

## Appendix 2 – Response to ‘Fact checking’ exercise

ID no:	Site	Comment	Response
4	Wintons Farm, Folders Lane, Burgess Hill	<p>(9) Part of the site is currently subject of a planning application for the erection of 13 houses, the Highway Authority have responded confirming that the proposed access arrangements are acceptable and therefore we would suggest that access is changed from neutral to positive.</p> <p>(10) Given that the site is served by an excellent bus service we consider that the comments in relation to distance to a main service centre should be changed to Neutral.</p>	<p>No – scoring reflects current position.</p> <p>No – using Travel Time Mapping assessment correct</p>
13	Land at Kemps Farm, Hurstpierpoint.	<p>The stricken through figures below are as stated on the proforma and are both incorrect. The number beside both are the actual correct figures. Please could these be substituted in MSDC’s consideration of this site going forward.</p> <p>Units: <del>114</del> 90 Site Area (hectares): <del>6.11</del> 3.8</p> <p><u>(1) Landscape</u> – We dispute the suspected harm to landscape. The site is not subject to any landscape designation, is bound by residential development to the north, west and south and has negligible potential for intervisibility from the South Downs National Park, due to intervening distance (c.760m) and existing development between the site and SDNP. The masterplan will be collaboratively shaped with MSDC planning and design officers (as part of pre-application discussions) to ensure harm to landscape is minimised. This will also be informed by an LVA. Therefore, we do not consider this to be a ‘negative’ constraint, and feel a ‘Neutral’ grading would be more reasonable.</p> <p><u>(5) Listed buildings</u> – The masterplan will seek to minimise potential harm to the setting of the listed building by focusing development to the east of the site to adjoin the settlement boundary. As such we do not consider this to be a ‘negative’ constraint. Again, ‘Neutral’ would be more reasonable in our view.</p> <p><u>(8) Availability</u> – The site is in control of a housebuilder. Though the dates stated immediately after should reflect those on the attached questionnaire.</p> <p><u>(10) Bus service</u> – There are two bus stops c.275m to the south of the site along Albourne Road, which provide regular services (No’s 273, 331 and 590) to surrounding settlements. Therefore, we believe the current grading of fair should be upgraded to ‘Positive’ (light green).</p>	<p>Yes – units amended to 90. Site area 5.8 gross. 3.8 net</p> <p>No – LUC study low landscape capacity.</p> <p>No – CO concluded LSH, high</p> <p>Yes – dates updated.</p> <p>No – matrix conclusions fair</p>
17	Great Harwoods	<p><u>(8) Availability</u> – The site is in control of a housebuilder. Though the dates stated immediately after should reflect those on the attached questionnaire.</p>	Yes -dates updated

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	Farm, East Grinstead.		
18	Crabbet Park, Old Hollow, Near Crawley	<p>(1.) Landscape</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a ‘Negative’ landscape impact and states: <i>‘Southern part of site lies within the High Weald AONB and is of substantial landscape sensitivity and moderate landscape value. Low to low/medium potential for change in landscape terms. Development of this scale would have a significant and detrimental effect on the character of the landscape.’</i></p> <p>Having reviewed this matter, Wates have determined that the area south of Turners Hill Road, i.e. that part of the site located within the AONB be removed from the site promotion area. With this amendment and on the basis that the land north of Turners Hill Road is not within the AONB, is framed by the existing landscape features which result in it being very well visually contained such that it has a high potential to absorb any change in landscape terms without the need for any landscape mitigation, we would suggest, the site should score very positively when assessed against the site selection criteria. This is not to suggest the land within the AONB is not deemed to be developable, indeed its characteristics are very similar to the remainder of the site, however its removal for these purposes will remove the negativity scoring associated with the AONB designation. We would welcome a separate assessment of the parcel within the AONB, if the Council does not consider it to be suitable for inclusion in the main site.