

September 2020

Regulation 19

PROJECT

NEWTON

land North of A2300, Burgess Hill, West Sussex



positioning statement



science



technology



business



environment



connectivity

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executive summary

- 1.1

The project team behind Project Newton have been developing our Science & Technology Park (STP) proposals through engagement in both the Mid Sussex District Council (MSDC) Strategic Housing and Employment Land Availability Assessment and Regulation 18 stage of the Site Allocations Development Plan Documents (DPD). Through our continued liaison and engagement with MSDC and other key stakeholders, we believe our Regulation 19 submission builds upon elements previously outlined in our Regulation 18 submissions, to evidence our proposals for our STP. This interim (September 2020) positioning document, as supporting by our technical appendices, provides our evidence base that the site is suitable, available and deliverable to achieve the requirement for a STP development, as outlined in the Adopted Mid Sussex District Plan 2018.
- 1.2

We believe that our site is available as we have demonstrated commitment from the two landowners, Dacorar (Southern) Limited and Wortleford Trading Company Limited, to progress with the allocation, with an aspiration to ensure that their land contributes to the social, environmental and economic function of the Mid Sussex District, and wider economic region. It is suitable in regard to its location as it is accessible directly from the A2300. It is also able to deliver the scale and form of development required for the STP, being 43 hectares in size (120 acres) and with the land ownership also including essential land to the South of the A2300 to achieve a suitable roundabout junction. Therefore, enabling our scheme to deliver a STP of c1.4million sqft.
- 1.3

Given the proven track record of our landowners and the wider project team in delivering significant projects both within the Mid Sussex District and elsewhere across the region, we can ensure that our project is deliverable. This is based on our team's wealth of commercial success which also includes The Hub development, currently operational to the South East of the site.
- 1.4

In addition to the experience and local market knowledge of the project team, we believe the team's expertise will ensure a unique and successful development that meets the objectives of the wider Coast to Capital region as well as bespoke opportunities to link with the proposed and existing land uses surrounding our site, including the Northern Arc development. As part of discussions with MSDC, we have set out an indicative Masterplan and Phasing Strategy as required by the Site Allocations DPD. This clearly sets out a delivery strategy for the site, which will allow development to be phased in line with market and occupier demand, and also infrastructure options for its delivery.
- 1.5

This positioning document intends to show the evolution of our STP proposals and how the ethos of the project team is central to the design and opportunity of the site. Project Newton seeks to secure a successful development that will be delivered over the plan period and beyond, addressing social, economic and environmental matters, ensuring long- term success and agility to respond to changing market demands.

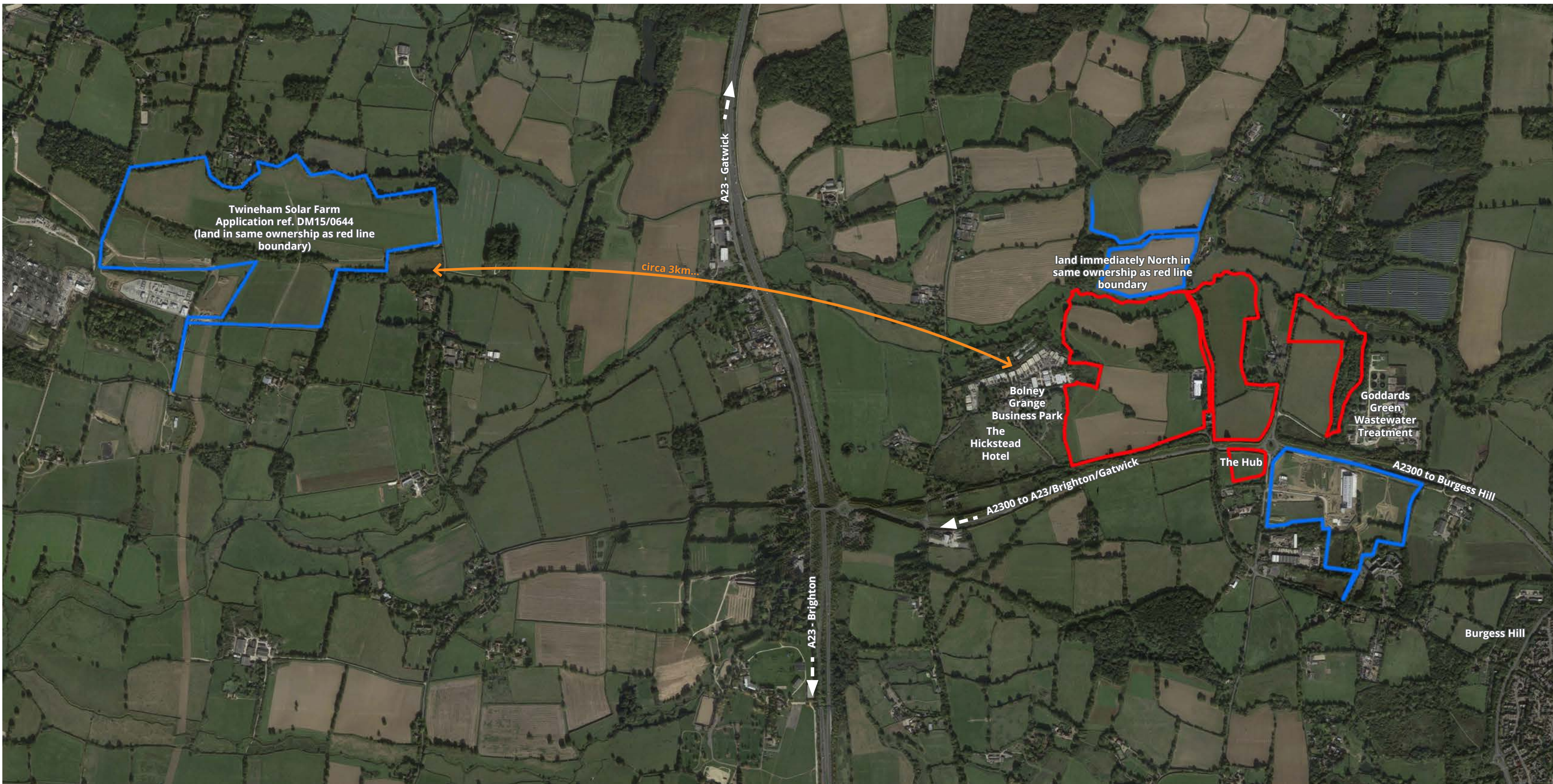


Fig 1.1 - Aerial view and diagram of adjacent land ownership within same parties

introduction

- 2.1 Throughout the formal planning process of the District Plan, SHELAA and Site Allocations Development Plan Document (DPD), Mid Sussex District Council (MSDC) has identified the need for additional employment floorspace in the form of a strategic employment allocation for Science and Technology use. Whilst the District Plan allocates a broad location at Burgess Hill, the recent Regulation 18 and Regulation 19 Site Allocations DPD identified our site, to the North of the A2300, as MSDC's preferred location to deliver the STP allocation, under Site Selection Paper 4: Employment Sites.
- 2.2 In addition, the formal process was underpinned by a raft of technical evidence based documents from MSDC, including Sustainability Appraisal, Habitats Regulation Assessments, Air Quality Assessments and Transport Assessments. These also identified scenario testing with other identified commercial and residential sites. Following the assessment of our proposal, known as Project Newton, and our own evidence based documents, our preferred site has been endorsed by Cabinet and Scrutiny Committee for Community, Housing and Planning.
- 2.3 The initial definition and aspiration for a Science & Technology Park came from the definition in the Mid Sussex District Plan as:

"a business support environment that encourages and supports the start-up, incubation and development of innovation-led, high-growth, knowledge-based businesses; initiatives called by other names such as Research Park, Innovation Centre, Technology Park, Technopole or technology-based Incubator – where they aspire to meet the essential criteria set out above are also included within the definition."
- 2.4 To ensure delivery of our STP, our project team consists of two landowners; Dacorar (Southern) Ltd and Wortleford Trading Company Ltd; Vail Williams who are advising as planning and development consultants; HNW as masterplanners and architects; along with other supporting consultants. This includes further technical evidence provided by Connect Consultants on transport; RPS on Air Quality advice; Bradbrook Consulting on issues relating to flood risk, drainage strategy, and water efficiency; Pegasus on landscaping impact; Charles D Smith & Associates on Utilities; and Ecology Solutions on ecological issues.

2.5 Together, we believe that we can deliver our STP concept to provide a viable mixed-use development that will create a new regional commercial hub, consistent with the Science Park Associations science & technological definition. We therefore believe that our STP development would attract demand from a wide range of uses such as technology, medical, pharmaceutical, research & development and other 'B Class' facilities with a 'science' or technology bias.



site context

- 3.1 The site comprises 43 hectares of land situated North of the A2300, adjacent to Cuckfield Road. This site currently consists of parcels of commercial land and low-grade agricultural land and is adjacent to the Bolney Industrial Estate and the Hickstead Hotel to the West, and the Goddards Green Wastewater Treatment Works to the East.
- 3.2 In terms of the existing road network, the site is adjacent to Jobs Lane which runs parallel to the A2300. In addition, Cuckfield Road runs parallel to the site boundary North-South, providing direct access to the A2300 which runs East-West. Bishopstone Lane runs parallel providing access to Westbourne Motors.
- 3.3 There are a mix of other uses within the vicinity of the site including 3 privately owned residential properties and the existing workshop for Westbourne Motors which is also owned by Wortleford Trading Company Ltd.
- 3.4 On the South Eastern corner of the site, there is a waste allocation under the West Sussex County Council Waste Local Plan (2014). Policy W10 of the WSCC Waste Local Plan ensures that this site is retained for such uses and this has been discussed in consultation with WSCC Officers as part of the allocation process. For clarity, the area shown within the red line for the STP now excludes this area of land. This site is also owned by Wortleford Trading Company Ltd. On-going consultation with WSCC regarding the proposals will ensure that any proposed design and layout, considers both the safeguarded land for waste uses and the Goddards Green Wastewater Treatment Works to the East.

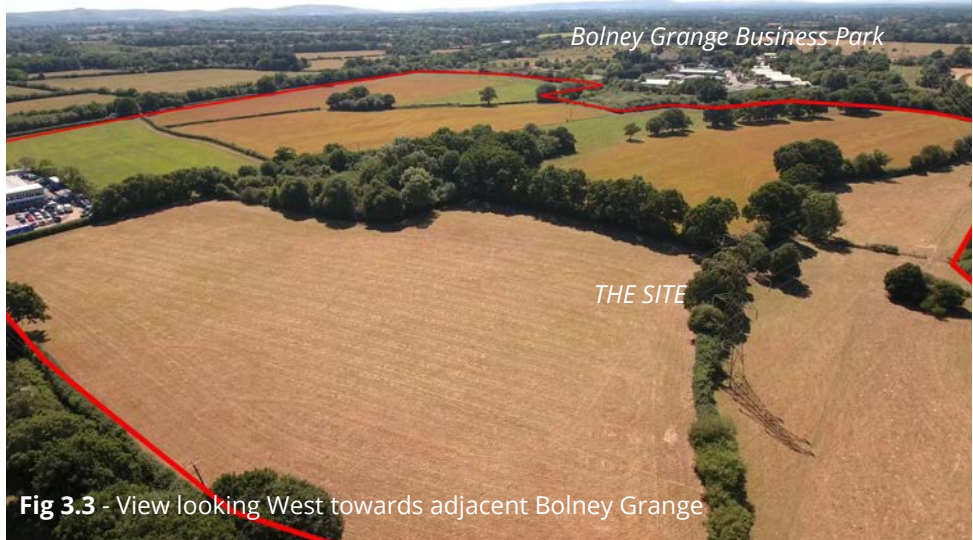


Fig 3.3 - View looking West towards adjacent Bolney Grange

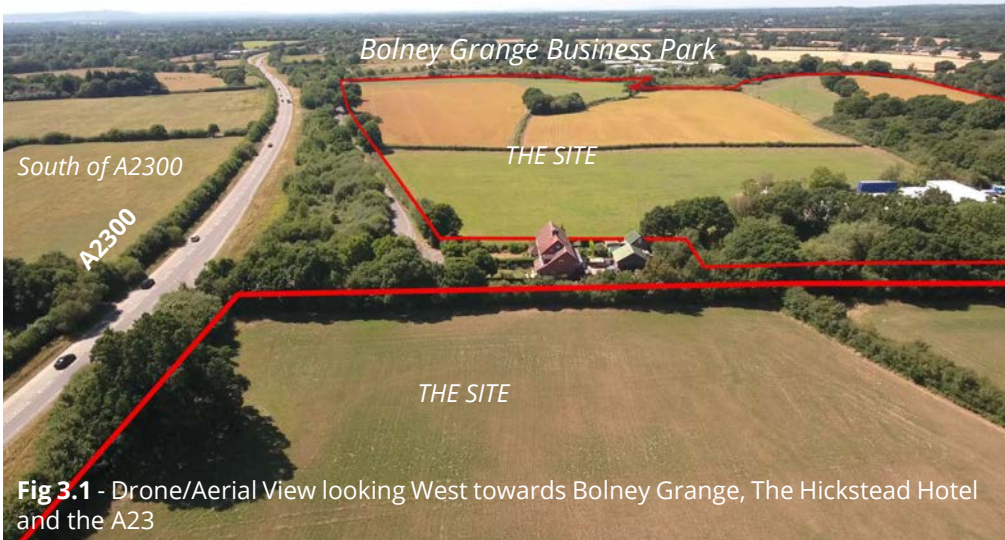


Fig 3.1 - Drone/Aerial View looking West towards Bolney Grange, The Hickstead Hotel and the A23



Fig 3.2 - View looking East towards adjacent Hub



Fig 3.4 - South view towards A23

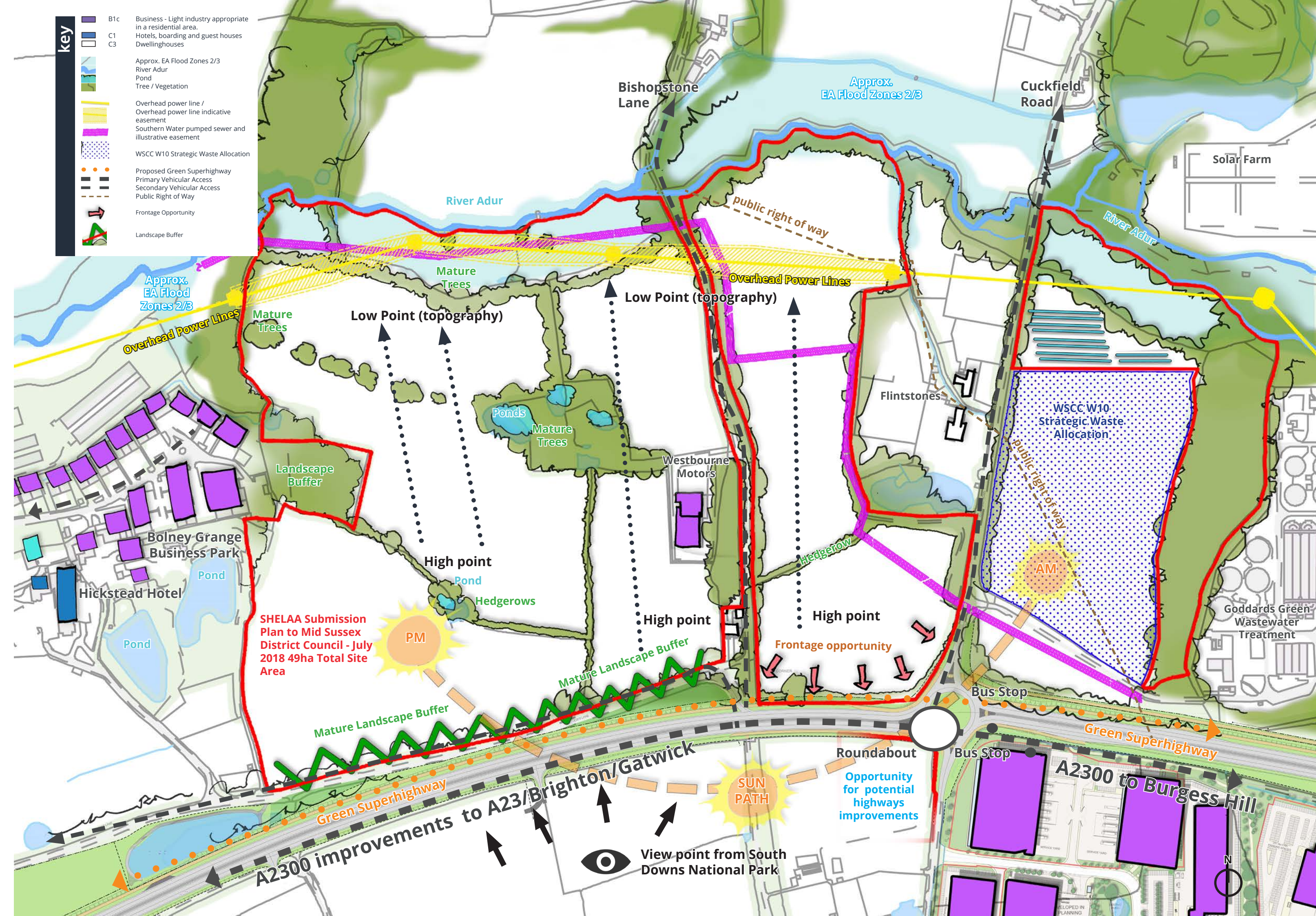
Fig 3.1-3.4 - Drone/Aerial Views Across identified site for new Science and Technology Park

site constraints

- 4.1 The adjacent site of Bolney Industrial Estate and the Hickstead Hotel to the West, and the Goddards Green Wastewater Treatment Works to the East provide opportunities to link and potentially enhance our STP proposals.
- 4.2 There are a mix of other uses within the vicinity of the site, including three residential properties at Hamblin Cottages, on Bishopstone Lane and Flintstones, on Cuckfield Road. There is also the existing workshop for Westbourne Motors, within the site and initial discussions have been undertaken with these landowners in regard to the potential allocation.
- 4.3 The site has pylons to the North; however these are not a restriction to development, and further research has been undertaken to ensure that development is suitable in line with the National Grid Design Guidance. This will ensure development adequately dovetails with their position and is compliant with legal requirements for access. This is further detailed in section 22 on Utilities, as considered by our consultants Charles Smith & Associates.
- 4.4 The site is characterised by small clusters of mature/established trees within the open fields and ecological surveys have been undertaken by our consultants Ecology Solutions. As confirmed by the MSDC Sustainability Appraisal there are no protected trees or Ancient Woodland on site.
- 4.5 The site is also bounded by the River Adur to the North, with some areas along the Northern site boundary identified by the Environment Agency as Flood Risk Zones 2 and 3. Our proposed masterplan has considered these and initial consultants reports indicate that a surface water strategy and mitigation, dovetailed with careful design, can address successfully the areas of Flood Zone 2 & 3 into an integrated design without prejudicing the development proposal. Water management, drainage and flooding have been considered by our consultants Bradbrooks, in our supporting evidence base and in section 7 of this positioning document.

- 4.6 The location of the site, given the scale of the land available, allows for sufficient structured landscaping and open space to prevent coalescence with the adjacent existing buildings to the East and West, whilst also responding to the existing nature and setting of the site. Indeed, our masterplan shows 40% of the site is retained as green or open space. This aligns with policy DP12 of the District Plan (2018) which seeks to ensure the protection and enhancement of the countryside.
- 4.7 The character and topography of the Project Newton site ensures that the existing woodlands and the riverside location can also be harnesssed to improve connectivity and to ensure that a large employment opportunity does not dominate the surrounding landscape. This is also supported by our Landscape Visual Impact Assessment (LVIA), by Pegasus, which forms part of our supporting evidence base.
- 4.8 Further highways assessments have been undertaken to support our masterplan concept. The site has existing access from the A2300 and the existing road network is subject to highways improvement (WSCC Highways) with new dual carriageway improvements and shared pedestrian/cycle land proposed to the Northern side of the A2300. Ongoing liaison with SYSTRA, West Sussex as the Highways Authority and MSDC, informs our supporting transport assessments and the site layout as demonstrated with the hamburger junction, in both our evidence base and section 9 of this positioning document.
- 4.9 Therefore, we consider that all site constraints have been mitigated through our Masterplanning process. However, these will be addressed in more detail during the subsequent design iterations, as our full proposals develop further towards the formal planning application stage.

