) There is no conflict with national planning policy; the site is a brownfield redevelopment opportunity at the centre of the village on a site outside of the AONB and not within or adjacent to ecological designations and not in an area of flood risk.
- (v) See answer to (ii) above in relation to vehicular access and pedestrian access and safety, which is supported by the Transport Technical Note submitted with the Regulation 19 representation. The site is entirely within flood zone 1, the area of lowest fluvial flood risk. As acknowledged through the policy wording and Regulation 19 submissions on behalf of Fairfax Acquisitions Ltd, there is wastewater infrastructure that crosses the site, but this is not anticipated to have a major impact on the achievability of the development proposed. There are, therefore, no infrastructure showstoppers.
- (vi) The policy identifies the requirement for noise impact assessment to inform any necessary mitigation arising from the Ansty Service Station operations, this will be provided in support of the planning application; the Regulation 19 submission confirms noise mitigation measures can be provided.
- (vii) The site is not within a protected landscape and its redevelopment offers the opportunity for enhancements through a robust landscaping scheme, including appropriate buffering for the service station and the retention of the existing mature vegetation adjacent to the rural lane to the north. The reduction in units from 12 No. to 10 No. facilitates enhanced landscaping. There are no ecological constraints and redevelopment provides the opportunity for net gain through the policy requirements for integral bat and bird boxes and well designed biodiverse landscaped area with native species.

- (viii) A preliminary Heritage Assessment, prepared by Archaeology South East, was submitted as part of the Regulation 19 representation. This concludes that there are no significant heritage issues and the policy wording for SA33 adequately covers the protection of the setting of the nearest Grade II Listed Buildings, The Ancient Farm and Old Cottage. Any planning application would be supported by a Heritage Statement and Archaeological Desk Based Assessment.
- (ix) The site is located at the centre of the village, which is categorised in the settlement hierarchy as Category 4 'Smaller Village'. The petrol station and garage at Ansty has a small shop which was expanded in 2015. There are no health facilities located in the parish. Ansty has a village hall, cricket, and football facilities. The Ansty and Stapleford Neighbourhood Plan states: "*Over the years, Ansty's Village Hall and Sports and Social Club have supported a vibrant social and sporting hub both for the inhabitants of the village and the neighbouring communities of Haywards Heath and Burgess Hill*". (Para 2.28). The nearest bus stop is within 70m of the site that is serviced by the No. 89 and the No. 634, which link Ansty with Horsham and haywards Heath.
- (x) A Phase 1 Contamination Assessment will support the planning application that will identify the requirements, if any, for remediation. The Regulation 19 submission notes that no evidence of contamination was found on the adjacent redevelopment of the public house.
- (xi) There are not considered to be any other material considerations that could impact on the sustainability of the proposed allocation, which utilises brownfield land at the village centre.

### 3.0 Conclusion

3.1 The proposed allocation SA33 Ansty Cross Garage is sustainable and deliverable and substantial weight can be given to the use of brownfield sites within settlements for new homes, as per NPPF Paragraph 118. SA33 is centrally located within the village of Ansty and redevelopment offers opportunity to enhance the appearance of the site. The Transport Technical Note, submitted at regulation 19 advises there is potential for the change of use to reduce the overall traffic generated from the site. Overall, the allocation would provide a sustainable development that can be delivered within the first five years of the plan; Paragraph 68 of the NPPF advises that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly; we wholeheartedly concur with this assessment.

**By Tondra Thom BSc, MSc, AssocRTPI**

**For and on Behalf of Parker Dann Ltd on Behalf of Fairfax Acquisitions Ltd.**