</p> <p>(3.) Trees</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a ‘Negative’ tree impact i.e The site is partially affected by ancient woodland and/or Ancient and/or Veteran Trees. Development of the site would result in some harm, but mitigation is required</p> <p>As we have indicated in previous site promotions the existing woodland is to be retained and the relevant buffers required for areas of Ancient Woodland can and will be incorporated,</p> <p>We therefore believe the sites ‘score’ should be amended to ‘Neutral’ accordingly</p> <p>(5.) Listed Buildings</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a ‘Negative’ impact i.e. Listed buildings are present on/within proximity of the site, Less than substantial harm – High impact</p> <p>Wates heritage consultants’ assessment of harm, informed by site visits (including looking from the site itself to the Listed building), documentary research and reference to historic map, is that mitigation measures could be employed without altering the overall quantum of development that would, if implemented ensure the level of harm to the assets would be less than substantial and low impact (light green). As such, they suggest that the colour coding of the site with regards to Listed buildings should be reassigned as light green – less than substantial - low impact. See attached note.</p> <p>9. Access</p>	<p>No – agree area within AONB not suitable for development. However, remaining site still has low/medium landscape capacity.</p> <p>No – assessment correct there are trees which will require mitigation</p> <p>Yes – reviewed submission , amend to LSH, medium but not low subject to CO comments.</p>

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		<p>We note that the relevant site proforma for the above suggests the site is assessed as ‘Negative’ i.e. Access may be achieved through 3rd party land (no agreement in place). Site approach would require improvements to accommodate further development, achievability is uncertain.</p> <p>As set out in the attached technical note prepared by Motion, it is proposed the Crabbet Park site is accessed from two main accesses, one from the north on Copthorne Road and one from the south on Turners Hill Road.</p> <p>Both accesses would take the form a priority junctions with ghost island right turn lanes, which would separate the through traffic from the traffic turning into the site from the north and south.</p> <p>As set out in the attached the visibility splays can be accommodated within the public highway/ the public highway and land owned by the developer and are as such deliverable.</p> <p>It is therefore concluded that, based on the SHLAA criteria, the access strategy should be considered ‘Positive’ i.e. site access exists and minor improvements are required to provide a suitable and safe site approach.</p> <p>(10). Availability of Public Transport</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as ‘Neutral’ i.e Access to Public Transport and/or frequency of Public Transport in this location is fair.</p> <p>We do not agree with this assessment there are many frequent bus services located near to the site, which given the potential scale of development could be diverted into the site longer term. On this basis, and as most of these services pass by Three Bridges Train Station we consider the access to Public Transport and/or frequency of Public Transport in this location has the potential to be ‘Good’</p> <p>(11). Access to Main Service Centre</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as ‘Negative’ i.e. Journey likely by car only (greater than 20 minutes’ walk / 30 minutes public transport)</p> <p>As set out in the attached technical note prepared by Motion,</p> <p>The existing bus services in the vicinity of the site provide connections to local town centres and service centres including East Grinstead and Crawley. The diversion and enhancement of existing local bus services associated with any future development , or the provision of a new community bus service, will provide a convenient direct link from the proposed development to local town and service centres and these would be within a 20-minure public transport journey time of the proposed development. As such based on site selection criteria, the site should be scored as ‘Positive’</p> <p>The attached note also highlights the fact that there are a range of local facilities locally, including those at Three Bridges that mean it is not necessary to travel to a main service centre to access day-to-day facilities.</p> <p>Given the above, we would suggest that as a minimum this sites score should change from ‘Negative’ to ‘Positive’</p> <p>(12). Distance to Primary School</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as ‘Negative’ i.e. over a 20 minutes walk from a Primary School</p>	<p>No – highway improvements will be required to serve site. Yet to be agreed with highway authority.</p> <p>No – assessment follows matrix assessment. Acknowledge significant site will bring PT improvements.</p> <p>No – assessment based on TravelTime mapping. Acknowledge significant site will bring PT improvements.</p> <p>No – acknowledge significant site has</p>