Fig 4.1 (Right) - Initial site analysis of Science and Technology Park site



connectivity

- 5.1 It is important that a Science and Technology Park or any similar large scale strategic employment location compliments other Science and Technology Park locations, the nearest of which are the Southampton Science Park, Kent Science Park in Sittingbourne and the Surrey Research Park in Guildford. Burgess Hill is ideally located to fill a gap for such provision in the South as it utilises opportunities within the Coast to Capital Local Enterprise Partnership (LEP) area, harnessing the existing links from Brighton to London. This opportunity has been recognised as part of the Coast to Capital Local Economic Strategy and is being assessed as part of their emerging Local Industrial Strategy. Discussions with the LEP are ongoing as part of our discussions with key stakeholders and they support partnership working opportunities following allocation.
- 5.2 Our location provides an opportunity to align with the ethos and aspirations of the Northern Arc development to the East, providing a 'golden thread' through our Masterplan. In particular this assists with key sustainable transport opportunities, green infrastructure and pedestrian movement, as well as opportunities to link through to the adjacent water treatment works and Bolney Grange Business Park, that can provide further opportunities to the allocated Science and Technology Park site. Ongoing discussions with Highways England to identify partnership working are also occurring.
- 5.3 Our illustrative plans show multiple connections which offer sustainable transport options, particularly pedestrian and cycle opportunities with the Northern Arc as well as bus and train connections via Burgess Hill Town Centre.
- 5.4 There are opportunities to further develop the existing footways and extend across the site to the North, with rights of way to the East with Bolney Industrial Estate, to the West and North with the Northern Arc and to the South West with The Hub. The site utilises the green superhighway proposal for the Northern Arc and the new road and cycle & pedestrian links proposed within the A2300 improvement works. Green bus stops are also being considered that may generate power, providing a space to connect digitally and allow you to 'work while you wait' as part of the developing strategy for this site and its allocation, as a next generation Science and Technology Park.

- 5.5 We are therefore in discussions with key providers and stakeholders about utilising innovation as a result of our sites location, adjacent to the A2300, Northern Arc and Hub developments. These include Compass, Metrobus, Homes England and the Northern Arc and WSCC as the Highways Authority. Initial discussions with the University of Brighton and Sussex University have also looked at skilled and innovative connectivity past allocation. Such technological advancements and opportunities as a result of scale and topography may be unique to the site and will allow a sustainable development which is both fit for purpose now, and flexible to changing requirements as technology and market innovation evolves.

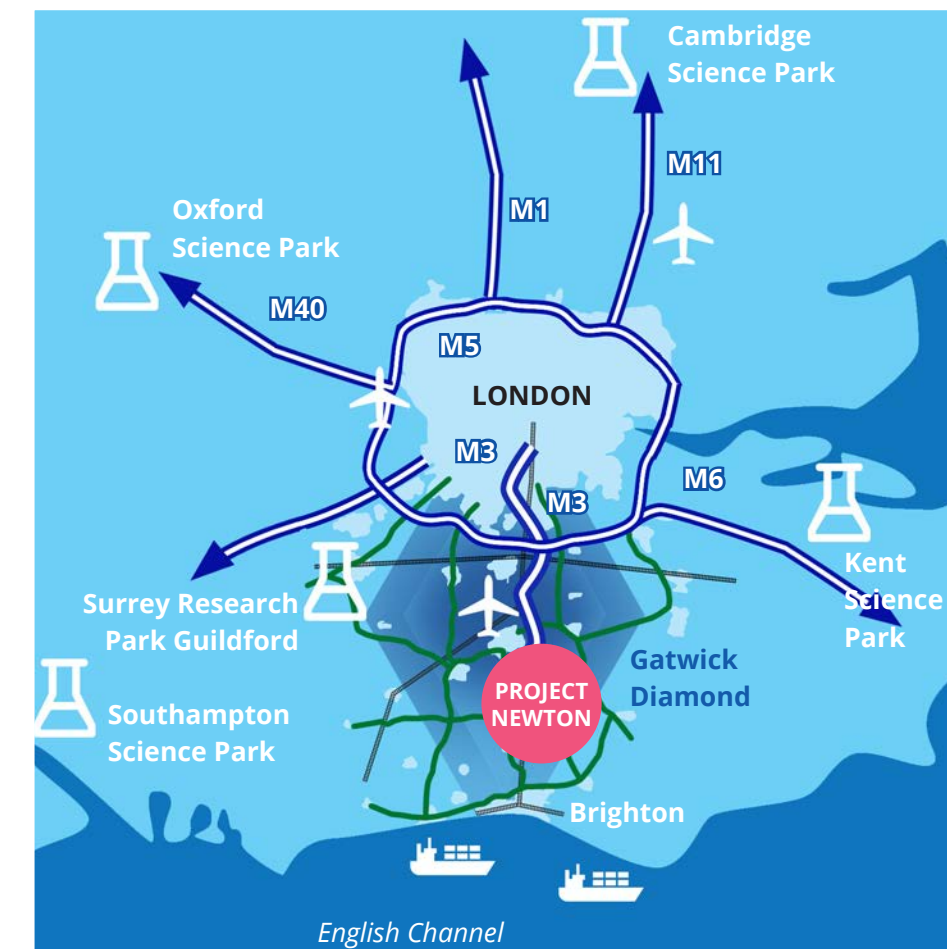
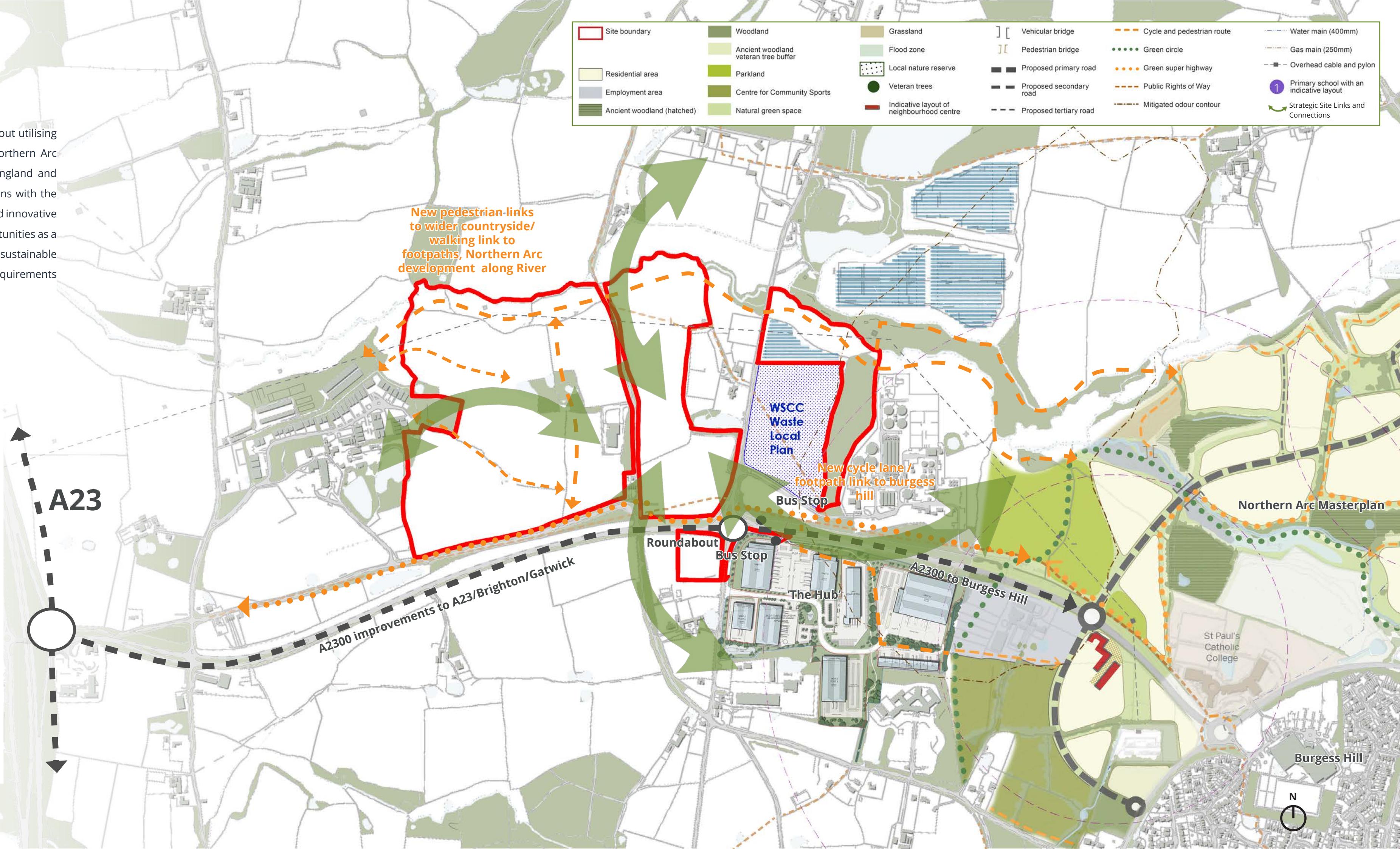


Fig 5.1 (Above and Right) - Site Connectivity to local and wider context



planning context

- 6.1

The principle of a STP development in this area has been found sound as part of the Adopted Mid Sussex District Plan (2018) under Policy DP1 ‘Sustainable Economic Development’. This policy sets out the aspiration to provide 1,000,000 sqft of floorspace and 2500 jobs through the development of a high quality Science and Technology Park proposal.
- 6.2

In addition to our site to the North of the A2300 as the preferred STP allocation, other sites to the North of the A2300 have been identified as new employment allocations. This enables further localised opportunities surrounding our site that could provide further enhancement of employment provision. These sites are located to the West of our site and have been allocated in the Draft Submission Site Allocations DPD (Reg 19), under Policy SA5 ‘Land at Bolney Grange Business Park’ totalling 7 ha of developable land:

Extension to the South Bolney Grange, a 0.59 ha site (SHELAA ref 906)

Undeveloped land at Bolney Grange, which is a 0.19 ha site (SHELAA ref 907)

Land at Stairbridge Lane (South of Bolney Grange) 5.5 ha, Bolney (SHELAA ref 24)

Extension East of Bolney Grange Business Park, Stairbridge Lane 0.7ha (SHELAA 931)

6.3

These sites are now included in the Regulation 19 Site Allocations DPD as having potential as new employment site allocations, further endorsing development to the North of the A2300 to ensure consistent opportunities for consolidated new economic development, East to West.

6.4

The emerging policy framework for the wider Gatwick Diamond under the Coast to Capital LEP 360 Local Industrial Strategy, as well as the emerging evidence base for Local Plan reviews for Mid Sussex, Crawley and Horsham Councils, provides a perfect opportunity for Mid Sussex to allocate our site as the preferred location for the Science and Technology Park. Our site therefore provides a unique scale of development to address the regional shortfall in quality and quantity of commercial floorspace, therefore aligning with the District Plan objectives.
- 6.5

Given the existing countryside setting and form of the Project Newton site, it is essential that any Science and Technology Park proposal adequately addresses its location, and its transition to the adjacent countryside. The proposal would seek to utilise any key landscape factors such as woodlands, water courses and topography as central to any design evolution of the site. We therefore have ensured that our indicative layout and green infrastructure plans recognise the setting of the site.

6.6

Given the slope of the site, as shown in our supporting Landscape Visual Impact Assessment and the context of the indicative layout and phasing plans that respect the landscape and setting of the site, we believe we can balance design with issues such as scale and quantum of development, access, transport and mix of uses in this countryside location.

6.7

We therefore consider that our STP proposal complements the raft of documents produced by consultants for MSDC in regard to Transport, Habitats Regulations Assessment (HRA) and Air Quality, as well as considering the wider objectives of the MSDC Design Guide that is proposed by MSDC to sit alongside the Site Allocation DPD.

6.8

Whilst the DPD looks to allocate an STP, recent emerging White Paper ‘Planning for the Future’ August 2020, recent
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- Fig 6.1 (Right)** -Extract from Policies Maps for Draft Submission Site Allocations
DPD: Regulation 19 - 7b. Burgess Hill Science and Technology Park
- SECTION
- 06

flood risk and water management strategy

Existing flood risk to site

- 7.1 The site forms the Southern side of the River Adur valley as the river flows from East to West along the Northern boundary of the site. The River Adur is shown to cause flooding along a narrow margin parallel with the watercourse, encroaching a maximum of about 60 m into the Northern edge of the site, as shown on the adjacent constraints map. This is indicated on the Environment Agency (EA) Flood Risk map for Planning. The maps indicate this narrow strip to fall within Flood Zone 3 – meaning there is a greater than 1 in 100 probability of river flooding in this location in any year. Small areas are located within Zone 2, which can be considered to be at ‘moderate’ risk – meaning between 1 in 100 and 1 in 1000 annual probability of flooding from the river.
- 7.2 The great majority of the site is therefore outside Flood Zones 2 and 3 and is defined be being located within Flood Zone 1. This designation applies to land, at low risk of flooding meaning less than 1 in 1000 annual probability.
- 7.3 EA data indicating modelled flood levels for events of various return periods have been obtained. A comparison of these levels with available site-specific topographical information supports the above indication of the extent of the flood zone. Ground levels rise steadily towards the South away from the river, such that only the far Northern margin would be affected by flood waters in even the most severe event.
- 7.4 Published geological mapping indicates ground conditions comprise discontinuous River Terrace Deposits, over bedrock of Weald Clay. The River Terrace Deposits comprise sand and gravel and are likely to be water-bearing. The Weald Clay consists of low-permeability clay. A ribbon of Alluvium exists along the route of the River Adur, so is expected to be present below the far Northern part of the site only.
- 7.5 There are several ponds and a stream situated within the site, and these are anticipated to be retained as features within the future development, and our masterplan has utilised these as key features within the site ecology assessments undertaken by Ecological Solutions as detailed in the following section 8 of this positioning document.

Impact of Development

- 7.6 The proposed development and its occupants will need to be safe from flooding from all events during the lifetime of the development, and the development must not make flooding worse off site. Furthermore, the development will be designed to enhance biodiversity, create an attractive amenity and reduce flood risk on and off site – the development will bring betterment to the area, in accordance with the guidance in the National Planning Policy Framework (NPPF).
- 7.7 General Proposals that have guided the masterplan for the site in relation to flooding include:
- Defining the predicted flood levels with climate change allowance
 - Flood risk and water management strategy
 - Restricting development within areas at risk of flooding, or ensuring its compatible with flooding such as permissible amenity areas
 - Identifying areas such as ponds and watercourses to be retained and enhanced within an appropriate setting
 - Considering the potential runoff from impermeable development areas and the terrain
 - Identifying natural flow paths and considering sustainable drainage (SuDS) features which can convey runoff and add to the amenity and improve water quality
 - Including SuDS features such as swales, ponds, permeable paving, landscaping, etc
 - Ensuring improved maintenance and management of such SuDS features in the design of the masterplan
 - Considering the existing greenfield runoff rates and develop a strategy to match the rates using ponds and other features to attenuate runoff for the lifetime of the development with climate change allowance.
 - Integrate these engineering requirements with the development proposals to create a holistic development which contributes to the amenity and well-being of the area.



Fig 7.1 - EA Flood Risk Map for Planning, showing areas at risk of fluvial flooding



Fig 7.2 - EA Surface water flooding map, showing areas of ponding/streaming to be incorporated into the development

- 7.8 The general strategy of Project Newton is to incorporate Sustainable Urban Drainage Systems (SuDS) into these earliest stages of the design, to ensure appropriate management of surface water runoff. In broad terms this is anticipated to comprise above-ground attenuation ponds / basins in the Northern sector, prior to discharge at greenfield rates into the River Adur. It may also be possible to incorporate infiltration devises in some part of the site, such as soakaways and/ or permeable paving, subject to field testing to determine soil infiltration characteristics.
- 7.9 Our development should result in better visibility of the river, and therefore improved monitoring and maintenance of the river. This will ensure that our proposals enhance and bring improvements to the river characteristics, reducing the risk of flooding on the site and in its surrounds.
- 7.10 Where parts of the site are currently situated within the modelled flood plain, development levels will be set to ensure no loss of flood storage capacity. At present the development masterplan envisages such areas to be used for car parking, i.e. lower sensitivity land use. We also note that level-for-level flood compensation will be provided if necessary - in this way there will be no change in the fluvial flood risk profile at either the site or at neighbouring properties.
- 7.11 Foul water drainage is proposed to be directed into the Southern Water public sewer network and into the treatment works situated immediately beyond the site's Eastern boundary. Initial work from Charles D. Smith & Associated Ltd. confirms that the adjacent treatment works has capacity to take foul drainage from the proposed STP on our site. Consultation is ongoing and further information on this is detailed in section 22 of this positioning document and within our Utilities evidence base.

ecology

8.1 In order to ensure that our site and proposals have consider the setting and site specifics of the land to the north of the A2300, initial ecological studies (comprising a Phase 1 Habitat Survey) have been undertaken. A full report by Ecology Solutions is contained within our evidence base. However, our initial study shows the following areas have been considered.

Habitats

8.2 As the agricultural fields (both pasture and arable) are of no ecological significance this is not a constraint to development. The ecologist confirms that the habitat features of value are the woodland pockets, tree belts and hedgerows. Most of the hedgerows are of good ecological quality, being relatively species rich in nature, of a good structure and, in some cases likely to be older habitats given presence of features such as banks, mature trees, old coppice stools etc. On this basis, some are likely to qualify as under the Hedgerow Regulations 1997. However, the site layout reflects these field patterns in the main, with these wooded features forming the backbone of the green infrastructure on site.

8.3 The ecological survey also confirms that the river which forms the Northern edge of the site, does not appear to support any particularly notable floral species, but is important as a high value wildlife corridor and would ideally be buffered from development to align with Environment Agency requirements that can be a minimum 8m off-set from the watercourses in their remit.

8.4 In addition the surveys identify that there are occasional wet ponds and ditches within the site. Most are over-shaded, floristically poor and will dry regularly, while some are likely to remain permanently wet. The intrinsic value of the individual ponds vary but the ecologist suggest that collectively they should also be viewed as a higher value asset (not least on account of the potential opportunities for faunal species – see below) and should be retained and enhanced where possible and this is addressed in the indicative masterplan.

8.5 In addition, in regard to the designated Ancient Woodland to the North east of the site, outside the site boundary, a minimum 15m buffer off-set has been identified and retained between development and the ancient woodland boundary.

Species

8.6 The ecology survey work undertaken by Ecology Solutions allowed for an assessment on potential opportunities for protected and notable faunal species/groups and these opportunities have influenced the indicative layouts.

8.7 For bats it is evident that the woodland, hedges and tree network, river corridor and ponds will be of potential value to foraging and commuting bats. A high proportion of the mature trees offer potential bat roosting opportunities. We are aware that activity surveys would be required to support a planning application in due course, in order to guide appropriate mitigation and enhancement opportunities.

8.8 For dormice, the network of wooded habitat offers suitable foraging and nesting opportunities. Specific surveys would likely be required in the event that habitat losses are required. Noting that the emerging proposals retain the vast majority of suitable habitat, it is considered that the emerging masterplan could easily secure mitigation and enhancement opportunities for this species, should it be recorded.

8.9 For great crested newts, local experience indicates that they are present in the local area and further surveys to support any planning application would be undertaken to ascertain whether GCN utilise on site habitats (ponds and terrestrial habitat). However as most of the terrestrial habitat is sub-optimal on site and several of the ponds are of low suitability on account of their ephemeral nature, any on site presence may be limited. The enhancement of the on-site water bodies and the creation of optimal terrestrial habitat as part of the masterplan would significantly enhance the value of the site to amphibian species.

8.10 For reptiles, the grassland is generally sub-optimal on account of the management regime but suitable habitat for reptiles is nonetheless present, particularly along the northern edge of the site. Again, further reptile surveys would be required in due course. The emerging green infrastructure proposals would retain opportunities for reptiles within the site.

8.11 For badgers, a single potential entrance was recorded in a hedgerow in the North-west of the site, although no direct evidence of badger use was noted. Badgers are therefore not considered to be a key constraint at the current time. Opportunities for this faunal group would be retained within the site, not least continued sett building and foraging opportunities within areas of green infrastructure.

8.12 In regard to breeding birds, our surveys have not indicated that the site would be of heightened interest for breeding birds (the habitats are commonplace in the landscape) and there was no significant farmland bird activity noted during the initial assessments. The masterplan and indicative layout plans indicate that the majority of higher suitability habitats (woodland/trees) are to be retained and therefore, opportunities will be retained for this faunal group. Opportunities for enhancement will be sought through new native planting as well as new nesting opportunities within built form and upon retained trees.

8.13 For water voles & otters, our surveys show that the river and its immediate environs offers suitable opportunities. Specific surveys could be required if development was to impact this watercourse. However, indicative plans show an offset from the water course and no evidence of either species was recorded during the habitat appraisal. The habitats in the wider site are not considered to offer further opportunities to these amphibious species.

Other Species

8.14 The habitats present within the site are unlikely to be of significant importance to other protected or notable faunal groups. The woody habitats are likely to be of some value to a range of small mammals, including hedgehog and will be largely retained as part of the emerging proposals.



Fig 8.1 (Right) - preliminary habitat survey plan from Ecology Solutions

sustainable transport & highways

Mobility Strategy

- 9.1 A key element of the Project Newton S&TP has always been that it will incorporate a comprehensive sustainability strategy which will ensure that sustainable travel is at the centre of the development's ethos.
- 9.2 Our emerging Mobility Strategy will provide a wide range of travel benefits to both the site itself and to the wider population which would achieve a wider-reaching regional travel-mode-shift than just the S&TP users.
- 9.3 It is anticipated that the Mobility Strategy will include the following elements:
 - Public Transport Strategy (incorporating bus viability analysis)
 - Walking and Cycling Strategy
 - On-Site Care Share Scheme
 - On-Site Electric Car Club
 - On-Site Bike-Hire Scheme
- 9.4 Since the Regulation 18 stage of the DPD, further discussions are being undertaken in partnership with WSCC and Highways England, as well as with Homes England with regard to the synergies and potential links with the Northern Arc's transport strategy.
- 9.5 Discussions are continuing to establish collaborations with the local bus operators Metrobus and Compass, electric car-club and cycle-scheme operators, as well as the Northern Arc development (Homes England). All parties are keen to work with our project team to enhance the opportunities at the STP, with a view to align the public transport and sustainable access strategies and to ensure a realistic and feasible bus / public transport solution is possible, to address the requirement of the proposed SA9 allocation.
- 9.6 We have engaged with the Burgess Hill Place and Connectivity Programme to provide our support for the schemes proposed by MSDC and WSCC on improving sustainable transport infrastructure in this area.

- 9.7 In addition to enhancing and maximising the opportunities for sustainable modes of transport, and to the vehicular access strategy, the initial Masterplans are also looking at incorporating the infrastructure and future-ready plans for green technology, artificial intelligence and transport automation.

Pedestrian Access

- 9.8 The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter trips. The 2km commuting catchment for Project Newton includes parts of northwest Burgess Hill and surrounding villages, as well as approximately 1,300 homes in the western parts of the Northern Arc development site (the western part of Phase 1 c.500 dwellings, a small portion of Phase 2 c.100 dwellings, and most of Phase 3 c.700 dwellings). This means that a significant area of residential land will be within walking distance of this proposed employment site.
- 9.9 As part of the A2300 Corridor Improvement Scheme, a footway / cycleway will be provided along the route's northern side between the A2300 / A23 interchange and Burgess Hill. The route will run alongside the site's southern boundary, providing attractive, accessible walking and cycling infrastructure between the site, Burgess Hill, Bolney Grange, and the A23.
- 9.10 Discussions are taking place with Southern Water, Homes England, and MSDC, relating to the potential provision of an additional non-car route through land east of Cuckfield Road to link the Project Newton site with the western end of the Northern Arc.
- 9.11 The Project Newton site is within walking distance of the nearby Hub employment development and its associated sustainable transport links, including a safe, low-trafficked pedestrian and cycle route between The Hub and Burgess Hill via Gatehouse Lane. Visitors to the proposed Science & Technology Park will be able to use this route between the site and Burgess Hill, and will benefit from signal-controlled crossing facilities over the A2300 as part of the proposed upgrade to the A2300 / Cuckfield Road roundabout.

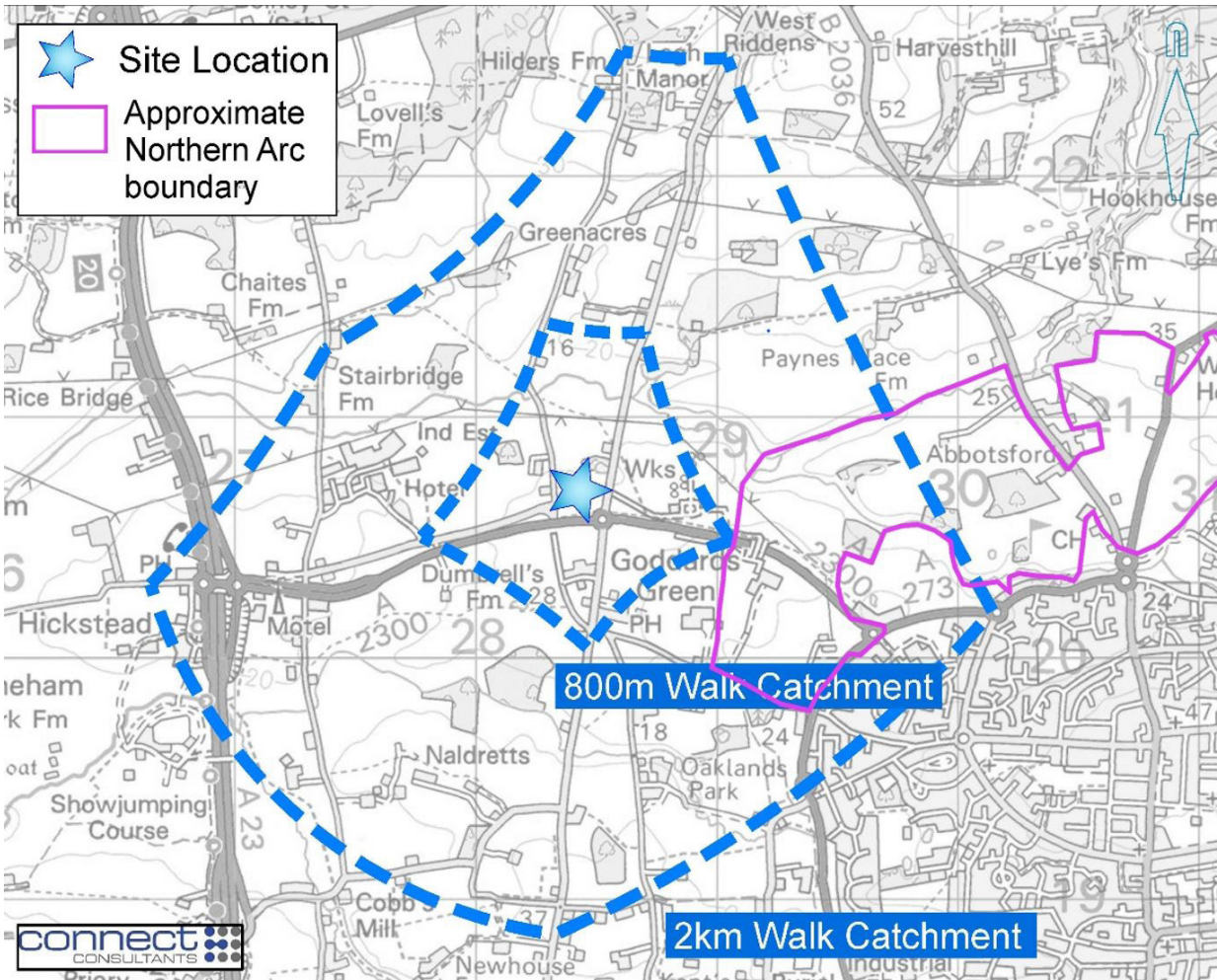


Fig 9.1 - 800m and 2km Walk Catchment

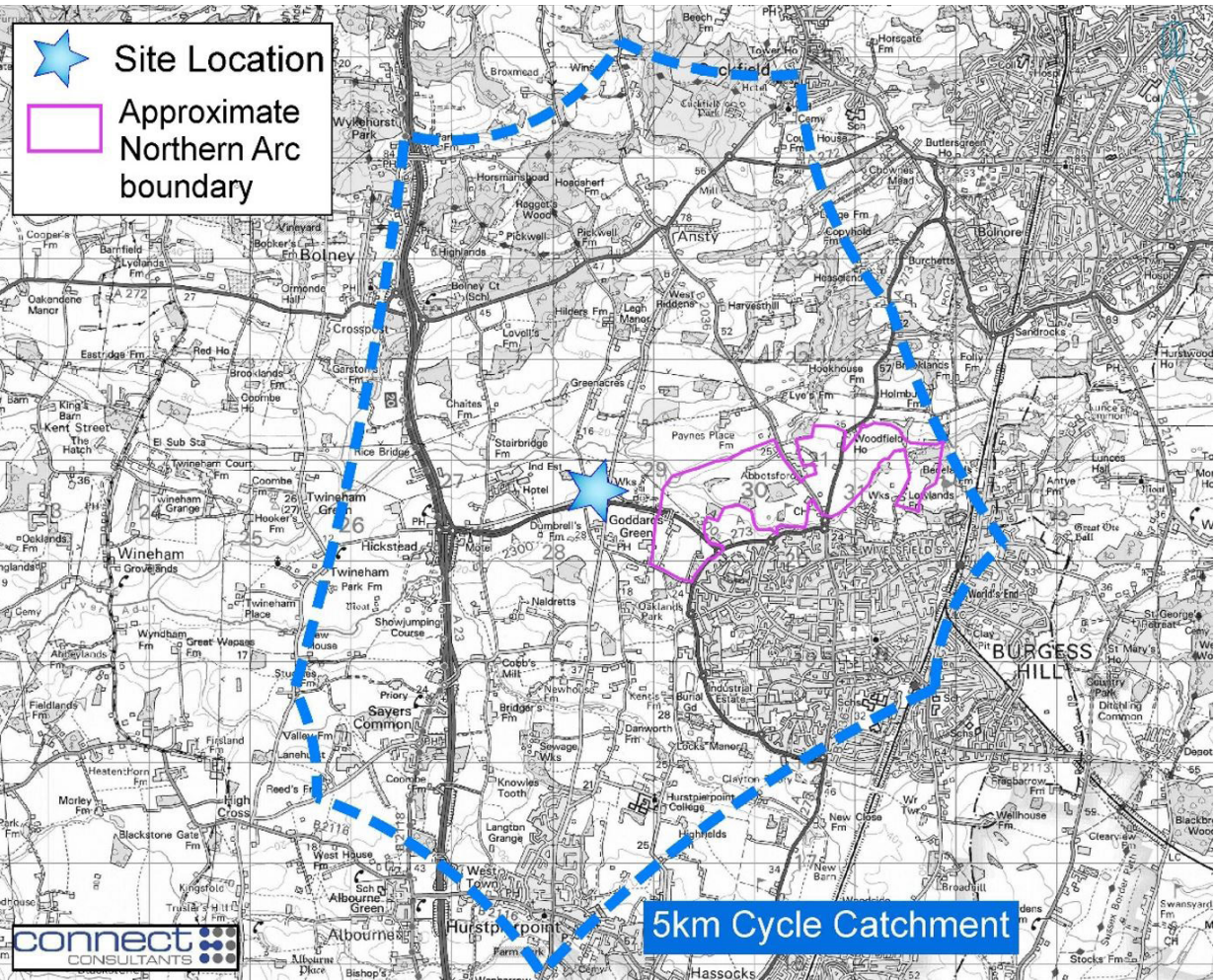


Fig 9.2 - Cycle Catchment Area





Cycle Access

- 9.12
- The 2018 National Travel Survey identified average journey lengths by cycle in England of c.5.3km. The CIHT document titled ‘Planning for Cycling’ (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer a realistic alternative to car travel, particularly for trips of up to c.5km.
- 9.13
- Cycling has the potential to play an important part in sustainable travel to and from the proposed Science & Technology Park, for visitors and staff.
- 9.14
- The A2300 Corridor Improvement Scheme will provide a footway / cycleway which passes along the Project Newton’s southern boundary, thereby providing the site with a good quality, attractive local and longer distance cycle route.
- 9.15
- The 5km radius of the site includes most of Burgess Hill and settlements to the west of the town, including Hurstpierpoint, Sayers Common, Bolney, Ansty, and Goddards Green. It also includes the entire Northern Arc site, the southern half of Cuckfield, and southwestern Haywards Heath.
- 9.16
- There is a local population of approximately 40,000 – 50,000 located within cycle distance of the site, which includes Burgess Hill, Haywards Heath, Hurstpierpoint & Sayers Common, and Bolney.
- 9.17
- Cyclists will also have the opportunity to use the sustainable transport links between The Hub development and Burgess Hill, including a new signal-controlled pedestrian and cycle crossing over Jane Murray Way, and signal-controlled crossing facilities over the A2300 as part of the proposed upgrade to the A2300 / Cuckfield Road roundabout.

- 9.18
- This will provide a quiet and low-trafficked route via Gatehouse Lane to the proposed Science & Technology Park for pedestrians and cyclists travelling to and from Burgess Hill.

Public Transport Access

- 9.19
- The publication ‘Planning for Public Transport in Developments’ produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 9.20
- As part of the permitted Hub development two bus stops have been provided on the A2300 adjacent to the Hub site, serving westbound and eastbound routes. The bus stops are situated approximately 200m and 250m east of the Project Newton Science & Technology Park site.
- 9.21
- The stops will serve the existing 100 bus route, which provides hourly services between Burgess Hill and Horsham, both of which have train stations. The Project Newton Science & Technology Park site already benefits from convenient and regular bus access, with opportunities for longer-distance multi-modal public transport journeys.
- 9.22
- The ongoing discussions with Compass and Metrobus are with a view to providing a viable public transport strategy focussed on the opportunities for existing and proposed bus services to link the site with Burgess Hill town and rail stations, Crawley, and the south coast.
- 9.23
- The Project Newton Mobility Strategy will be centred upon a ‘superhub’ located close to the entrance of the Science & Technology Park, which will be the interchange between bus services and other forms of sustainable intra-site transport, such as electric vehicles, potential circular shuttle service, bikes and electric bikes / scooters, and a pedestrian route network.



- 9.24
- The location of the ‘superhub’ facility would mean that external buses would not need to circulate within the site which otherwise would add journey time and detract from the attractiveness of the bus services. Its location at the eastern end of the site places it within 1km of the Northern Arc western roundabout, facilitating links between the two development sites.

- 9.25
- The ‘superhub’ will be an exemplar facility, providing bus facilities and real-time passenger information along with flexible working space, a café/restaurant, cycle shop/repair facility, taxi pickup/drop off point etc. so that it would be a vibrant work and meeting place as well as the focus for sustainable travel to and from the site.

Vehicular Access Strategy

Mid Sussex Transport Study

- 9.26
- To support the Site Allocations DPD, Mid Sussex District Council commissioned a strategic highway model; the Mid Sussex Transport Study (MSTS).
- 9.27
- The modelling has identified the Project Newton site as the preferred location for the S&TP, and it shows that without mitigation the proposed future MSDC development scenario generates significant additional traffic, notably on the A2300 and the surrounding roads, and the A23/A2300 junction.
- 9.28
- When tested with some potential mitigation measures in place, the strategic modelling shows that ‘severe’ impacts are predicted at just two junctions, as opposed to eight junctions in the scenario without mitigation:
 - A272 / B2036, Ansty
 - A23 / A2300 Southbound on-slip, Burgess Hill
- 9.29
- The MSTS modelling report, which forms part of the Regulation 19 evidence base, notes that a 10% reduction in the predicted future traffic (i.e. 65 fewer) on the A23/ A2300 Southbound on-slip could remove the ‘severe’ impact, which is predicted predominantly in the PM peak hour.
- 9.30
- The MSTS ‘with mitigation’ scenario assumes that there will be three sustainable mitigation measures associated with the S&TP, which will reduce predicted Science and Technology Park traffic by 3%.
- 9.31
- The proposed Project Newton Mobility Strategy is far broader than the three measures assumed in the modelling, and will provide additional benefits to the wider

population which would achieve a wider-reaching regional travel mode-shift than just the Science and Technology Park users.

- 9.32
- Furthermore, the synergies between the Science and Technology Park and the Northern Arc public transport strategies will help to further reduce the predicted future traffic levels.
- 9.33
- The Project Newton Mobility Strategy is designed to target a 10% reduction of the predicted Science and Technology Park traffic.
- 9.34
- Traffic modelling work is in progress, with ongoing dialogue between the Project Newton Team, Highways England, West Sussex County Council Highways, and Mid Sussex District Council.
- 9.35
- A methodology has been agreed by which Connect Consultants will use traffic data from the MSTS to assess the predicted impact at key local junctions and to use detailed junction modelling to identify effective mitigation where necessary.
- 9.36
- Whilst significant improvements are currently planned to alleviate the future impact at key junctions, these improvement schemes rely upon external funding. Therefore, the Project Newton Phasing Strategy will incorporate flexibility in terms of scale and timing of each phase, in conjunction with traffic modelling and transport assessment, and through ongoing engagement with WSCC, Highways England, and local bus operators, to ensure that each phase can be acceptably accommodated and is appropriately mitigated.



masterplanning

- 10.1 Our plan shows our initial concept for the development, with the retention of the main areas of woodland and the sensitive design, having regard to the existing overhead cables, pylons and watercourse as well as the mature rural soft landscape and falling site topography.
- 10.2 The concept drawing considers the retention of much of the existing boundary landscaping and creates a gateway entrance to our site, ensuring that the strong landscape strategy can be used to both protect and screen yet also frame and promote, carefully selected views and vistas to, from and within the site.
- 10.3 The development will require a new roundabout for access from the A2300 and options have been progressed to review direct access into the site without adverse impact upon the existing (and 'to be' improved) A2300 network. Further detail is available in the Connect Transport Statement and our emerging Mobility Statement produced in partnership with WSCC, MSDC and Highways England.
- 10.4 Aspirational images of successfully established Science and Technology Parks, and other high quality buildings and their settings, are shown throughout this document. This is coupled with a further plan outlining a suitable mix of uses consistent with a high quality Business Park / Science & Technology Park environment, including supporting uses that may accompany this strategic employment location.
- 10.5 The focus of the Masterplanning on this particular parcel of land also lends itself to the future potential opportunities for further sustainable energy and solar power, potentially to the North of the watercourse, where the same freeholders own further land directly adjacent to this site.
- 10.6 Our masterplan is intended to be forward thinking. As part of our review and approach we have looked at lessons learnt from other sites of a similar size and nature. The BRE guide '*Masterplanning Science and Technology Parks*' previously concluded that such sites, where not planned appropriately, have resulted in "*a collection of unrelated, inefficient, unsustainable buildings of mediocre quality and condition on an inward-looking site which was inefficient to maintain and difficult to navigate*".
- 10.7 As outlined within this document, our approach is for a destination site that connects directly to its wider context (both immediate and wider) supporting an established landscaped framework for a new, high quality and sustainable built environment to exist within.