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		<p>As set out in the attached technical note prepared by Motion, the intention is that given the scale of development envisaged the site will accommodate a primary school. As such line with the SHLAA criteria, this sites score should change from ‘Negative’ to ‘Very Positive’.</p> <p>(13). Distance to Health Centre or GP Surgery We note that the relevant site proforma for the above suggests the site is assessed as ‘Negative’ i.e. over a 20 minutes walk from a Health Centre or GP Surgery As set out in the attached technical note prepared by Motion, the nearest GP surgery to the Crabbet Park site is the Pound Hill Medical Group located at Crawley Lane to the west of the site. The Pound Hill Medical Group surgery is located in close proximity to Worth Lane, Worth Park Lane and Three Bridges station. As also set out in eth attached technical note, there are existing bus services accessible in the vicinity of the site including services which run along both Worth Road and Worth Park Lane, towards Three Bridges station, with stops in close proximity to the Pound Hill Medical Group. On that basis local bus services provide a convenient connection from the site to a local GP surgery. Furthermore, the proposals are of sufficient scale to support enhancement to bus services through the diversion/improvement of existing bus services or the provision of a new community bus service. Improvements to existing bus services will enhance connections between the site and local GP surgeries. Therefore, it is concluded that, on the basis of the existing bus connections and improvements to public transport connections that will be provided as part of the proposals, access to a GP surgery or health centre should be considered ‘neutral not negative’.</p> <p>(14). Distance to Local Convenience Retail We note that the relevant site proforma for the above suggests that access to local convenience retail opportunities is ‘Neutral i.e. that there are existing retail opportunities within a 20-minute walk of the site. The SHLAA criteria states that access to convenience retail should be considered ‘Very Positive’ where existing convenience retail is available within a 10-minute walk of the site, or where convenience retail is expected to be provided on-site. A development of the scale proposed is sufficient to support the provision of a small convenience store. As it is proposed that a new convenience store will be provided on-site, in line with the SHLAA criteria, access to local convenience retail should be considered ‘Very Positive’</p>	<p>potential for new primary school.</p> <p>No – based on facilities in Mid Sussex. Acknowledge significant site will bring PT improvements.</p> <p>No – based on facilities in Mid Sussex. Acknowledge significant site will bring PT improvements.</p>
19	Land east of College Lane, Hurstpierpoint	<p>The stricken through figures below are as stated on the proforma and are both incorrect. The number beside both are the actual correct figures. Please could these be substituted in MSDC’s consideration of this site going forward.</p> <p>Units: <del>165</del> 40-80 Site Area (hectares): <del>5.5</del> 7.8</p>	<p>Yes – site area and yield amended.</p>

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		<p><u>(1) Landscape</u> – We dispute the suspected harm to landscape. The site is not subject to any landscape designation, is bound by residential development to the north, west and south and has negligible potential for intervisibility from the South Downs National Park, due to intervening distance (c.250m) and existing development between the site and SDNP. The masterplan will be collaboratively shaped with MSDC planning and design officers (as part of pre-application discussions) to ensure harm to landscape is minimised. This will also be informed by an LVA. We therefore believe ‘Neutral’ (yellow) would be a more reasonable grading.</p> <p><u>(8) Availability</u> – The site is in control of a housebuilder. Though the dates stated immediately after should reflect those on the attached questionnaire.</p> <p><u>(10) Bus service</u> – The nearest bus stops are 325m from the site access to the south along Wickham Hill. The bus services which stop here (No’s 33, 273, 331 and 590) provide very frequent services to surrounding settlements. Therefore, we believe the current grading of fair should be upgraded to ‘Positive’ (light green).</p>	<p>No - LUC study low landscape capacity</p> <p>Yes – dates amended.</p> <p>No – assessment conclusion complies with methodology</p>