Fig 10.1 - Aspirational “placemaking” precedent images

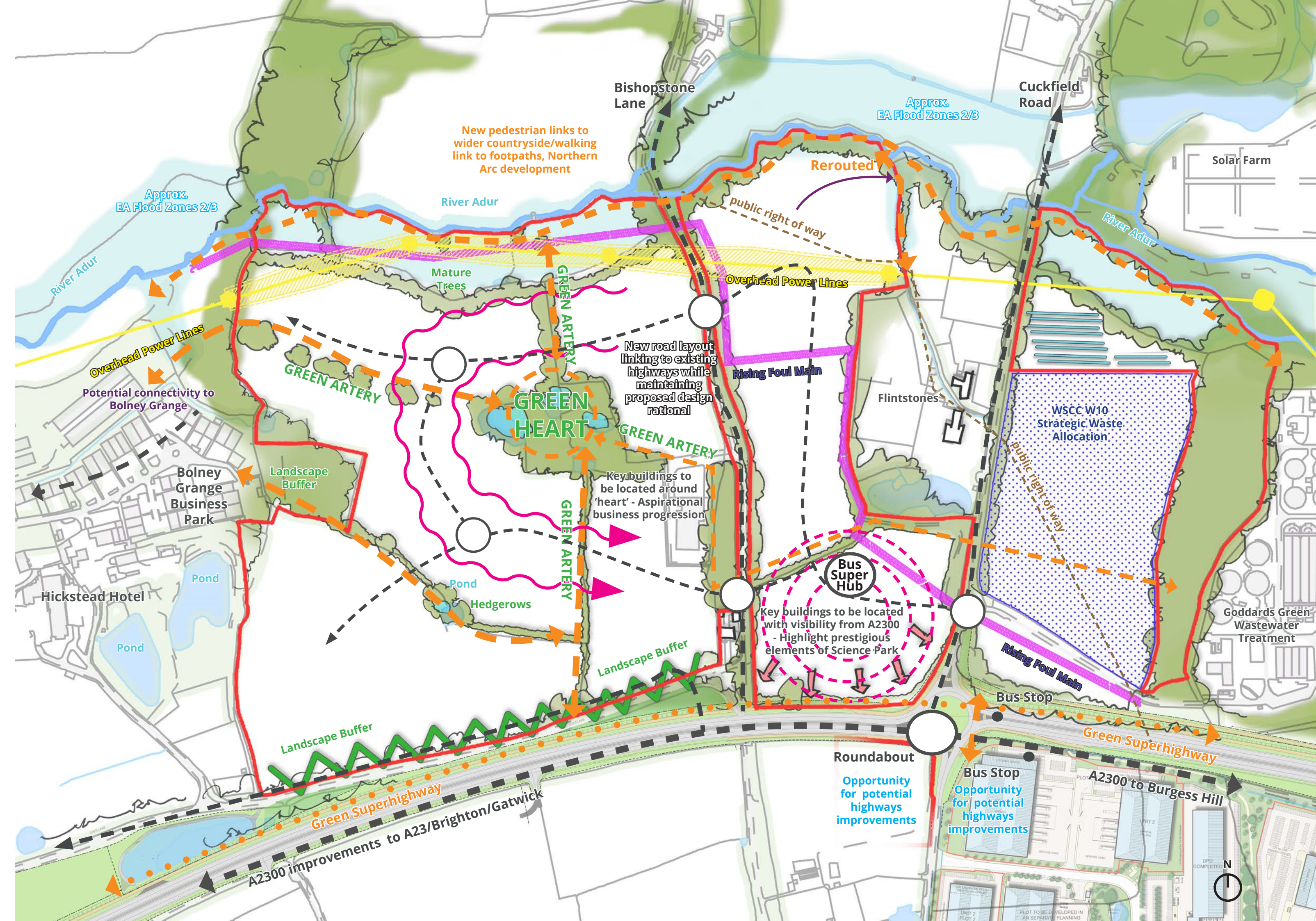


Fig 10.2 (Right) - Highly indicative Concept development of Science and Technology Park site

development potential and vision

- 11.1

In regard to quality of environment, this document highlights aspirational images of successfully established Science and Technology Parks and their settings. These are indicative of the quality and public realm that we would seek to provide on this site.
- 11.2

By developing our Masterplan, this document is intended to lead to successful collaborative relationships between existing and proposed buildings, both on site and in the surrounding area, resulting in the creation of a high-quality mixed-use scheme, connected to the existing, and emerging Burgess Hill development at the Hub and the Northern Arc.
- 11.3

The vision is to ensure a creative approach to the mix, quality and scale of buildings helping to unlock much needed business accommodation and the inclusion of other ancillary uses, creating a ‘destination’ and landmark site, as encouraged by the Mid Sussex adopted District Plan (2018).
- 11.4

We believe our proposals are consistent with the visions and objectives of the Adopted District Plan (2018) creating an attractive place to live, work and visit; ensuring that we are sensitive to the countryside setting of the site, whilst offering a perfect opportunity to further ensure the resilience of the District; and secure its sound economic function, building on its current foundations of success in the professional, scientific, technical and communication sectors.
- 11.5

We believe that the Science and Technology Park in this location can assist in future innovation ensuring growing space for the current 1000 businesses identified in the local plan that are under 2 years old . This will also assist in reducing the need for ‘in and out district’ commuting reducing impact on traffic levels and environmental quality.
- 11.6

Our proposition enhances the vision of the District Plan to “improve the social, economic and environmental well- being of the District and the quality of life for all, now and for the future.”
- 11.7

Policy DP1 ‘Sustainable Economic Development’ of the District Plan states on p.24 that the broad location for the Science & Technology Park is defined by the LEP Strategic Economic Plan 2014 which supports 100,000 sqm employment floorspace with the potential to create 2500 new jobs.
- 11.8

As outlined by in the The BRE guide ‘*Masterplanning Science and Technology Parks*’; *“the success of Science or Technology parks lies in their ability to encourage innovation and attract the right resources. This is more easily achieved in a built environment that promotes a sense of community and is conducive to knowledge sharing, enterprise and innovation.”*
- 11.9

Our vision is to ensure that our Science and Technology Park proposals can create a new significant economic and innovative destination, marrying high-quality planning and landscaping, architectural and commercial buildings, that create a sense of place, aligning with the Coast to Capital LEP Strategic Economic Plan (SEP) aspirations and those of Mid Sussex, as defined in policy DP1.

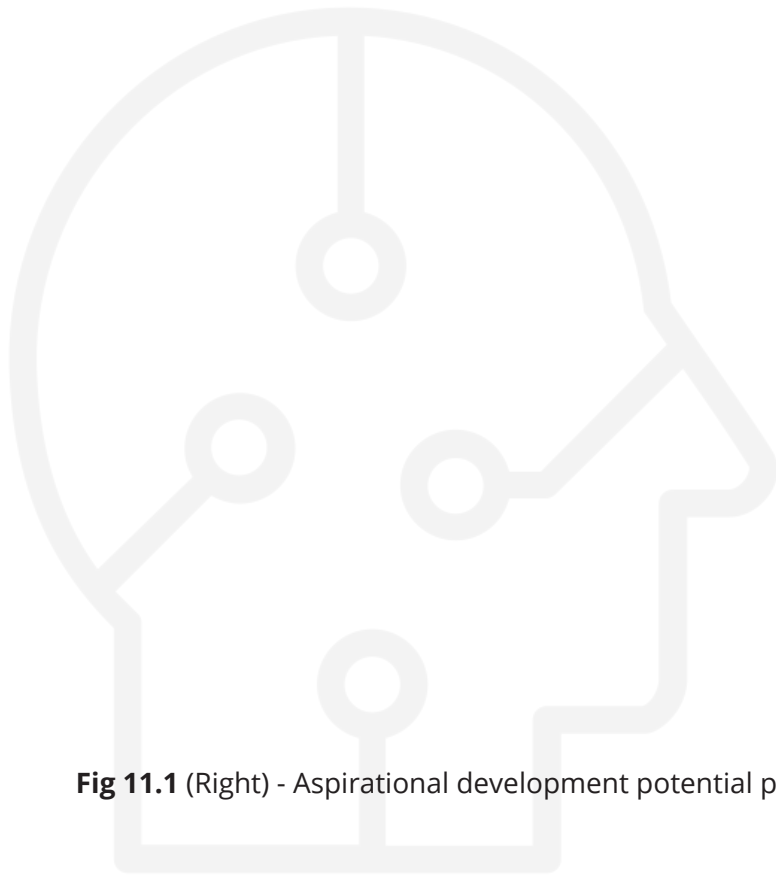


Fig 11.1 (Right) - Aspirational development potential precedent images



Active, green public spaces



Mature Landscape setting at Southampton Science Park, Chilworth



A sense of place' at the Kent Science Park



Water and Soft Landscaping defining the site layout at The Oxford Science Park



market demand

- 12.1
- Vail Williams has considerable experience of letting and selling commercial property within Mid Sussex District. More recently they are letting agents on the Hub, Burgess Hill where up to 46,450 sqm (500,000 sqft) is currently being developed. They were also selling agent on the former Wyevale garden centre site at Handcross, now Tungsten Park, where they were retained to sell up to 83,000 sqft, now complete following the recent pre-sale of a HQ facility to Pets Corner on phase 1, and to investor Martins Properties on phase 2.
- 12.2
- Historically, Vail Williams were development and letting advisors on Phases 2 and 3 of the Birches Industrial Estate, East Grinstead (400,000 sqft) and handled the sale of the former Ericson complex, Burgess Hill where they undertook pre-lettings to Roche for their HQ, and sales to Whitbread Premier Inn, R F Solutions and others. They also acted on the sale of the Honeywell building to B E Aerospace, and on numerous other building sales/lettings in the vicinity of and within the main Victoria Estate.
- 12.3
- Given their local and regional experience, they anticipate strong occupier demand with a significant proportion of all market transactions in the region falling within the MSDC Science and Technology Park definition.
- 12.4
- Strategically, the site will attract occupiers from the South coast including Brighton and surrounding conurbation, due to positive occupier demand and a land-locked location (between the sea and the Downs), all of Mid Sussex, and North to include Crawley/ Gatwick and Southern M25 locations. Post COVID-19, it is also likely to attract business from cities to a location where employees can drive to work. It will also be attractive to businesses who cannot find expansion space in locations such as Guildford or Gatwick which has limited land available at very high prices.
- 12.5
- The limited supply of bespoke Science and Technology Park development opportunities throughout the Gatwick Diamond region and across the South East will focus occupier's attention on this opportunity. The 1,000,000+ sqft potential will provide the critical mass to both attract and retain occupiers across all size ranges.
- 12.6
- They have undertaken initial research and identified numerous occupiers located in the catchment area falling within the Science and Technology Park definition. This research has not yet targeted those which may be 'footloose' through lease event activity. However, there is without doubt a growing trend for occupiers to improve the quality and standards of their property to provide the best working environments

- which will attract and retain the most talented employees. This will be exacerbated post COVID-19 with occupiers wishing to satisfy long term wellbeing issues with top quality building design and layouts that ensure a safe working environment.
- 12.7
- Vail Williams are active in the local, regional and UK property market. They have 7 offices in the South East with 23 business space letting agents in the firm handling letting and sales on office parks, industrial estates and high technology accommodation.
- 12.8
- They have also advised on both the Southampton Science Park and the Surrey Research Park (Guildford) in differing capacities.
- 12.9
- In addition, they have a reputation for our occupier advisory services and we have been instrumental in a number of significant acquisitions over 100,000 sqft in the South East including Elekta, Sub-sea 7, Jacobs, L3, AJ Walters, CAE, Roche, Goldman Sachs, Verizon, Becton Dickinson, Daylo Rowney and Rockwell Collins. The majority of these occupiers satisfy the Science and Technology Park criteria.
- 12.10
- Vail Williams highlight various examples of demand, below a number of which they were directly involved with including;

• Elekta – 111,000 sqft relocation to new UK head office and R&D facility in Crawley

• CSL Behring – relocation to 20,000 sqft grade A facility in Haywards Heath

• AJ Walter Aviation – 120,000 sqft new facility in Slinfold to serve the aviation sector

• Siemens – relocation to new 10,000 sqft Manor Royal facility

• Gatwick Airport HQ – 100,000 sq (A pre-let at J10 M23 to serve the airport)



HNW Architects: New build office, under-croft car parking and Cat-A fit out allowing a high-tech company to relocate a high as part of the wider Adur Civic Centre regeneration programme (*Shoreham*)

HNW Architects: Formaplex - high tech manufacturing (autoclaves/injection moulding/paint spraying) 125,000 sqft B1c/ B2 & Head Office facility (*Portsmouth*)

HNW Architects: 90,000 sqft B1c/B2 scheme with flexibility for future growth - forms part of HNW's wider 350,000 sqft masterplan for the site (*Bracknell*)



Vail Williams: Elekta – 111,000 sqft relocation to new UK head office (*Crawley*)

Vail Williams: The L3 London Training Centre 158,000 sq ft (*Crawley*)

Vail Williams: AJ Walter Aviation – 120,000 sqft new facility (*Slinfold*)

target occupiers

- 13.1

As explained throughout this document, Vail Williams' expert opinion indicates demand exists for at least 1,000,000 sqft of accommodation, from businesses involved in the Science and Technology sectors within the current District Plan period to 2031.
- 13.2

This will be from businesses located within the District, Gatwick Diamond and wider catchment, for a range of planning uses, building sizes and tenure. For this reason, on the Masterplan as shown, we have set out a broad mix of building types covering B1a office, B1b R&D and B1c light industrial uses. In all instances we envisage high quality buildings and not basic industrial/warehouse units which would be more suited to an Industrial Estate environment.
- 13.3

Through their market testing and activity in the last 12 months they have identified 9 significant target occupiers based within West Sussex who have current requirements and fit the Project Newton criteria. They can confirm the organisations identified subject to MSDC entering into an NDA. High level information on each search is set out below:

Nature of Company	Employees	Size of requirement (sq ft)	Planning Use	Timing
High Tech/ IT	1000	150,000	B1c	Short/Medium term
High Tech / Automation Solutions	300	70,000	B1c	Short
Science/High Tech Oil & Gas sector	150	60,000	B1c	Short/Medium
Aviation R&D	150	150,000	B1c, B8	Short/Medium
Pharmacy	350	40,000	B1a	Medium
I.T/A.V	150	120,000	B1c, B8	Medium
I.T/A.V	100	30,000	B1c, B8	Medium/Long

- 13.4

Further work regarding the branding and marketing of the STP is currently ongoing. In addition, dialogue with business groups and stakeholders including Coast to Capital, local agents and potential occupiers is ongoing ahead of any allocation to ensure we can provide fit for purpose buildings that are flexible and can future proof for sectors in a post COVID-19 economy.



Fig 13.4 (Above) - Aspirational concept for Innovation / Enterprise / Hub uses

target occupying sectors

- 14.1

In Vail Williams' opinion around a quarter of occupier requirements within the region have a high technology bias that should fit the MSDC Science and Technology Park definition. This is backed up by an analysis of SIC codes where 180 out of 730 businesses could have a research, technological or science focus.
- 14.2

Vail Williams utilise specialist mailing houses when needed who determine organisations principle business via a SIC codes.
- 14.3

To inform market demand they set out below some specialist UK wide occupier target lists and number of organisations below:

Bio Tech	300
Energy	500
Fastest expanding	400
Manufacturers	500
Medical	400
Science park	700
TMT (technology, media and telecom)	500

market testing

- 15.1
- It is premature to be pro-actively marketing a site without an allocation, however VW confirm that they have undertaken selective market testing and spoken on a confidential basis to 7 companies about the principle of relocation to a Science and Technology Park or Business Park in West Sussex. All are potentially interested and would like further information once planning is more certain as any relocation would be conditional on the grant of a satisfactory planning consent.
- 15.2
- The local and regional education providers including the University of Sussex, University of Brighton and Chichester College Group, have made their requirements known to Coast to Capital LEP resulting in the aspiration to support the delivery of a Science and Technology Park at Burgess Hill. The interaction with the education providers works at multiple levels to retain and attract an evolving skilled workforce.
- 15.3
- Vail Williams has a track record of involvement at two Science and Technology Parks, where they have historically acted as letting agents and currently manage the Southampton Science Park for The University of Southampton, and at the Surrey Research Park, Guildford where they acted as planning consultant.
- 15.4
- As part of Vail Williams' day to day involvement in the region they are constantly active in the market, monitoring general activity, occupier's movement and trends together with lease events up to 2 years in advance. Consequently, they have an excellent knowledge of opportunities that have a correlation with the proposal for a Science and Technology Park.



economic benefits

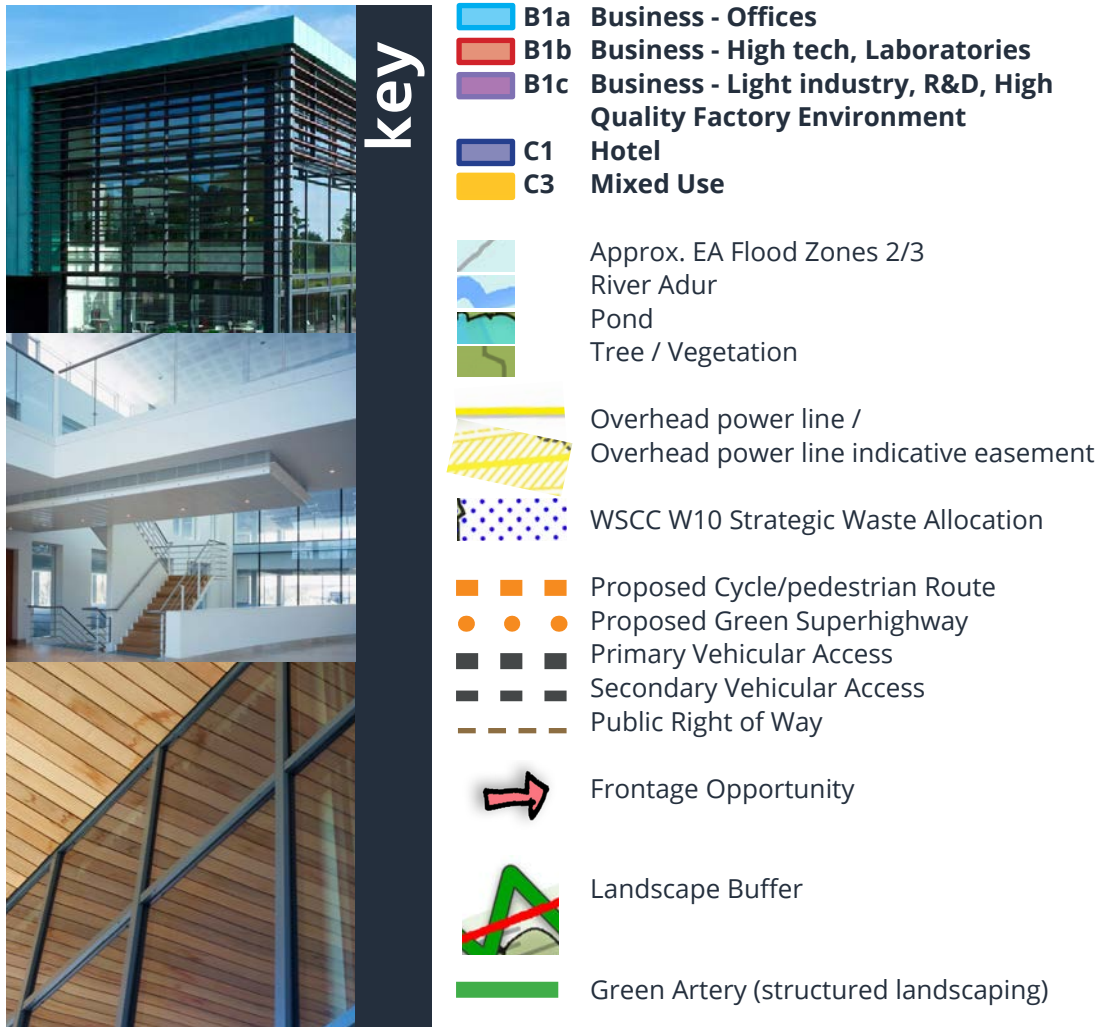
- 16.1
- Our proposal will have direct and indirect economic and employment benefits across the District and the wider region. As the concept is still evolving, we have given regard to the Mid Sussex Economic Development Strategy 2018 – 2031, which supports the District Plan and highlights the need to make Mid Sussex a vibrant and attractive place for businesses and people to grow and succeed. Inherent in this document is the need to balance local labour and training opportunities, including apprenticeships, with a quality economic environment that supports economic growth in the region.
- 16.2
- The Economic Development Strategy supports the Government's national ambition for economic growth and the County Council's West Sussex Plan for 2017-2022 set out in the emerging Local Industrial Strategy, as well as the regional aspirations articulated in the Coast to Capital Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP), and the County Council's West Sussex Plan for 2017-2022.
- 16.3
- Our proposition for the Science and Technology Park, would ensure that the priority themes of the strategy in place, premises, people and promotion can be met and the STP as identified in the strategy, can be realised.
- 16.4
- Given the B1 focus and ancillary support facilities proposed, under Priority One of the LEP SEP, the strategy states that MSDC aim to provide Business Parks which “provide an attractive environment and secures the retention and relocation of new businesses into Mid Sussex.” We believe that this is achieved through our proposal. In addition, our proposal will also secure the necessary Infrastructure; improvements which meet business needs, along with improvements to the A2300 and other sustainable transport infrastructure improvements, through connectivity with the Northern Arc and potential for links to the existing Bolney Industrial Estate.
- 16.5
- In regard to Priority Theme Two of the LEP SEP, on premises, our proposal for a new Science and Technology Park will ensure that there is an excellent supply of quality and appropriate industrial and office space to meet the needs and demand across the District, whilst providing an employment offer which is complementary to that elsewhere in West Sussex. This wholly aligns with the economic development strategy which seeks the delivery of new business units, that complement the Northern Arc and the Hub development being developed by our clients
- 16.6
- Our development can also allow for centres of excellence and clusters of specialist industries to locate on the park. This will ensure both new and existing companies, that comply with the Science and Technology Park definition to facilitate additional growth. This will support the aim of increasing the number of high gross value added jobs in the District. Our proposal could also facilitate the development of hotel and conference facilities, as stated in the Economic strategy.
- 16.7
- Priority Theme Three of the LEP SEP relates to people and whilst detailed skills plans have yet to be developed, the requirement to provide graduate jobs as a result of the development and 2500 new jobs is recognised and can be met.
- 16.8
- In line with our positioning document, we anticipate an employment density of between 2325-5280 jobs, and we seek to ensure that this aligns with the strategy's aim of working with partners across the education sector including the Universities of Sussex and Brighton and Chichester College Group. Our proposals also cover a range of units ensuring that we can support a variety of businesses and their evolution and growth, including start-ups and scale-up businesses.
- 16.9
- The development of the Science and Technology Park in this location therefore also complies with Priority Four of the LEP SEP “Promotion” that seeks to “*promote the District's advantages clearly and widely, encouraging business retention and growth and appropriate inward investment*”.
- 16.10
- We would expect that, as our proposals and discussions with education providers and potential tenants progress, we will also be able to provide further skills plans and training initiatives. These will relate to both the construction process and the longer term employment opportunities of the site.
- 16.11
- Further partnership works with local Economic Development Offices, local agents and Coast to Capital as they develop their local industrial strategy will also align with our objectives, beyond purely economic benefits. These aim to address skills and graduate opportunities, innovations and green sustainable industries.

design

- 17.1 Our approach to developing the Masterplan is intended to lead to successful collaborative relationships and result in the creation of a high-quality mixed use scheme, connected to the existing, and emerging Burgess Hill plans at the Northern Arc.
- 17.2 The Masterplan initially reflects this unique opportunity to develop the Science and Technology Park on this green field site and considers appropriate densities and space between buildings to reflect the cluster of uses within the wider landscape itself. The rural context of this site is of significant value, both commercially yet also increasingly importantly for the health and well-being of the STP visitors and occupiers.
- 17.3 The integration of high quality public realms and a creative approach helps to unlock development value and the inclusion of other ancillary uses allows any development to become both a 'destination' and landmark site. At this stage we are not looking at the individual design of each buildings within the site, however, the place, the landscape and the buildings that will follow will all look to follow strategies for high-quality design and placemaking, as set out in our following section 18 'Landscape & Setting' and as outlined within the Consultation Draft MSDC Design Guide SPD (2019) Section 1.4 'The Value of Good Design'.
- 17.4 Our Architects and Urban Designers will work closely with key stakeholders and long-term consultant partners to develop holistic schemes which create a sense of place.
- 17.5 A Landscape and Visual Impact Assessment (LVIA) has informed our concept development proposal at this stage in terms of site layout, capacity and mitigation requirements to reduce visual impact of the development from surrounding countryside locations. The LVIA demonstrates that the site topography limits views onto and surrounding the site for 5 storey buildings, although our proposal itself does not exceed 4 storeys.
- 17.6 This considers the site without any mitigation through further appropriate landscaping which would further reduce landscape and visual impact. Opportunity for such mitigation will be addressed in more detail as part of the formal planning application however, this document illustrates the green image and setting of our proposal and how both the existing established landscape and rural setting, along with the proposed landscape strategies, are fundamental to the design and concept for this site.

- 17.7 The design of this site, at strategic level, is synonymous with the strategy for the MSDC SPD Design Guide. As highlighted in Section 1.5 'High Quality Design and Innovation' of the Consultation Draft MSDC Design Guide SPD (2019) our proposals have set out to be achievable whilst *"inventive and innovative... respond to place, (will) meet the needs of modern lifestyles and ... are (designed to be) adaptable"* in order to meet both current and future needs.
- 17.8 Our masterplan therefore successfully shows the potential connectivity and inter relationship with the Hub, the Northern Arc, and other proposed allocations for nearby employment uses.

Fig 17.1 (Right) - Shows our illustrative zonal plan that comprehensively masterplans the mix and type of uses across our site.



landscape & setting

18.1 The site affords strong linear structural landscaping adjacent to the A2300, and as identified through our LVIA, the topography of the site ensures that development will be screened by the existing mature landscaping and hedgerows that exist on the site. The site levels also ensure that development of a scale consistent with HQ buildings can be accommodated without adverse impact on the surrounding countryside. This ensures that the proposed development would not be dominant or prominent in the landscape.

18.2 **Approximately 40% of the site is proposed as 'soft landscaping' and where hard surfaces are required, these will be designed to sit comfortably within the overarching soft landscape setting.**

18.3 The strategic proposals for this site are a direct response to the site setting and opportunities that this brings. Research and evidence has helped the design team to understand the context of this unique site, aligning with the MSDC Design Guide SPD (2019) Section 2.4 'Landscape Character' and the District Plan Policy DP26 'Character and Design' to ensure that these proposals reflect the context of the site.

18.4 Our concept for the development of all three key plots of land available, ensures the retention of the main areas of woodland, whilst the sensitive design has regard to the pylons to the North.



Fig 18.1 - Aspirational "placemaking" precedent images

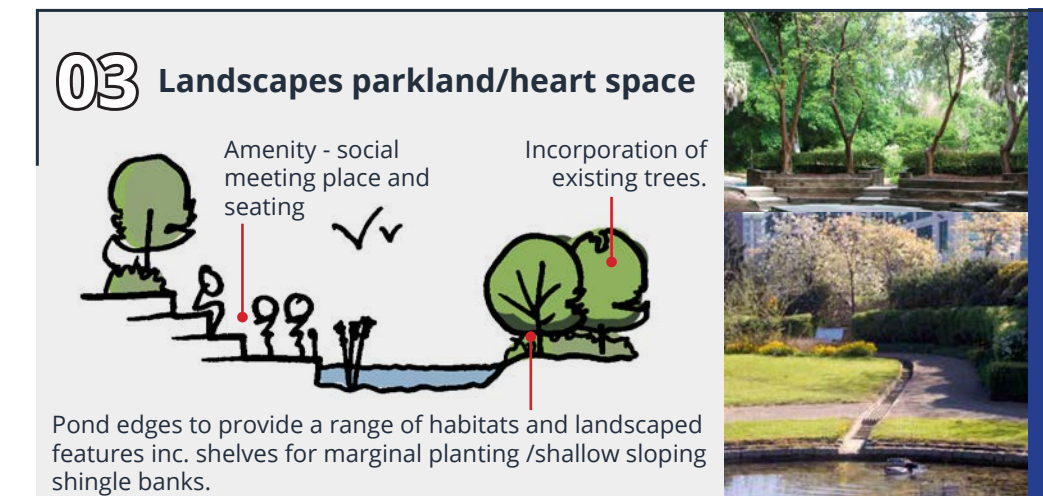
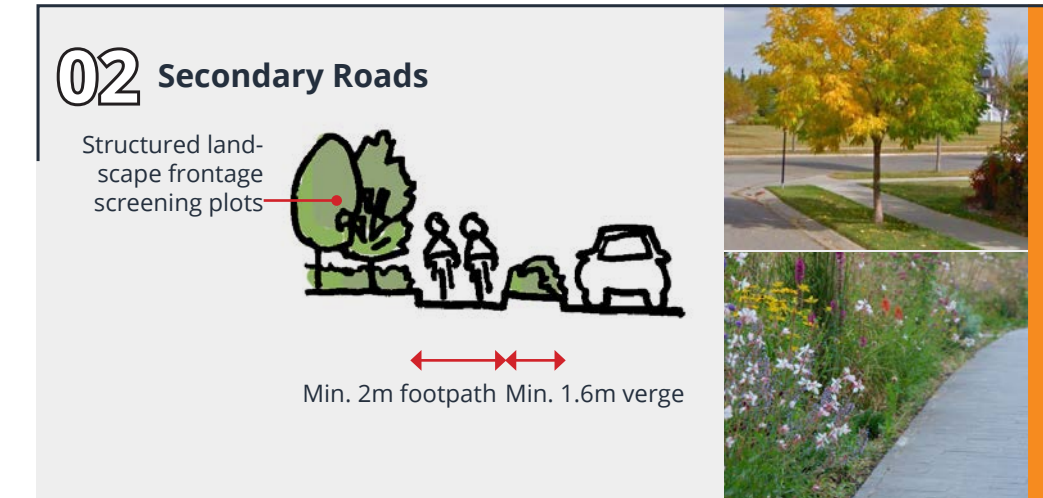
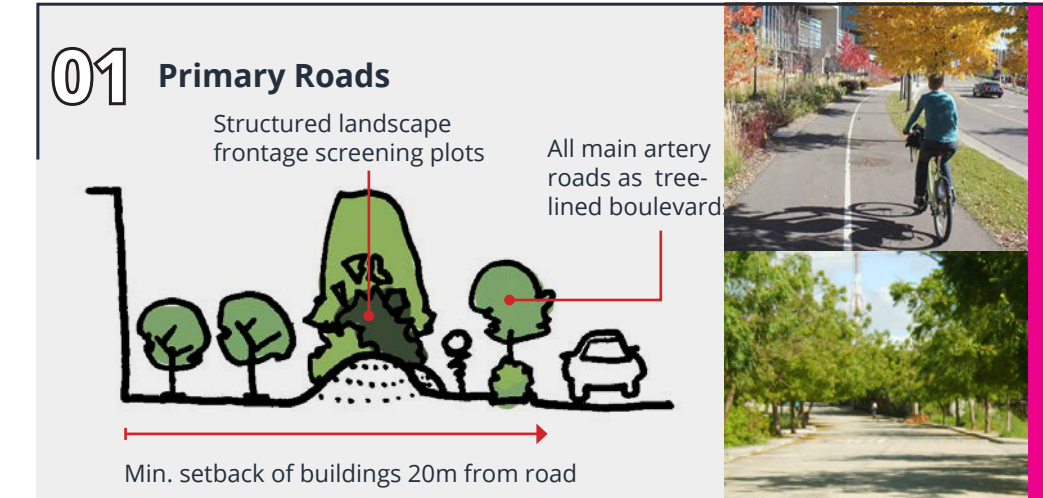
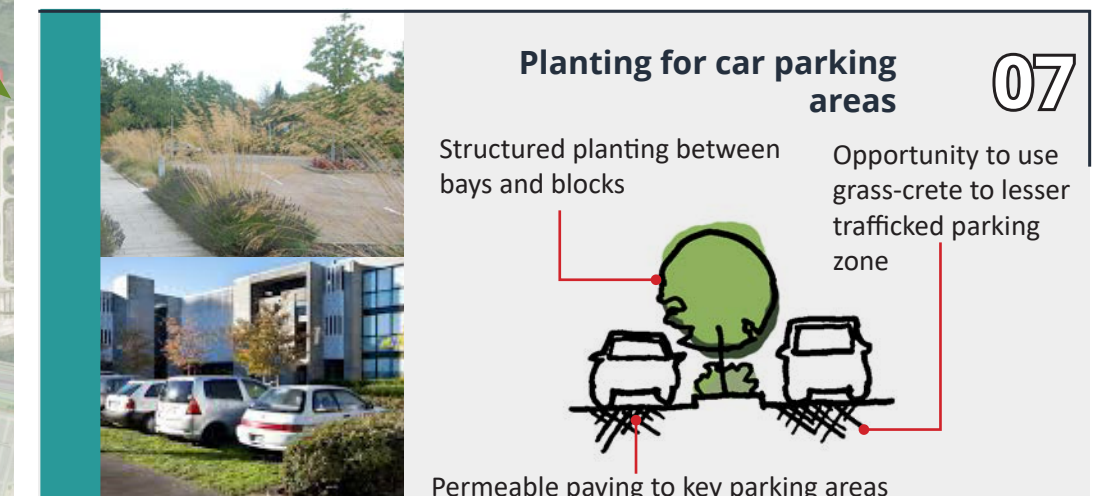
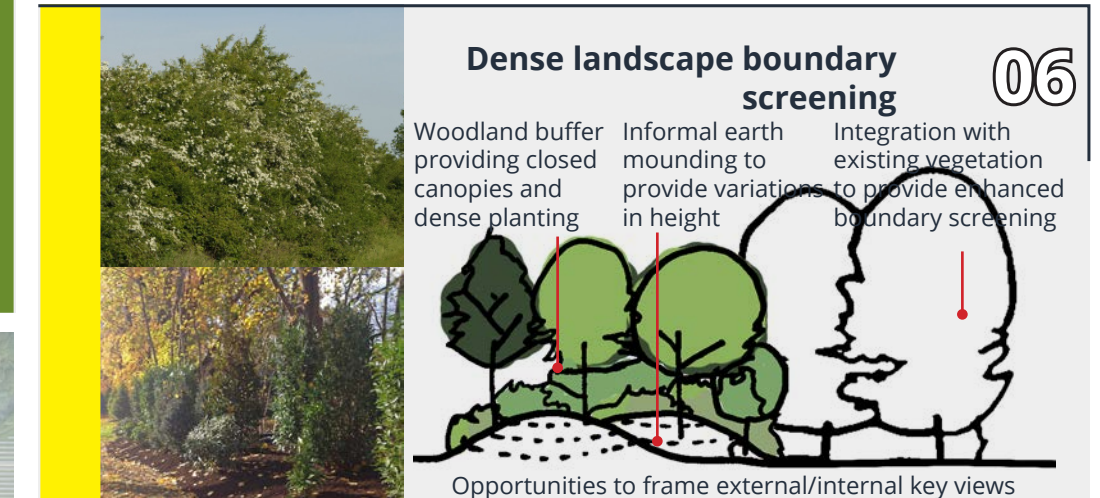
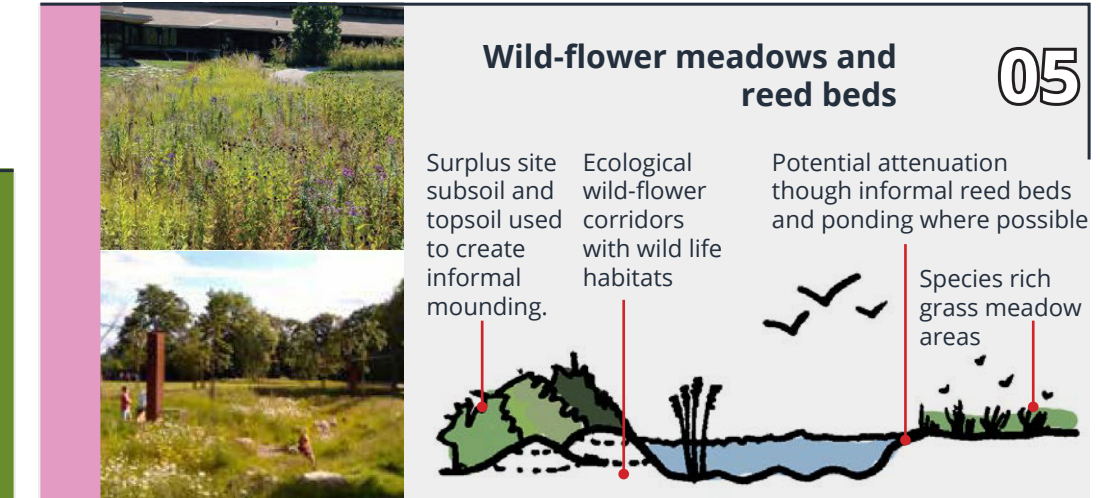
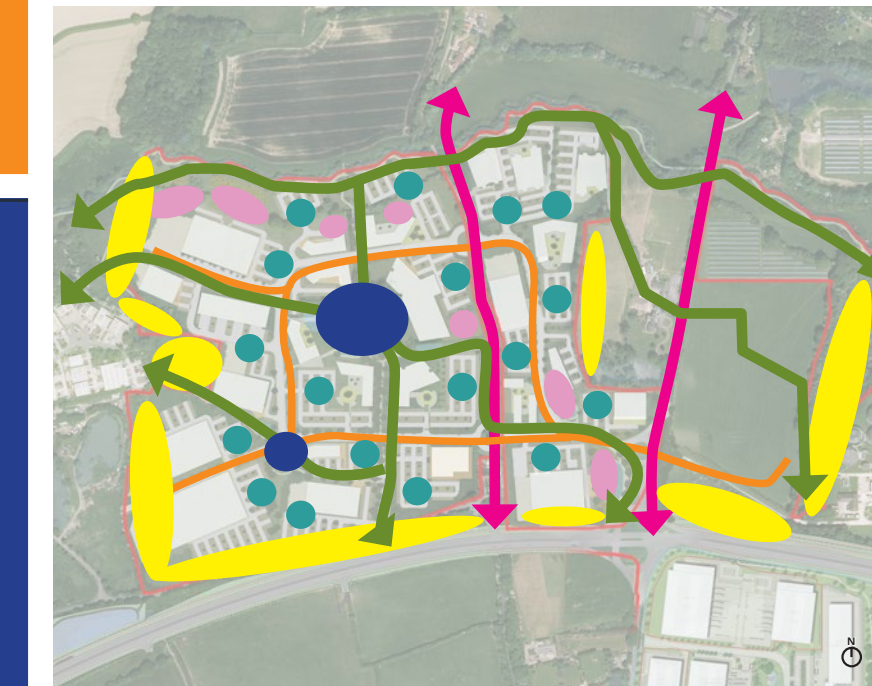
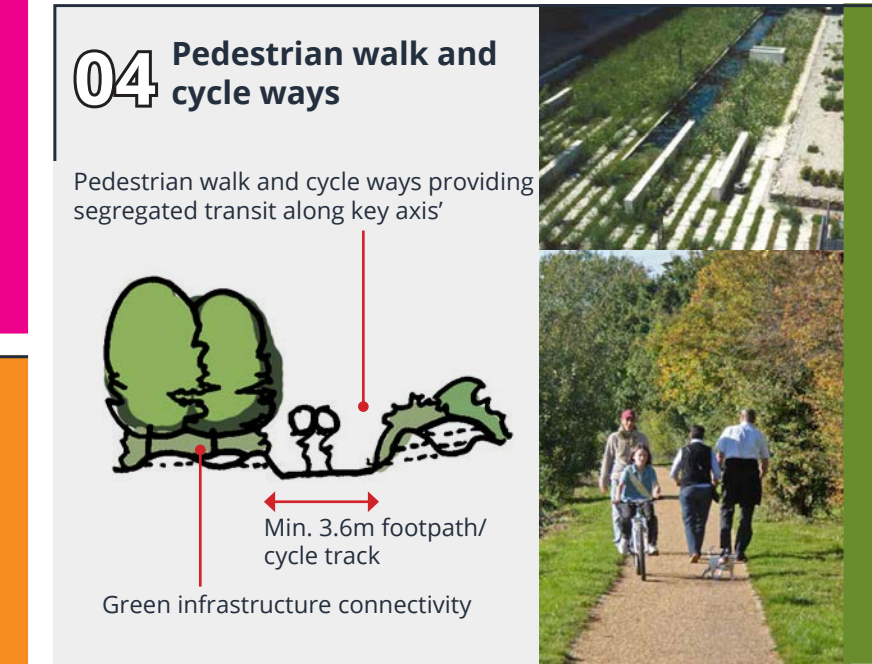
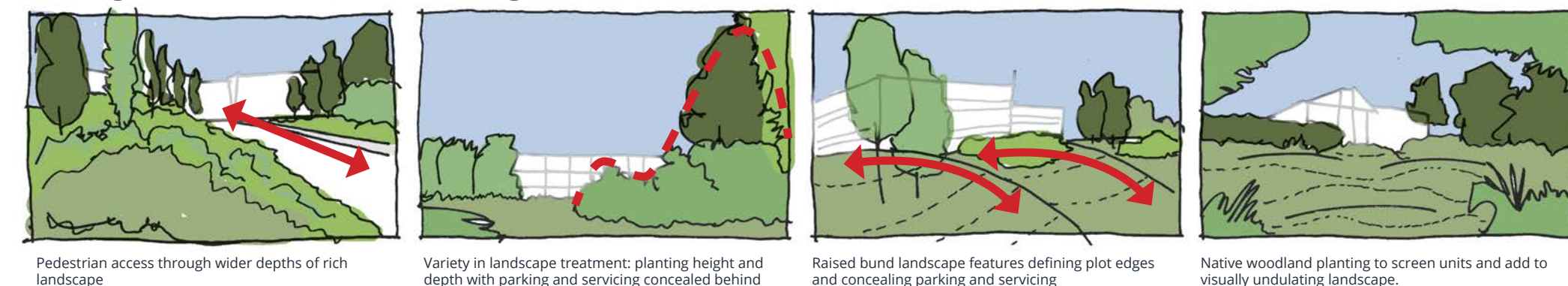


Fig 18.2 - Design Intent; Newton Landscape Design Guide (Rule Book)

landscape design strategy...