29	Land off Snowdrop Lane, Lindfield, Haywards Heath	<p>we would like to highlight the fact that Wates are only promoting this site for circa 70 dwellings not the 105 suggested in the fact check document.</p> <p>In addition, as you will be aware, Wates are also promoting SHELAA site ref 1006 (land at Snowdrop Lane), in this location and both sites can come forward independently or together for a combined 100 dwellings in an area well established as a sustainable location for development</p> <p><u>(1) - Landscape</u> We note that the relevant site proforma for the above suggests the site is assessed as having a neutral landscape impact i.e, medium potential for change in landscape terms. We believe that given the influence of existing housing to the west and south of the site, this site could accommodate several residential parcels, particularly at the southern end of the parcel. As such this site should be assessed as having medium/high potential for change and that the sites ‘score’ should be amended accordingly.</p> <p><u>(9). Access</u> We note that the relevant site proforma for the above suggests the site is assessed as Very negative i.e. No means/prospect of achieving suitable and safe access or approach to the site. As you will be aware the site access strategy was considered in detail in technical note ITB3139-041A which was submitted to the council in February 2021 during the call-for-sites submission process. Contrary to the fact check document, access to this site (and site 1006) is readily deliverable. Extensive discussions were held with WSCC between August 2020 and February 2021 and the proposed arrangement is agreed in principle.</p>	<p>Yes – amended yield to 70</p> <p>No – LUC concludes medium capacity</p> <p>Yes – amended to reflect information submitted.</p>

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		<p>The access arrangements serve both sites 1006 and 29 but can be modified easily to serve one site only.</p> <p>Given the above and the scoring attributed to site 1006, which is scored as ‘neutral’ by MSDC we believe this site assessment should similarly be assessed as ‘neutral’ and the accompanying text should recognise that safe and suitable access for all users is readily deliverable.</p> <p>(10) Public Transport We note that the relevant site proforma for the above suggests the site is assessed as Neutral i.e Access to Public Transport and/or frequency of Public Transport in this location is fair. Whilst we agree with this score, we feel that for consistency with the scoring of the adjacent Site 1006 the assessment of the access to bus services needs amending from fair to good.</p> <p>(11). Main Service Centre We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Journey likely by car only (greater than 20 minutes’ walk / 30 minutes public transport). As set out in the attached note from iTransport, the site is within a 20-minute ride by public transport to the closest service centre. As such based on site selection criteria, the site should be scored as ‘good’. That said the attached note also highlights the fact that there are a range of local facilities locally, including on Southlands Avenue/ Gravelys Lane (Northlands Wood) there is a sizeable Tesco convenience foodstore and dispensing chemist, adjacent to the Medical Centre which is within a 15 minute walk of site, whilst there are further facilities in Lindfield that mean it is not necessary to travel to a main service centre to access day-to-day facilities and there is a clear precedent (including through appeal decisions) that the local area is a sustainable location for development. Whilst the range of local facilities is illustrated in the attached, we would suggest that as a minimum this sites score should change from Negative to Good.</p> <p>(12). Primary School We note that the relevant site proforma for the above suggests the site is assessed as Positive i.e. within 15 minutes walk of a Primary School. As set out in the attached note from iTransport, the site is within a 10-minute walk of the Northlands Wood Primary school. As such the score should be amended accordingly. It will, when developed, be even closer to the school proposed at Walstead Place.</p>	<p>No – bus service only fair</p> <p>No - assessment based on TravelTime mapping. Bus infrequent, wlk to bus stop, journey likely by car.</p> <p>No - assessment based on TravelTime mapping. From within site over 10 minute walk</p>
63	Land north of Riseholme, Broad Street, Cuckfield	<p>(1) ‘landscape’ section that does not appear to be based on the content of the source material listed within the site selection criteria. In the absence of a specific scheme I do not consider it appropriate (or a point of fact) to provide a commentary on what may or may not be the landscape impact of new development. At this point of time, I believe that the text in this section should simply refer to the</p>	<p>Yes - LUC study low/medium landscape capacity.</p>

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		conclusions of the landscape assessment i.e. as the site (I believe) falls within the ‘Cuckfield High Weald’ LCA it has a low/medium landscape capacity.	Commentary amended.