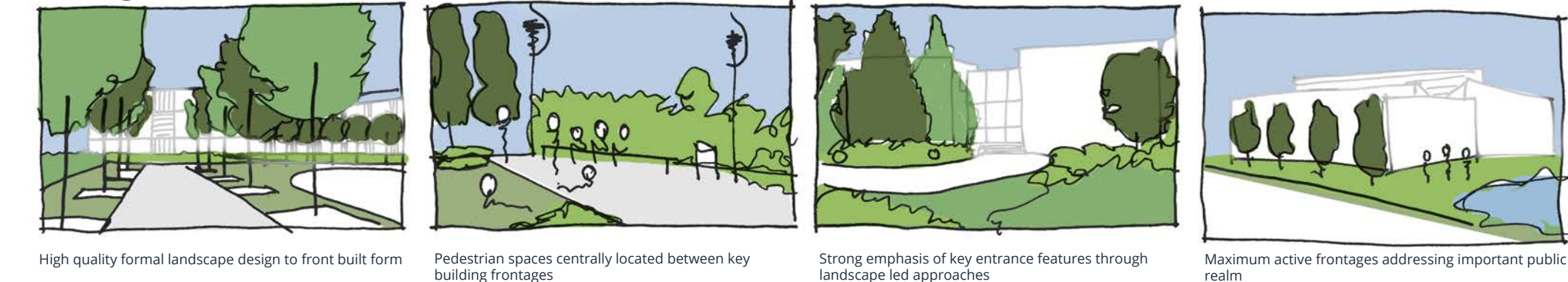
design: landscape setting



design: framing the street



design: development hubs



- 18.5 Whilst previous District Plan evidence queried the pylons as a restrictive factor to development, initial research and discussions, including engagement with UKPN, can ensure that sensitive development as shown on our Masterplan can be achieved, utilising the site areas to the North. Any development through a hybrid/outline planning application would deal with this and adhere to the National Grid: A Sense of Place Design Guidance.
- 18.6 The concept drawing also considers the retention of much of the existing boundary landscaping and creates a gateway entrance to this unique site.
- 18.7 Given the sensitive nature of the surrounding countryside protection area, and the AONB further to the North, consideration has been given to how the site will connect with the Northern Arc and to ensure that frontage structural landscaping is retained along the A2300 as part of the Masterplan.
- 18.8 We believe our masterplan balances the ability to achieve a sense of place that is fitting for a commercial 'destination' and landmark site, whilst aligning with wider aspirations to respect the context and setting to the North of the site and to the South of the A2300, also protected under policy DP12 of the District Plan as an area of protection and enhancement of the countryside.
- 18.9 In reflection of all the points above and the District Plan Policies on design and the Design Guide SPD, we have looked to develop a 'Landscape & Setting Strategy' to ensure that as the detail of this site develops, the importance of the Landscape cannot be diluted. The plans above outline our fundamental principles that have been worked into the strategic/concept masterplan, that are all therefore achievable and appropriate to ensure that the quantum, distances, type and quality of landscaping for any detailed proposals remain true to this concept.



Fig 18.3 (Right) - Highly illustrative landscaping/space planning diagram utilising Newton Design Guide 'Rules'



mix of uses

- 19.1
- As mentioned previously, Vail Williams’ expert opinion indicates demand exists for at least 1,000,000 sqft of accommodation from businesses involved in the Science and Technology sectors. This will be from businesses within the District, Gatwick Diamond and wider catchment, for a range of planning uses, building sizes and tenure.
- 19.2
- For this reason, we have set out an anticipated broad mix of building types covering B1a office, B1b R&D and B1c light industrial uses.
- 19.3
- We set out our opinion on the optimum mix in line with anticipated demand.

- 19.4
- 34% B1a offices, minimum size 20,000 sqft up to 100,000 sqft (range of sizes)
- 19.5
- 28% B1b high-tech (ground floor shell B1c with ancillary B8 – small loading doors, and fitted first floor office usually 50%), minimum size 30,000 sqft up to 60,000 sqft
- 19.6
- 38% B1c (industrial – R&D/manufacturing – high value use in quality factory environment – typically 15% to 40% office content, 8m to eaves, large loading doors and yard areas with parking), minimum size 30,000 sqft to 150,000 sqft
- 19.7
- Innovation Centre – comprises B1a and B1c uses (incubation units) – single unit of 30,000 sqft (internal unit sizes flexible from 200 sqft up to 2000 sqft)
- 19.8
- Multi occupied B1 building (nursery units) – single unit of 40,000 sqft (internal divisible sizes 4,000 sqft to 10,000 sqft)

- 19.9
- In addition, we consider that a landmark development should attract interest from ancillary uses such as a hotel (this might include conference use, mini gym, bar etc.), a crèche, convenience store and café, which would add to the amenities and benefit nearby occupiers.

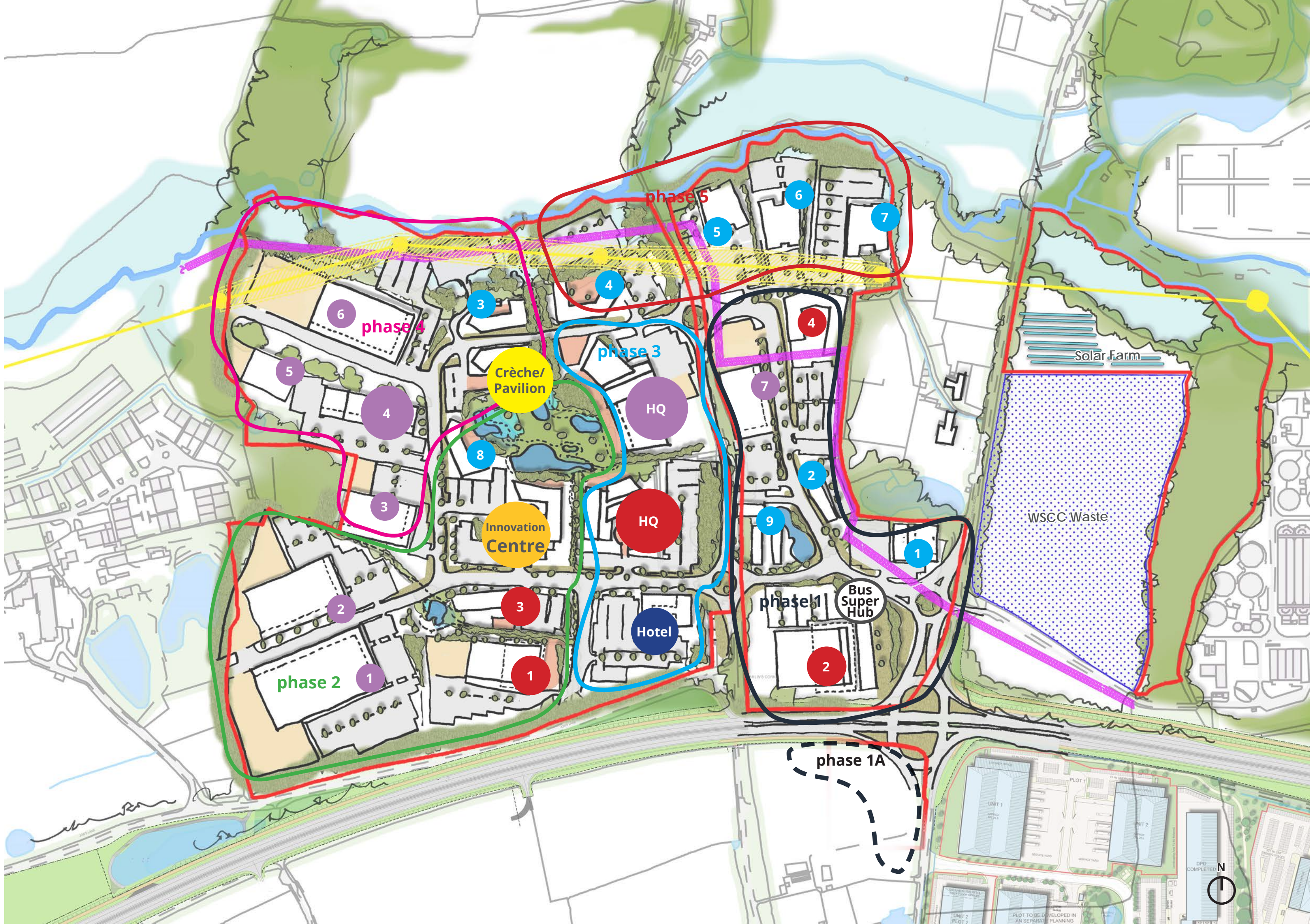
Building Area (GEA)		Parking Per sqm	
Mixed Use			
Innovation 2,800 sqm / 30,000sqft		90	1/30 sqm
Use Class - B1a: Business - Offices (34%)			
1	3,330 sqm / 35,800sqft	111	1/30 sqm
2	2,750 sqm / 29,600sqft	70	1/40 sqm
3	3,620 sqm / 39,000sqft	90	1/40 sqm
4	5,290 sqm / 56,900sqft	180	1/30 sqm
5	6,180 sqm / 66,500sqft	200	1/30 sqm
6	4,120 sqm / 44,300sqft	140	1/30 sqm
7	6,180 sqm / 66,500sqft	200	1/30 sqm
8	3,620 sqm / 39,000sqft	90	1/40 sqm
9	3,620 sqm / 39,000sqft	90	1/40 sqm
Use Class - B1b: Business - High tech, Laboratories (28%)			
HQ	9,000 sqm / 96,900sqft	300	1/30 sqm
1	6,280 sqm / 67,600sqft	120	1/50 sqm
2	9,410 sqm / 101,300sqft	185	1/50 sqm
3	2,690 sqm / 29,000sqft	90	1/30 sqm
4	6,650 sqm / 71,600sqft	160	1/40 sqm
Use Class - B1c: Business - Light industry, R&D, High Quality Factory Environment (38%)			
HQ	11,900 sqm / 128,100sqft	180	1/65 sqm
1	10,040 sqm / 108,100sqft	340	1/30 sqm
2	6,650 sqm / 71,600sqft	220	1/30 sqm
3	4,230 sqm / 45,500sqft	110	1/40 sqm
4	3,720 sqm / 40,000sqft	80	1/45 sqm
5	2,260 sqm / 24,300sqft	80	1/30 sqm
6	4,230 sqm / 45,500sqft	120	1/35 sqm
7	4,230 sqm / 45,500sqft	135	1/30 sqm
Total	122,800 sqm/1,321,800sqft	3,381	1/36 sqm
Hotel 6,800 sqm / 73,200sqft 240			
154 Bed, Gym/Conference rooms (Village Hotel Std. Spec.)			
Crèche 370 sqm / 4,200sqft			
Pavilion 840 sqm / 9,000sqft			
(inc. Cafe/Coffee shop/Hair Salon/Convenience Shop/Florist etc)			
5no. EcoCycle Stores with capacity for 1,020 bicycles			
(5 x 204 Bikes - circular footprint 8.05m in diameter)			
Total	8,010 sqm/86,400sqft		

Potential Employment Density; 2,325 – 4,753 jobs

Assumes a range taking: circa. 1:10sqm for B-use classes (British Council for Offices), 1:40 for B1b and 1:47 for B1c (HCA [now Homes England] Employment Density Guide, 2015). Density ratio measured against indicative NIA floorspace. Range of employment density excludes other ancillary uses and focuses on B-use classes only.

- Typical phase circa 200,000-300,000 sqft
- Site Coverage (Total GEA / Site Area) circa 36%
- Percentage of site given to soft landscaping circa 40%

Fig 19.1 - Highly indicative ‘Mix of Uses Overlay’ to illustrative masterplan option



green credentials and sustainability

- 20.1
- A green ethos is central to our proposals, from design strategies, to BREEAM construction and operation. Careful design considerations will also consider the development as ‘future-ready’ to support and encourage improvements in technology as the market requirements change and technology advances. To support this we have developed a further Sustainability Statement that expands on detail and specifies proposals for our site (see appendix VII)
- 20.2
- The opportunity for electrical charging points and green technology exists and, as outlined, the infrastructure will be designed and installed not just to accommodate this but to enable adaptation and flexibility for future fuel types and technologies. There are also opportunities to ensure that the orientation and layout of the public spaces, buildings and footprints consider reducing energy use, reusing waste products and enhancing recycling due to proximity to the adjacent solar farms and Waste Allocation.
- 20.3
- Adjoining this site is 5 hectares of land allocated in the WSCC Waste Local Plan 2014 for non-municipal solid waste. This is safeguarded for 200,000 tonnes per annum of commercial, industrial construction and demolition waste. The relationship between the potential Science and Technology Park and the Waste Allocation could allow a positive and unique opportunity to create co-locating commercial uses and waste facilities that complement each other and reduce the need to travel. These facilities could also benefit significant adjacent developments at the Hub and the Northern Arc. Initial discussions have been undertaken with WSCC as the Waste Authority to inform the layout and further pre-applications will be undertaken as a formal planning application evolves.
- 20.4
- There are also additional opportunities to bring forward green technologies on the STP and to potentially connect provision to the surrounding solar farms and Southern Water operations immediately adjacent. The opportunity to align green technologies with the scale of floorspace proposed is unique, aligning with the District Plan aspirations. There is also potential to align with potential and developed solar farms, both being proposed by our clients.
- 20.5
- The use of waste and/or solar energy and using fabric first commitment to design, all ensures that the development can at the heart of its vision complement the aspirations of the District Plan. This can ensure that we develop an attractive place to live work and visit, ensuring that we are sensitive to the countryside setting of the site, whilst reducing the need for in and out commuting and reducing impact on traffic levels and environmental quality.

Policy DP39 of the District Plan: Sustainable Design and Construction seeks to ensure that new development is sustainable and should be appropriate and feasible in type, size and location of minimise risks associated with future climate change. It suggests development should incorporate the following measures:

- *“Minimise energy use through the design and layout of the scheme including through the use of natural lighting and ventilation;*
- *Explore opportunities for efficient energy supply through the use of communal heating networks where viable and feasible;*
- *Use renewable sources of energy;*
- *Maximise efficient use of resources, including minimising waste and maximising recycling/ re-use of materials through both construction and occupation;*
- *Limit water use to 110 litres/person/day in accordance with Policy DP42: Water Infrastructure and the Water Environment;*
- *Demonstrate how the risks associated with future climate change have been planned for as part of the layout of the scheme and design of its buildings to ensure its longer term resilience”*

20.7 Whilst these principles are appropriate to the ethos of our indicative masterplan further detail will be provided as part of our formal planning applications stage.

20.8 DP42: Water Infrastructure and the Water Environment which sets out the requirements that new development must accord with in regard to the Water Framework Directive and Gatwick Sub Region Water Cycle Study, so to demonstrate:

- *“that sufficient capacity already exists off-site for foul and surface water provision. Where capacity off-site is not available, plans must set out how appropriate infrastructure improvements approved by the statutory undertaker will be completed ahead of the development’s occupation; and*
- *That there is adequate water supply to serve the development”.*

For non-residential building, policy DP42 requires a minimum standard of ‘Good’ with regard to the BREEAM targets for water consumption for this development type.

20.9 To highlight the commitment and also the adaptability of these proposals, since the original Positioning Document (April 2019), consent has been granted to a portion of the Dacorar (Southern) Ltd site for a solar farm and Wortleford Trading Ltd have secured solar farm consent at Twineham Green. Whilst the principles of the use and technology can be utilised across the site for the Science and Technology Park, these recent applications demonstrates both our client’s clear commitment to, and expertise in, solar energy which presents a unique opportunity for the STP allocation to align green technologies.

20.10 Our strategic connectivity diagram shows how these proposals for the Science and Technology Park will not ‘replace’ the consented solar farm on this site but that it has the potential to be co-located on the site, on land immediately North of the site within the same land ownership, and connected to nearby (off-site) plans in the vicinity (application DM15/0644 at Twineham Green). This will provide both appropriate and commercially viable loads to make green technologies to service this site, a reality.

20.11 With these proposals being developed at a time where Climate Change and Sustainability are (rightly) so topical, the future STP will look to be innovative and forward thinking in how it can respond to the current and emerging understanding of Climate Change and mitigation. Appendix VII includes an aspirational Sustainability Strategy for the site to which the future design of plots and buildings across the site will review. This often exceeds current-day regulations and expectations but in doing so is aligned with the requirements of Policy DP39 of the District Plan and also the pledge made by MSDC to actively look for ways to protect the environment and tackle climate change, while supporting the government’s work to cut greenhouse gas emissions to zero by 2050. It is both anticipated and expected that the occupiers of a brand new Science and Technology Park may actually be expecting an aspirational view and they themselves may be able to further contribute to progressive and green credentials in line with local policy and our aspirational strategy.

20.12 Our proposals therefore enhance the sustainable vision of the District Plan to “improve the social, economic and environmental well-being of the District and the quality of life for all, now and for the future”.

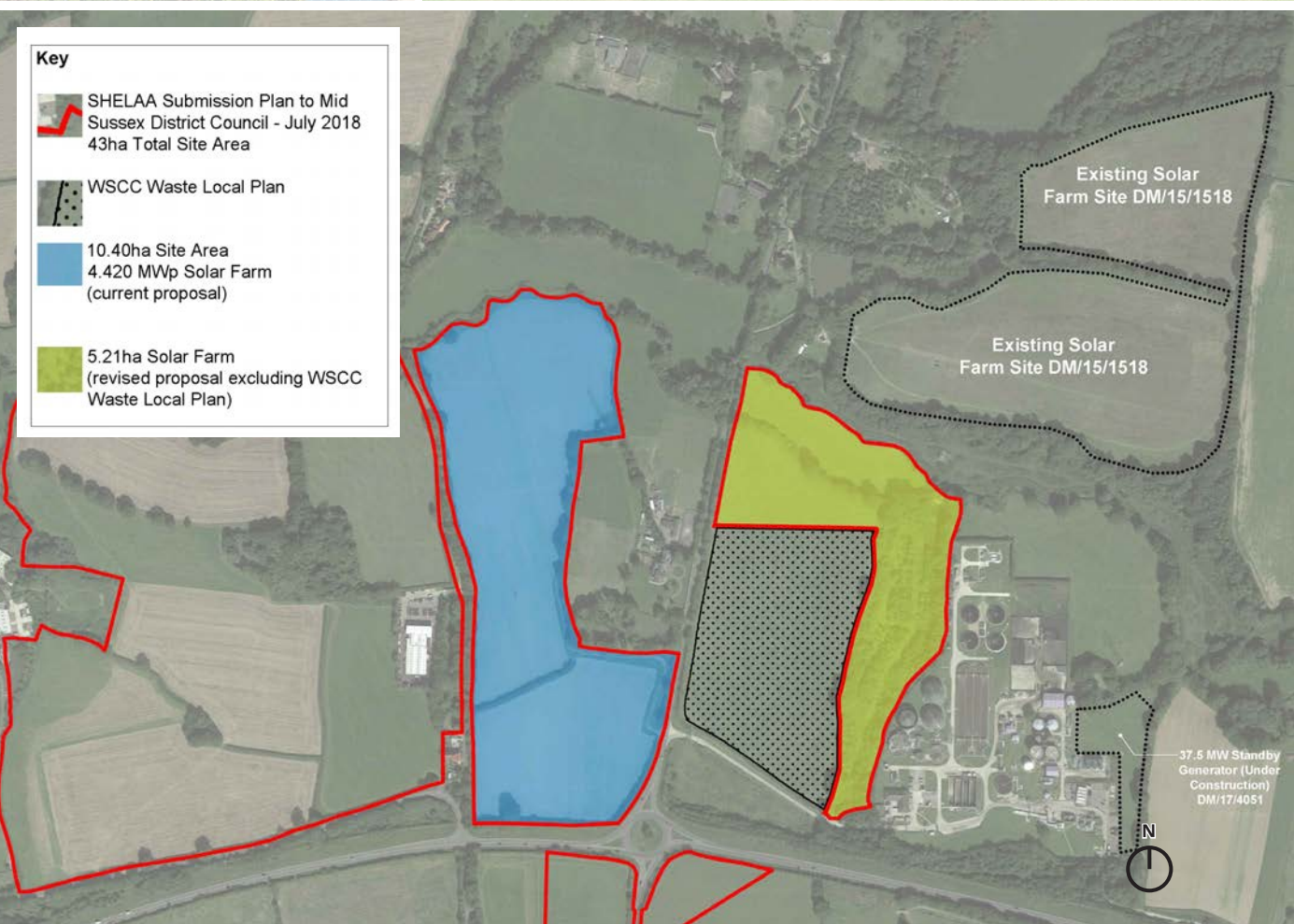


Fig 20.1 (Right) - Site solar farm development potential

scale of development and phasing

- 21.1 We believe that we can achieve in excess of 1,000,000 sqft as defined by the Coast to Capital LEP SEP (2014) and Policy DP1 of the MSDC Adopted District Plan (2018).
- 21.2 Our current masterplan identifies an indicative mix of uses as shown on the extract below, with a total of 1,321,800 sqft of floorspace defined into B1a, B1b and B1c with ancillary hotel, leisure and amenity facilities.
- 21.3 From our market experience in the region, we believe that phases of circa. 18,600 to 23,200 sqm (200,000 sqft to 300,000 sqft) are considered viable, in line with occupier demand as shown on the indicative phasing plan.
- 21.4 The illustrative phasing plan accounts for the complex set of interdependencies between construction of utilities, transport, green infrastructure etc. and the micro-delivery of commercial projects that need to establish a “sense of place” and completion. Albeit, the ultimate build-out of the Masterplan will progress over a longer period of time.
- 21.5 The release of land is anticipated within 0 to 2 years for phase 1, including phase 1a enabling transport works to provide main entrance to the site and upgrade existing highway infrastructure. We anticipate a 10+ year development programme, subject to market demand and highway capacity. This assumes a 2-3 year roll out for each phase aligning with market demand and requirements. Therefore development can be flexible to extend beyond the current Local Plan period, as required by both market demand and highways infrastructure provision.
- 21.6 The phasing for our STP development can therefore be planned around the delivery of key infrastructure in-line with public highway capacity. However, given the transport modelling impacts currently predicted for our proposal and the c.1.4million sqft of development, our phasing remains flexible to ensure latter phases can be delivered to align with junction improvements as they are implemented. This may require partial or whole phases to be delivered outside the plan period and this will be addressed further as the partnership working with the project team, WSCC, MSDC and Highways England is updated.

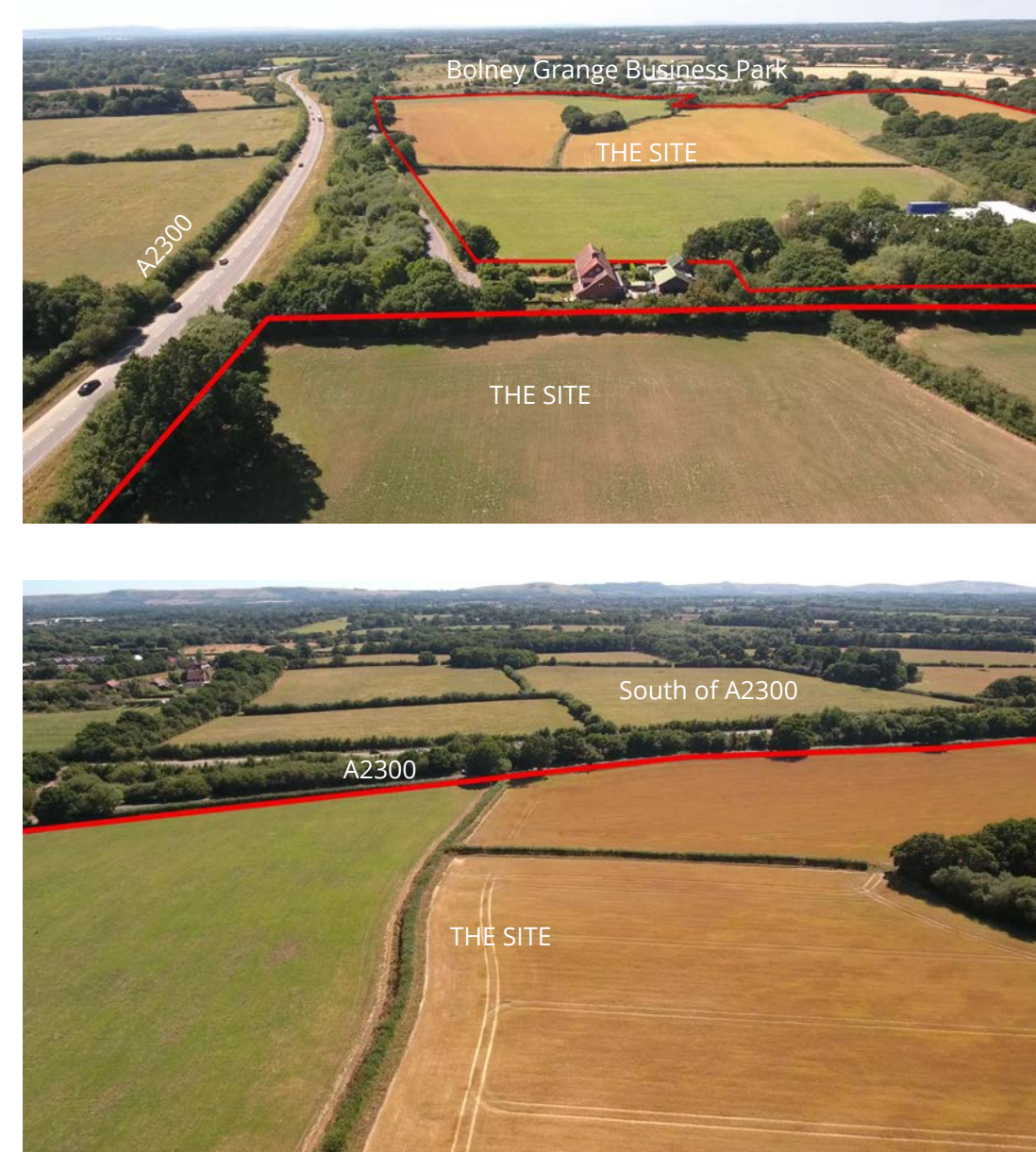
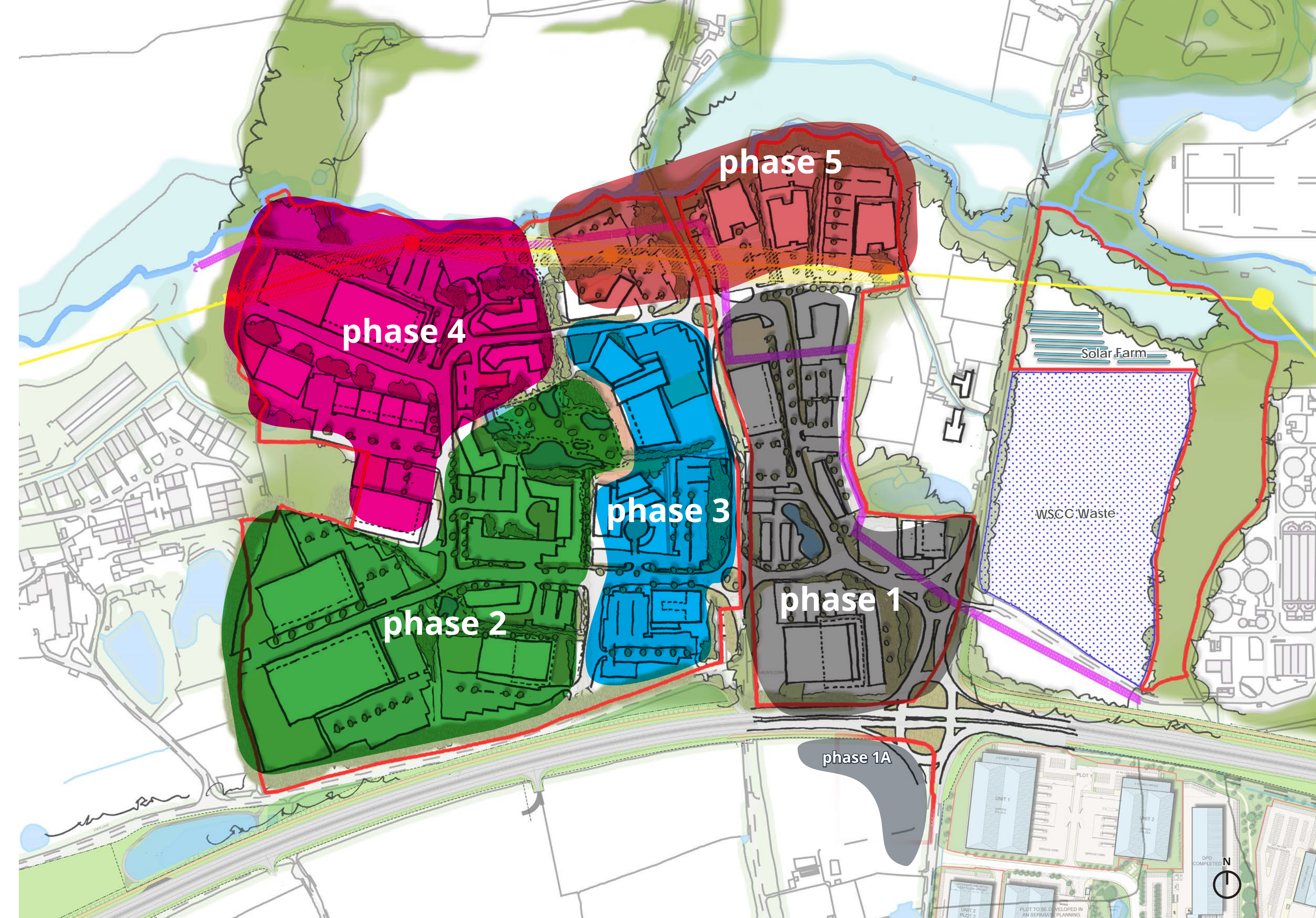
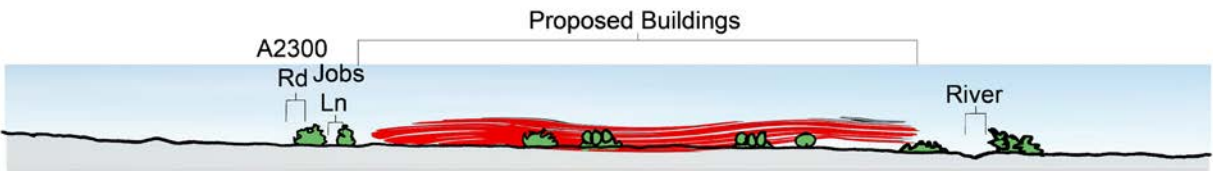
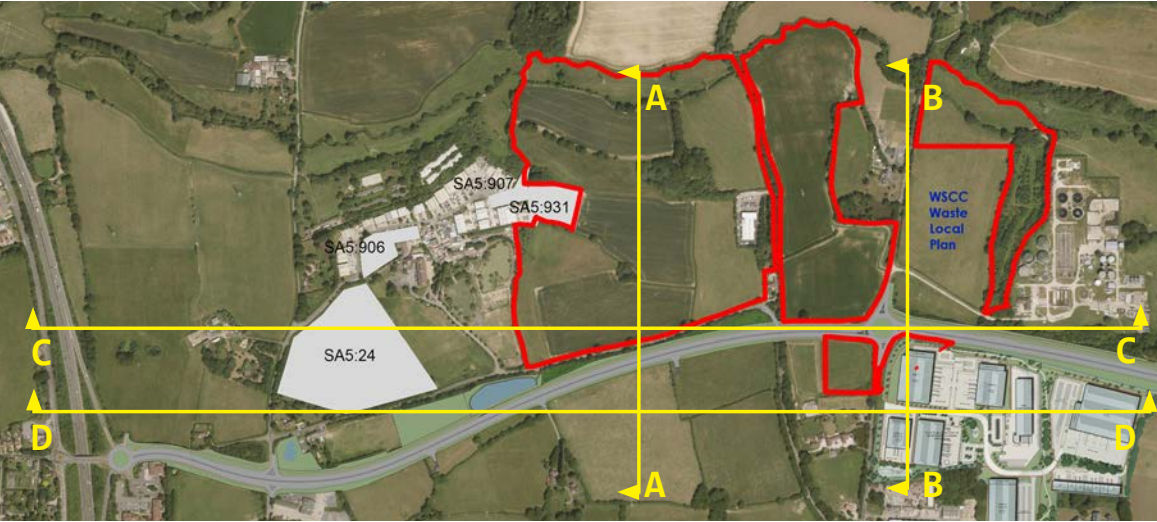


Fig 21.1 - Aerial drone views looking over site and immediate context

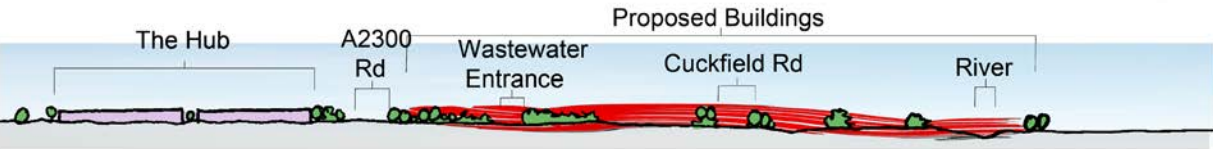
Fig 21.2 (Right) - Highly indicative 'Phasing Diagram Overlay' to illustrative masterplan option



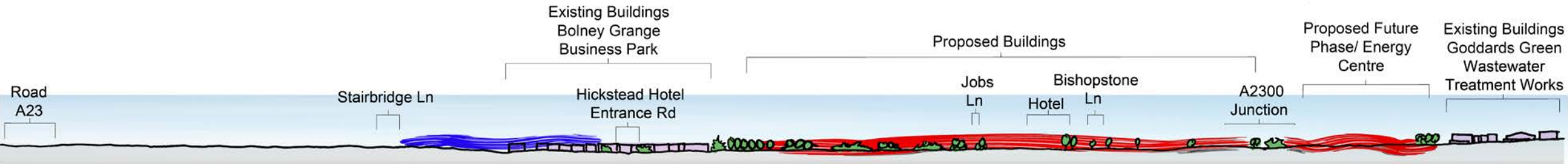
scale within built-context



section AA



section BB

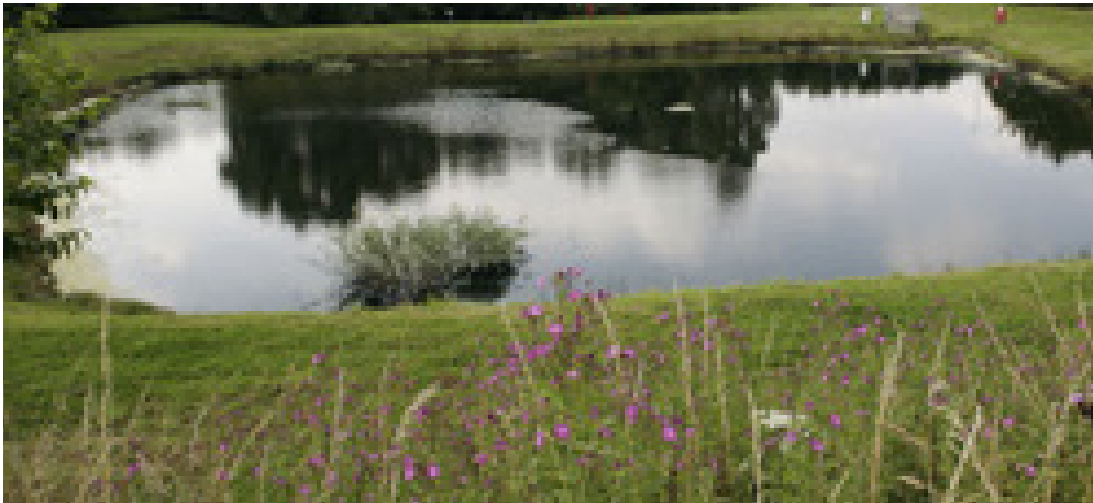


section CC



section DD

Fig 21.3 - Illustrative site sections identifying position of The Site and immediate built form context around.



utilities services strategy

22.1 It is important that any substantial new development can be serviced by the utility companies at reasonable cost within the construction programme. The project team has therefore engaged at this early stage, with key utility providers to consider issues relating to timing, capacity and delivery aligned with our indicative masterplan and quantum of development.

22.2 Our utilities strategy is supported by our technical evidence base, provided by Charles D Smith & Associates. They confirm that, whilst it is envisaged that the implementation of sustainable energy principles will mean that natural gas is not the first choice source of energy for space heating for most buildings, warehouses requiring radiant heating systems and laboratories with certain processes may require a supply of natural gas. Southern Gas Networks have therefore confirmed availability without network reinforcement from a point of connection in Gatehouse Lane.

22.3 Potable water is provided by South-East Water, and a 4" water main already enters the site from Bishopstone Lane. The water company have confirmed that their network can supply this development without reinforcement.

22.4 Southern Water Services are responsible for treatment of wastewater in this area, at the Goddards Green Sewage Treatment Works (STW) directly across Cuckfield Road. They have confirmed that this facility has sufficient capability to accept the predicted flows from this development. The higher level of the STW means that a pumping station would need to be established on the STP development.

22.5 UK Power Networks (UKPN) are aware of the need to provide electricity to several new developments in this area; the Northern Arc (residential), the Hub (commercial) and the proposed STP. This is a favourable situation, since any of these projects have the potential to require an upgrade of the local grid sub-station (33kV), with the result that the cost of the upgrade will be shared by those developments that proceed. UKPN have indicated that the point of connection for the STP would be at the grid sub-station, and that their detailed design will confirm whether the distribution to the STP will be at 33kV or 11kV.

22.6 High speed broadband is essential for a STP development. Virgin Media and Zayo Group UK have fibre within duct networks in the A2300, and Openreach have a fibre network at the Hub (Cuckfield Road). In addition, Vodafone have a network in third party ducts in the A2300. A resilient, multi-network broadband infrastructure may therefore be designed to support this development.

22.7 The technical details and record of contacts with the utility companies are included in our technical appendices and these include a constraints drawing, showing the locations of existing assets on the development site, and how they are proposed to be diverted or how present locations are to be accommodated in the proposed building layout. Further work and assessments will be undertaken as part of any formal planning process, but this confirms that in regard to Utilities the scale of development is appropriate as supported by our engagement with Utility providers.

innovation & technology

- 23.1 Previous chapters have reviewed the site location, design and use; however, this chapter looks to expand further on the Innovation and Technology concepts behind this strategy. These proposals are for a Science and Technology Park and a need has already been identified. Indeed it is a recognised fact that the South East has one of the highest levels of investment in R&D in the UK, “with a Gross Expenditure on Research and Development (GERD) as a share of GDP equal to 2.34% in 2015 (Eurostat, 2018), far above the national average of 1.67%” (The European Commission; [https:// ec.europa.eu/](https://ec.europa.eu/)). However, the Project Newton proposals look beyond simply the businesses and occupiers, to bring the innovation and technology to this site.
- 23.2 Key educational stakeholders will also bring opportunities for Further and Higher Education to integrate closer with industry needs, outside of the regular educational setting and away from a traditional campus setting, to focus on the vocational and innovative development of specific advancements which are yet carried out in a real world and commercial setting.
- 23.3 The strategy for Project Newton is to outline the next generation of Science and Technology Parks; a destination that both meets and exceeds today's needs whilst already being aware of, and prepared to, adapt to how technologies, communication, environmental emphasis, travel and society may evolve.
- 23.4 Examples of this have already been outlined in previous chapters; travel needs and the continued evolution of the ‘workplace’ are being explored through ‘connected green travel hubs’; energy use, generation/production, re-use and waste (perhaps even waste to energy as a re-use strategy) are to be explored on the site in the buildings, the infrastructure and indeed the existing Waste Allocation neighbouring our site allocation boundary.
- 23.5 The site’s primary and secondary roads will all be developed to incorporate suitably sized and accessible service zones and ducting to be able to install fibre links now, but also accommodate future digital communication without severe disruption to services and infrastructure. In the shorter term, the option for enhanced fibre connection to this site should be seen as a catalyst to boost connectivity to the wider region. In the longer term, the infrastructure strategies on this site may influence future developments.

- 23.6 The physical buildings on the site, the public spaces, and the landscaping itself should be designed to ‘react’ rather than simply ‘record’ and smart/intelligent technologies will be utilised to respond to emerging needs and trends in the workplace, travel and transport, climate and environment. The strategy for Project Newton is not just to develop a destination for highly skilled workers and companies, but a destination that supports these industries today and in the future through forward thinking investment and planning.