68	Farm buildings, Jeffreys Farm, Horsted Keynes	<p>(8.) Availability = The site is available immediately for development.</p> <p>(9.) Access = The site has existing access as it is a working farm. Only minor improvements are required to make this a suitable and safe site approach. Three options for access have been put forward previously, all supported by submitted evidence that a safe access is possible, and mitigation against the conflict of the cross roads is achievable, all within the same ownership as site 68, or that of WSCC Highways.</p>	<p>No - no developer in place so stays positive.</p> <p>No – neutral assessment correct. Amended wording to reflect methodology.</p>
69	Jeffrey's Farm Northern Fields (Ludwell Field adj Keysford and Sugar Lane)	<p>1. Landscape = an LVIA has been submitted for a previous planning application on this post medieval field site (DM/16/3974 - 19/9/16). It shows that the visual impact on the AONB can be mitigated, and additional planting can add to the AONB biodiversity thus reducing the impact and having a positive impact. The site has limited views into and out of it. Should you require copies of these documents please let me know.</p> <p>3. Trees = A buffer of 15 m would be proposed to mitigate any impact on the protected trees adjacent to the site. This buffer would add to the biodiversity of the site also. Note also that the access proposed does NOT cross the protected tree belt.</p> <p>5. Listed buildings = an LVIA has been submitted for a previous planning application on this post medieval field site (DM/16/3974 - 19/9/16). It shows that the visual impact on the listed buildings can be mitigated, and additional planting can add to the screening of these buildings. The site has limited views into and out of it. In addition a heritage appraisal was also submitted for the previous planning application (DM/16/3974 - 20/12/16), stating that mitigation is appropriate and achievable. Note also that the access proposed does NOT cross the protected tree belt, so many of the comments on impact on Boxes Farm are not applicable. Should you require copies of the above documents please let me know.</p> <p>8. Availability = The site is available immediately for development.</p> <p>9. Access = The proposed site access is supported by a Transport statement as per the previous applications, DM/16/3974 (8/11/16) and 19/9/16). There were no objections to this location, opposite Jefferies, by WSCC Highways, and this access is achievable and safe. The site access proposals are in the same ownership as site 69, or that of WSCC Highways. Note it does not impact on the belt of protected trees. Should you require copies of the above documents please let me know.</p>	<p>No - High Impact on AONB.</p> <p>yes – text amended to reflect criteria.</p> <p>No – CO conclusion of LSH, mid.</p> <p>No - no developer in place to stay positive.</p> <p>No – neutral assessment correct. Amended</p>

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			wording to reflect methodology.
89	Land at South Taylors Barn, Whitemans Green/Brook Street, Cuckfield	<p>Site is located outside, rather than within the Conservation Area;</p> <p>(9) Access can be achieved directly onto Brook Street, rather than through third party land</p>	<p>No – neutral assessment for close to Conservation Area.</p> <p>Yes – change to neutral.</p>
145	Land east of Fairlight Lane, Holtye Road, East Grinstead	<p>(8) The site would be available immediately if selected</p> <p>(9) There are 2 possible access points to the site from Fairlight Lane and Holtye Road. After looking at Highways England guidance on new junctions we believe that the Holtye Road frontage would supply the necessary conditions for an alternate access to the site.</p>	<p>No – positive no developer yet.</p> <p>No – no further evidence to change assessment.</p>
165	Land south of Oldlands Avenue (Vintens Nursery), Balcombe	We anticipate a density of 14.5 units per hectare which will enable a well designed scheme to be accommodated on the site, allowing for substantial mitigation works to minimal the impact on the AONB the historic PRow and the adjacent woodland. There will be enough capacity on the site to accommodate areas of biodiversity net gain and amenity that will further enhance the priority habitat and serve to conserve and restore the same.	No – major development in AONB. Suggested density in efficient use of land.
175	Crawley Down Nurseries, Turners Hill Road, Crawley Down	<p>Allocation yield – believe that the site could provide more than the 6 residential units. We enclose an indicative plan drawn by HNW Architects which shows a potential layout for a residential scheme of up to 17 units in a mix of detached, semidetached and terraced dwellings. This layout shows the potential to provide significant communal green space and an ecology exclusion zone to the rear/east of the site.</p> <p>9 Access - WSCC provided comments on the previous planning application ref: DM/15/0348, and raised no objection to the access road being 5 metre wide shared surface on the basis of low-speed low traffic environment. For a larger number of dwellings, a 2 metre wide pedestrian footway would with a 5.5 metre wide carriage way would be required and allow for a car and lorry to pass, but our indicative drawings of a larger 17 unit scheme show that this is possible on the site.</p> <p>10 - site is within 1.6 km walking distance of the service and facilities at Crawley Down it is an accessible and well-connected site in a sustainable location. There are a pair of bus stops in Turners Hill Road immediately adjacent to the site served by routes 272, 281, 291</p>	<p>Yes – yield amended</p> <p>Yes – comment updated</p> <p>No - access to train poor</p>



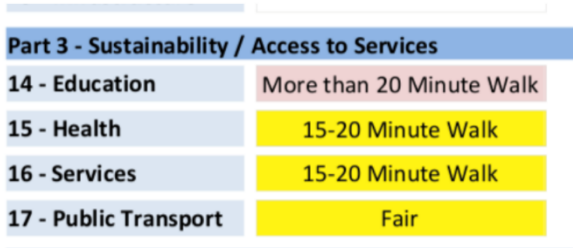
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		<p>comprising 67 buses per day between Crawley, East Grinstead, and further afield to Lingfield and Brighton as well as schools bus services between Imberhorne and Horley.</p> <p>11- a higher scoring on the accessibility assessment should be given due to a proximity of some local facilities including restaurants at Fish &amp; Chip bar and Italian Restaurant 2mins and (150m) away.</p> <p>13 - 12 mins walking (0.6 mins) to the Health Centre -- a higher scoring should be given.</p> <p>14 - 15mins (0.7miles) to the nearest Retail unit at the Co-op in the Crawley Down Village Centre - a higher scoring should be given.</p>	<p>No -distance from major service centre</p> <p>No – Traveltime mapping to centre of site is correct</p>
181	Land west of Truggers, Handcross	<p>Site Area is 6.64ha, not 6.4ha. The no. units being proposed is 125, not 130.</p> <p>(5) Listed Buildings – the previous site proforma which supported the Site Allocations DPD concluded that the impact would be less than substantial, this should fall into the low impact category as shown on the site selection criteria. While the premise that views from the listed pub across the field is clearly correct, the listed building section is a overstatement in our opinion. It describes it as being a ‘fundamental change’ which is a rather loaded description as it implies that there is a pretty serious effect, not the less than substantial harmful effect it actually flags up in the green box. The views do make a positive contribution to the building’s significance but while the impact on the views may be fundamental, the effect on the significance of the pub will be limited and definitely less than substantial harm. We feel the text should be toned down to reflect this.</p> <p>(8) Availability – the site is available within the next 5 years, this needs to be changed into the most positive category.</p> <p>(12) Primary School – the walk is within 13 minutes from the site. There is access onto Horsham Rd and the walk falls into the category of within 15 minutes. This should be reflected.</p>	<p>Yes – site area and yield amended.</p> <p>No – CO conclusion LSH, mid. Neutral correct.</p> <p>No – not in control of housebuilder No – Traveltime mapping shows over 15 min walk.</p>
198	Land off West Hoathly Road, East Grinstead	<p>1 – should be low impact AONB</p>	<p>No – moderate impact on AONB</p>
210	Land rear of 2 Hurst Road (Land opposite Stanford	<p>(1) The sensitivity of the site is significantly reduced from historical assessments of landscape sensitivity due to the development of Hassocks, particularly on sites to the north of the site – including the Barratt Homes development along the northern boundary. This new context to the site was recognised by officers in their assessment of the 2018 application for 25 new homes, and landscape impact was found not to be a constraint to development. Officer’s concluded that an outline application for 25 new homes would be “acceptable in landscape terms due to existing and proposed development in the vicinity of the site”. On this basis, the site selection assessment should not score the site negatively in landscape terms.</p>	<p>Yes – amended to neutral, medium potential for change</p>

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	Avenue) Hassocks	(2) Access - The site selection assessment also scores the site negatively in terms of access on the basis that <i>“safe access is unavailable or affected by severe limitations/restrictions. There is no existing vehicular access to the site”</i> . This is not correct, there is an existing access point into the site from London Road and under the 2018 application it has been demonstrated that a suitable upgraded access could be delivered for a development of 25 new homes. Highways matters were only listed as a reason for refusal on that application as the West Sussex County Council highways team were not reconsulted on updated plans that incorporated the recommendations of the Road Safety Audit. This is clarified in the Highways Technical Note attached to this letter (Appendix A). There are no outstanding/unaddressed highways matters and a suitable solution has been found to deliver the correct access for a development of 25 homes. On this basis there is no constraint to deliverability and a suitable and safe access can be achieved for all users.	Yes – amend to neutral to reflect existing access needs improvement