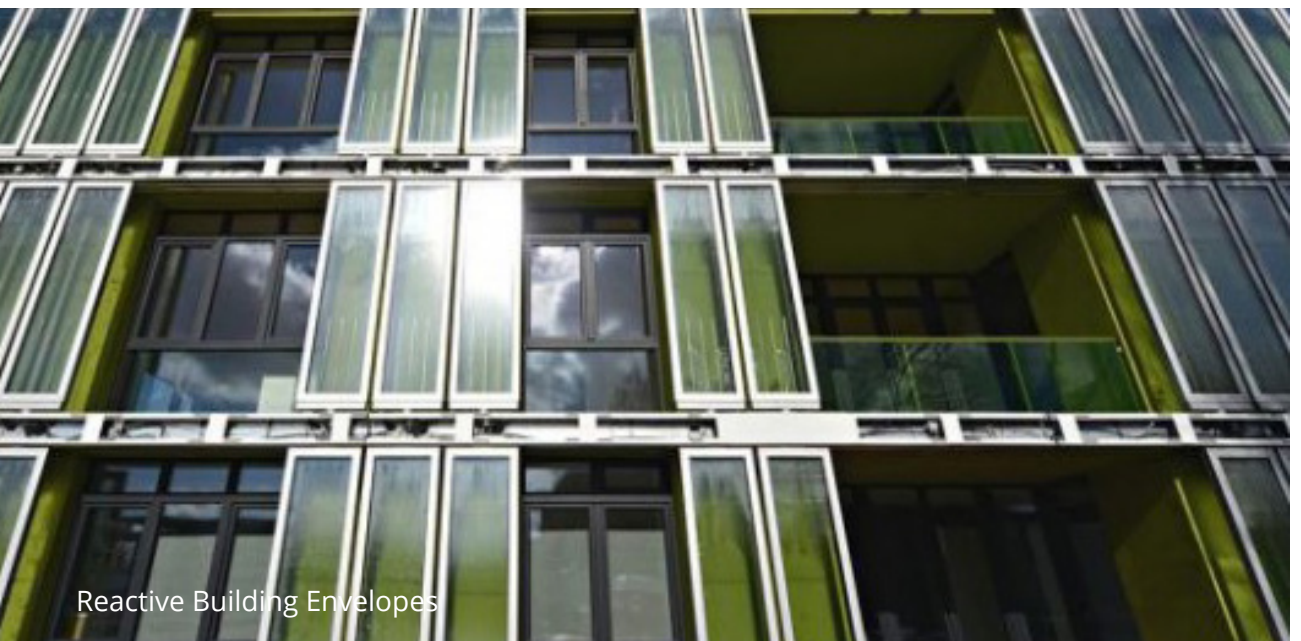


Fig 23.1 (Right) - Aspirational “innovation and technology” precedent images

delivery strategy

24.1 The land ownership for this site is within the control of our two clients, Dacorar (Southern) Limited and Wortleford Trading Company Limited.

24.2 Glenbeigh Developments Ltd (GDL), asset and development managers for Dacorar (Southern) Ltd, have brought forward three major Business Parks and a multitude of medium and smaller development sites, since 2002 and with a significant recession between 2008. These include:

- The Hub (Burgess Hill): Opposite the site, The Hub has recently completed Phase 2. This being a bespoke building of 54,300sqft for Roche Diagnostics. This compliments the DPD facility completed in April this year. The entire park provides for some 500,000sqft of employment space. See: www.thehubburgesshill.co.uk
- Nowhurst Business Park (Horsham): Within the Coast to Capital LEP region, GDL has commenced phase 1 works (demolition and site earthworks) at Nowhurst Business Park (Horsham). This being a resolution for consent granted for over 300,000 sqft of business space on this 25 acre site on the A281 just outside Horsham. The site is cleared and initial site set up works shall be implemented to provide 3 levels of development. Marketing commenced in Autumn 2019. See: www.nowhurstbusinesspark.co.uk
- Cobham Gate (Ferndown, Dorset): This allocated employment site in Ferndown was in several land ownerships. After agreeing a land sale agreement, GDL secured planning for over 400,000sqft of B1, B2 and B8 space. Phase 1 works were completed in March 2017. This comprised of the provision of a new arm off the existing junction, a new estate road and infrastructure including open pond attenuation in a sensitive area (adjoining an SSSI site) and a pre-let to DPD for their new regional depot. Speculative development started in early 2020 for over 100,000 sqft of units of Trade Counter and small/ medium sized units to match the local demand. See: www.cobhamgate.com

For all other Glenbeigh projects please visit: www.glenbeighltd.com

24.3 Wortleford Trading Company Ltd is a private family operated property company with land and income generating investments in the South East of England.

24.4 The Project Newton site is owned freehold by our two clients above, acting as promoters for the site. Both are experienced property owners and GDL has significant experience of delivering large scale developments, with the necessary access to capital/funding. Both of our clients are committed to progressing this STP development through the planning process with an expectation and funds to progress an outline/hybrid planning consent. This will deal with access in detail and the remaining scheme in outline.

24.5 Our anticipated timing of development is to secure planning permission within 12-18 months of allocation, with the first phase being commenced as soon as practically possible, within 2 years. Following a successful outline planning application, and subject to occupier demand in the form of pre-lets or forward sales, the appropriate full or hybrid planning applications would follow linked to occupier demand

24.6 On receipt of the outline planning consent, detailed design to satisfy WSCC Highways on the S278 to provide access, would commence. Once again, our ability to attract an occupier will be measured against the actual delivery of key infrastructure. With the long lead in time, to design, agree and document the S278/38, this is a critical item requiring an early commitment. Initial partnership works between our project team and WSCC, MSDC and Highways England has already begun and is reflected in our supporting Transport Statement.

24.7 The development will be achieved through securing pre-lettings or forward sale of buildings who satisfy the occupier criteria. Our client will ensure all the necessary phase 1 infrastructure is provided once a pre-letting has been agreed or will facilitate the earlier funding for this in line with market demand.

24.8 Reserved matters applications would be progressed by our clients, linked to specific occupier requirements and our clients would use access to institutional funding to ensure deliverability of each building, in the same way the DPD and Roche buildings were funded at The Hub. It is premature to secure funding for the development until an allocation is achieved and outline consent is secured. However, our client will also explore funding opportunities and seek UK Pension fund interest for specific elements of the park, either speculatively or linked to occupier requirements.



Nowhurst Business Park
(Horsham) - Glenbeigh
Developments Ltd.



The Hub (Burgess Hill) - Glenbeigh Developments Ltd.



Cobham Gate (Ferndown, Dorset) - Glenbeigh Developments Ltd.



24.9 Whilst the initial identification of a broad location of a STP was within the Adopted District Plan, further assessments of potential site allocations in the emerging Site Allocations Development Plan Document, has ensured that our site has been thoroughly assessed by officers, members and engaged stakeholders and residents. This has provided a transparent decision making process and clarity to both potential occupiers and local residents. It has also provided a level of assurance regarding the creation of successful STP that aligns with market and local aspirations.

24.10 The STP is identified in the District Plan as being required to provide 2500 jobs. In our experience, planning policies can ensure that development can be restricted to STP development and provide a degree of support to fulfil the function of a defined economic area. Other locations within the region have successfully allowed this through the Local Plan Examination process.

24.11 In regard to job numbers, it is possible to use the 1:10 ratio as used by the British Council for offices an indicator for the B1a development, 1:40 for B1b and 1:47 for B1c (Homes England employment density guide) equating to 2325-4753 jobs, compared to the 2500 jobs identified by the LEP. Albeit until new Class E is the permitted use class .

24.12 Further controls through mechanisms such as the use of Article 4 directions or restrictive conditions can ensure that employment generating development within B1 use classes remove any permitted development rights to change to other uses. It is acknowledged that phasing plans are also to be required to have internal approval by MSDC as the STP progresses, as occurred with the Northern Arc.

24.13 In regard to small scale changes, Local Development Orders can also be considered to ensure small scale change can occur without further planning permission. This allows developments to be fit for purpose over time and provides flexibility for specific areas where required, providing reassurance to developers and tenants.

24.14 Alongside planning conditions and policies, lease agreements can also contain user clauses to control the nature of the planning uses within a property. At this stage these mechanisms are cited as a list of possible ways to support an STP but these are not exhaustive or fully considered and discussions with MSDC are ongoing as part of any further development management considerations.

potential stakeholders

- 25.1
- The progression of a Science Technology Park will require the support and engagement of many potential stakeholders. Given the sites connection to the Northern Arc, meetings have been undertaken with Homes England to discuss linkages with the Northern Arc Proposals.
- 25.2
- Consultation & meetings with West Sussex County Council's Waste Department, have indicated that the historic Waste Allocation of 5 hectares is currently identified for non-municipal waste, comprising construction and demolition waste, and commercial and industrial waste.
- 25.3
- Initial approaches have also been made to various stakeholders and further meetings will be arranged as the concept progresses, to ensure continued communication, and engagement. Key stakeholders include:

- Mid Sussex District Council – Economic and Planning departments
- West Sussex County Council – Economic Growth, Highways and Waste departments
- Hurstpierpoint and Sayers Common Parish Council
- Burgess Hill Town Council
- Members of Parliament for Arundel & Mid Sussex
- Educational establishments including the Universities of Brighton and Sussex
- Coast to Capital LEP
- Gatwick Diamond Business forum (GDB)
- Homes England
- Immediate neighbouring property owners

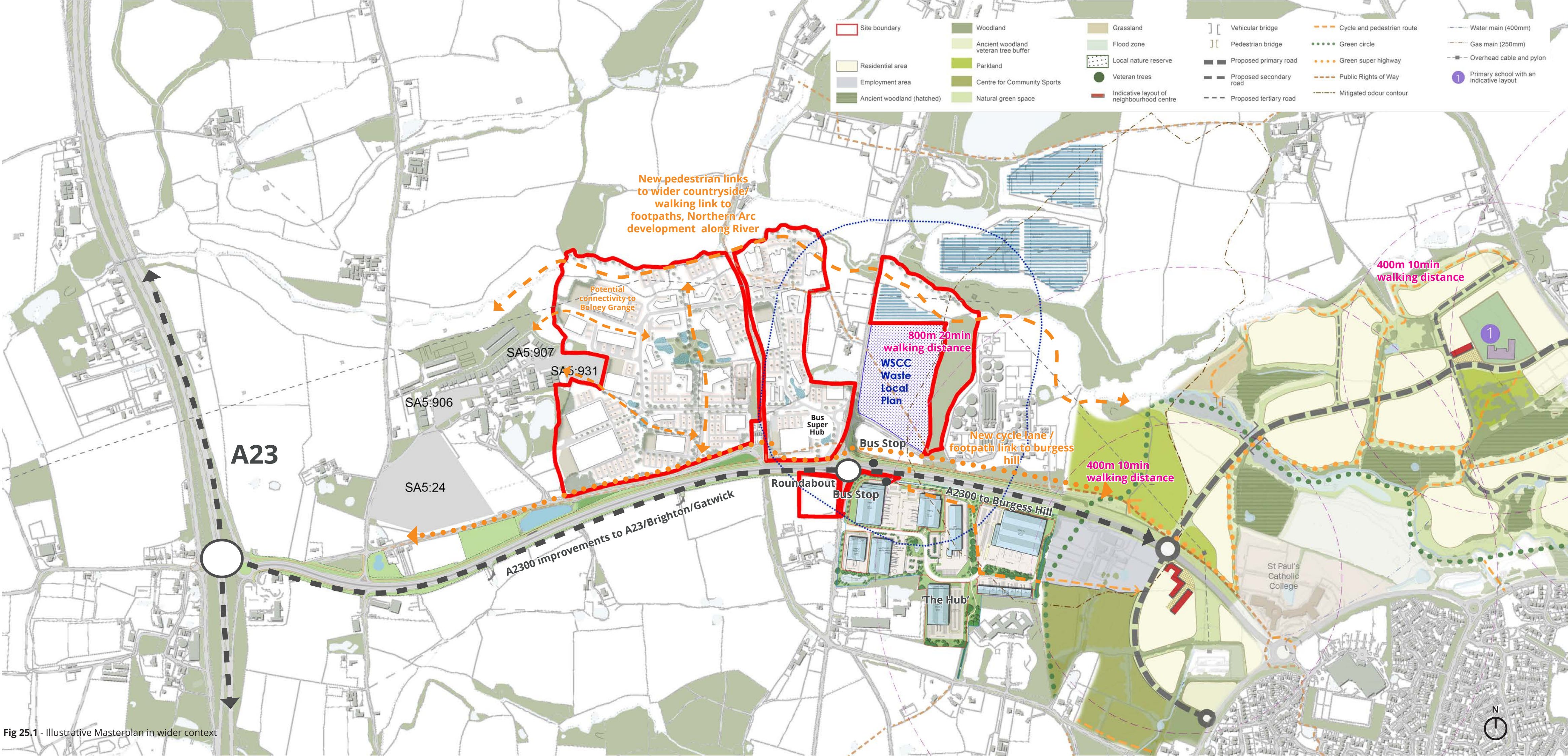


Fig 25.1 - Illustrative Masterplan in wider context

conclusion

- 26.1

We believe that our Science Technology Park development can bring forward a unique opportunity for a high quality Science and Technology park in the right location.
- 26.2

Our Masterplan addresses a complex set of interdependencies including construction, utilities, transport, green infrastructure etc. This significant commercial project also needs to establish a “sense of place” even though the ultimate build-out of the Masterplan will progress over a longer period of time. We believe that our phasing can therefore be planned around the delivery of key infrastructure.
- 26.3

From our extensive market experience, the project team believe that phases of circa. 18,600 to 23,200 sqm (200,000 sqft to 300,000 sqft) are considered to be viable in line with occupier demand as shown on the indicative phasing plan.
- 26.4

Our clients are committed to delivering our indicative Masterplan scheme subject to an allocation being given in the DPD. Their recent delivery success in the region ensures that our clients are experienced in delivery, development and securing successful lets.
- 26.5

Our clients are also committed to securing all necessary planning consents to ensure the delivery and development. They will seek pre-lets/ freehold occupiers in line with market demand, and the delivery strategy will comprise:

•

Securing the allocation

•

Commence pre-let /forward sale marketing campaign (brochure, website, occupier targeting, regional launch event etc)

•

Secure hybrid/outline planning consent with highways/access as detail in initial applications.

•

Implement initial infrastructure

•

Secure occupier demand and in line with Agreement to Lease/Purchase commitments.
- 26.6

Throughout the development programme, the project team will seek and secure occupier demand and progress planning/reserved matters and the necessary funding for building delivery in line with the approach adopted at the HUB in Burgess Hill.
- 26.7

The site is surrounded by existing development, both to the West with the existing Bolney Industrial Park and to the East to the new Northern Arc. Its use as a STP would create logical infill.

- 26.8

The scale and nature of the site to the North ensures that the large scale of development could be accommodated without adversely impacting on the character of the surrounding landscape.
- 26.9

The extent of land available also ensures that a green crescent can be made to the South of the river, potentially extending to the Northern Arc, enhancing both landscape features, sustainable access on foot and cycles, and utilising the land underneath the pylon.
- 26.10

Within the site there are also mature established landscape features, such as the river and existing trees to the East and within the central area of the site, that can be retained to ensure that the overall setting of the area provides the quality of environment and focus points for the development.
- 26.11

The site provides the ability to comprehensively plan for the STP to the North of the A2300, providing significant employment provision in line with MSDC Adopted District Plan (2018)
- 26.12

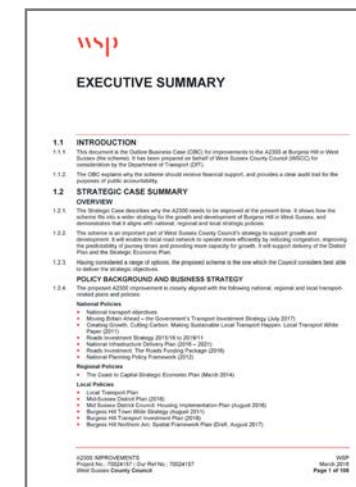
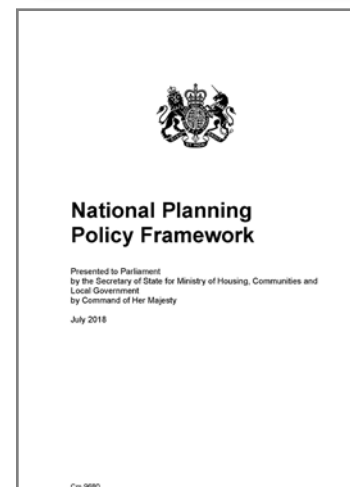
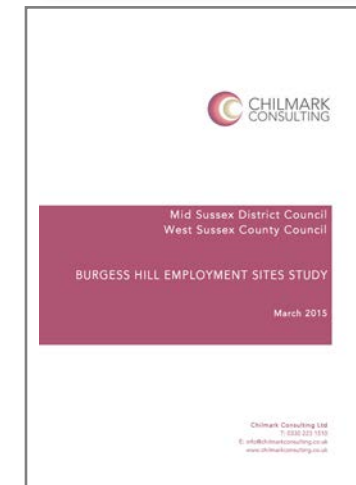
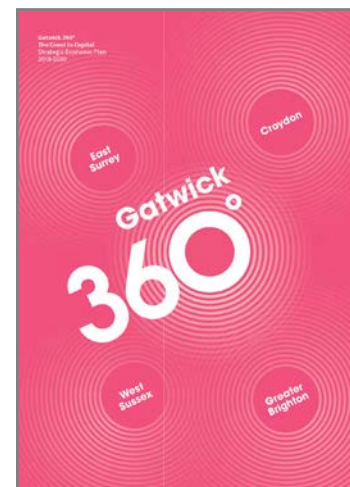
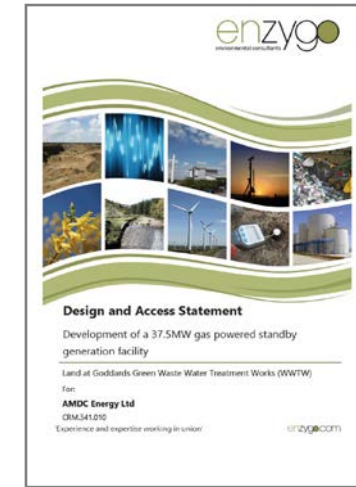
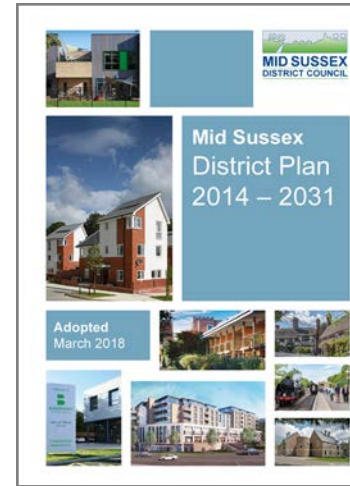
In summary, we believe that our extensive work already undertaken ahead of allocation ensures a deliverable STP in the right location. We will continue to align our work with emerging regional aspirations and talk to all key stakeholders across the region.



Fig 26.1 - Development of illustrative masterplan

evidence base

- 27.1 The project team has initiated work in regard to transport, landscaping, ecology, utilities, arboricultural information, agricultural classifications and a number of key environmental factors to ensure that this development can be delivered. We believe that our Masterplan concepts are consistent with any constraints to development.
- 27.2 Further evidence based assessments will be undertaken as part of the evolution of the initial design concepts, and as discussions with MSDC and stakeholders evolve.



appendices

(all available digitally only)

- Appendix I** Highways & Transport Technical Note & Pre-application Highways & Transport Overview
Connect Consultants Ltd.
- Appendix II** Strategic Drainage and Watercourse Assessment
HDR | Bradbrook Consulting
- Appendix III** Air Quality Assessment
RPS Group Plc.
- Appendix IV** Landscape Visual Impact Assessment
Pegasus Planning Group Ltd
- Appendix V** Utilities Strategy
Charles D Smith & Associates
- Appendix VI** Project Newton, Burgess Hill, West Sussex, Ecological Report (July 2020)
Ecology Solutions
- Appendix VII** Sustainability Statement
HNW Architects & Vail Williams
- Appendix VIII** Transport Statement
Connect Consultants Ltd.

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Fig 28.1 - Highly conceptual STP Masterplan within wider site context



science



technology



business



environment



connectivity

September 2020