219	Land at former Driving Range, Horsham Road, Pease Pottage	<p>(3) Trees The proposed residential development does not require the removal of any significant trees or hedgerows. All trees that are situated both at and adjacent to the site are to be retained and protected in accordance with BS 5837:2012 to maintain the existing landscape character and setting. It is proposed to plant a significant number of new and replacement trees, shrub and hedges. Part of the site abuts ancient Woodland, a 15M buffer would be applied with any proposed development. We therefore suggest that the site be assessed as between ‘Positive’ or ‘Neutral’ on Trees.</p> <p>(8) Availability The site is available for development within 5 years. We therefore suggest that this scores as a ‘Very Positive’ rather than ‘Positive’.</p> <p>(9) Access is via the development Denton Homes have now completed at ‘Foresters Way’ under MSDC Planning Ref: DM/17/0747. We therefore suggest that this scores as a ‘Very Positive’ rather than ‘Positive’.</p> <p>(10-14) Sustainability/Access to Services The local facilities will improve with the development under way by Thakeham under DM/15/4711 on land at Hardriding Farm, Pease Pottage, providing a hospice, a primary school and a community building, café and retail.</p> <p>We also note the employment allocations locally (SA7 and SA8) which will bring a lesser need for travel to the area</p>	<p>No - assessment reflects within 15m AW buffer</p> <p>Yes – amend</p> <p>Yes – amend to very positive to reflect assessment</p> <p>No – taken into account</p>
261	East of High Street and Lindfield Road	<p>(3) Ancient woodland/veteran trees –development may result in some harm, rather than will;</p> <p>(6) Site is located outside, not within, the Conservation Area;</p> <p>(9) Access can be achieved through Lindfield Road, same landholding;</p>	<p>No – assessment reflects presence of AW</p> <p>No – correct criteria site adjacent to</p> <p>No – reflect current position.</p>


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503	Haywards Heath Golf Course, High Beech Lane, Haywards Heath	<p>Unit numbers down to approximately 700. See our recent site promotion submission document which pulls away from the north.</p> <p>(3) Because of this, I think trees falls into yellow (if not green)</p> <p>(8) Availability – this should be green. It is available for development within 5 years. Albeit won't be fully built out by then.</p> <p>(17) Train station is in walkable distance. Many people north of haywards heath walk / cycle to the station and the same would be for this site.</p> <p>(14) Schools and high street in Lindfield are walkable.</p>	<p>Yes – yield changed</p> <p>Yes – amended to neutral</p> <p>yes – amended to positive. Not in control of housebuilder</p> <p>No – traveltime confirms</p>
508	Land at Junction of Hurstwood Lane and Colwell Lane, Haywards Heath	<p>Part 3 (Sustainability / Access to Services) we previously made the point during the Site Allocations DPD examination that the conclusions in respect of access to education, health, services and public transport for this site were different to that assessed at the allocated Rogers Farm Site which is actually further away from Haywards Heath and services. In the previous SHLAA the rating for Rogers Farm on Foxes Hill (SA21) was as follows:</p>  <p>The site Selection Paper (SSP3) which was submitted as evidence to the Site Allocations DPD makes it clear that whilst connectivity is currently poor, facilities will be provided at the Hurst Farm development and it is therefore considered that the SHLAA would rate these as positive. It is therefore requested that the conclusions in respect of sustainability are revisited to ensure consistency with other sites.</p>	No - traveltime confirms
526	Land east of Paynesfield, Bolney	<p><b>(1) Landscape</b> We do not agree with the landscape assessment for the reasons set out below and feel that a blanket approach may have been applied to the whole site. We are proposing that development is focussed on the lower part of the northern field. In our view, and indeed that set out in your own Landscape Study undertaken in 2015, this land has the greatest potential to accommodate housing. We respectfully suggest that your landscape assessment should be reclassified as Positive / Very Positive. Our further justification for this suggested change is set out below.</p>	No – Luc low/medium landscape capacity

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		<ul style="list-style-type: none"> <li>• The land is located outside of the AONB, the boundary of which is on the opposite side of the A23, some distance to the east.</li> <li>• The site slopes from east to west, with the lower parts of the site sitting well below the ridgeline running along the eastern boundary. The robust hedgerow on the eastern boundary further reinforces the sense of enclosure, indeed, views from the public footpath on the opposite side are extremely limited.</li> <li>• The land faces and naturally relates to the village rather than the AONB to the east.</li> <li>• Part of the intervening land between the site and the AONB now has planning permission for 30 houses (ref: DM/17/4392). Once built, this will significantly alter the landscape context of the site with built development on three sides of the site, providing a further sense of enclosure.</li> <li>• Careful siting and design of development on the lower parts of the northern field will ensure that any adverse impacts on the AONB are avoided.</li> <li>• This approach is in line with the Council's own landscape study (2015) which concluded that there were no specific landscape designations; that development of the higher areas of the site would be more sensitive but subject to screening between the site and the conservation area to the south, lower areas could be successfully developed.</li> <li>• It is also worth noting that, in landscape terms, this site scored better than the adjoining consented site for 30 dwellings to the east in terms of its suitability for housing.</li> </ul> <p><b>(5) Listed Buildings</b> It is proposed that development is focussed on the lower part of the northern field in order to create a degree of separation with and protect the setting of the Listed Building to the south. This, combined with the careful and sensitive design of development, together with a comprehensive landscape strategy will ensure that any adverse impact on the Grade 1 listed St Mary Magdalens Church is mitigated. By adopting this approach, this should be reclassified as Positive.</p> <p><b>(6) Conservation Areas</b> It is proposed that development is focussed on the lower part of the northern field in order to create a degree of separation with the Conservation Area. This, combined with careful and sensitive design of development, together with a comprehensive landscape strategy will ensure that any adverse impact on the Conservation Area South is mitigated. This echoes the conclusions of the Councils' own 2015 Landscape Study. The land is naturally separated from the Conservation Area North by existing housing on Paynesfield and The Street, as well as the built form of the village hall. Careful and sensitive design of development focussed on the lower part of the northern field will ensure that any adverse impact on the Conservation Area North is avoided. This should be reclassified as Positive.</p> <p><b>(8) Availability</b> The site has been put forward previously by the Landowners and is available for development. Millwood Designer Homes Ltd are finalising an option agreement with the landowners and are leading the promotion of the land, with a view to building out the site once planning permission has been secured. With a housebuilder on board, the site is available immediately (within 5 years) and should be reclassified as Very Positive.</p>	<p>No – proximity of Grade 1 LB</p> <p>No – proximity of CA's</p> <p>No – site not in control of housebuilder</p>
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## Appendix 2 – Response to ‘Fact checking’ exercise

		<p><b>(9)Access</b> One of the option site landowners lives in Fieldfare, the house at the eastern end of Paynesfield. The option also includes the farm access track immediately to the north of Fieldfare. Under the terms of our agreement, we have the ability to acquire and demolish Fieldfare and extend Paynesfield into the option site. Access to the option site is therefore now available and deliverable and there are no known constraints to access. This should be reclassified to Very Positive.</p>	<p>Yes – comment amended and neutral as access doesn’t currently exist.</p>
543	Land West of London Road (north), Bolney	<p>(8) – If the site were allocated an outline application would only be made in 2022 now (as opposed to 2021)</p> <p>(9) – Vehicular access <u>is</u> gained from London Road, rather than could be – see photo below. The existing access would be satisfactory for a residential development and was approved under ref DM/17/0492 if you wish to review the plans. Therefore, we would suggest that this should be green based upon the criteria as no further works are considered to be required to the access to facilitate development of the site.</p> 	<p>Yes – dates amended</p> <p>Yes - amended to positive as site adjacent site still needs to be built to provide access.</p>
555	Pollards Farm, Ditchling Common, Burgess Hill	<p>(1) Landscape: The proposal site is of identical landscape character to the adjacent development land ‘East of Kingsway’, this being open grass paddock land with planted field boundaries. The site has been physically inspected by Natural England (NE), using the ‘discretionary advice service’ (DAS 4549). Natural England restated their earlier advice, to the initial SHELAA consultation (OCT 2018) that they do not object to the site being used for residential development. No specific landscape characteristics were identified, worthy of note or protection. The DAS advice focuses mainly upon potential impacts upon the adjacent SSSI, reinforcing the need to consider mitigation of any future impacts. It is noted that the protected Ditchling Common and buffer for mitigation impacts, create a significant landscape margin between the Ditchling Road and the proposal site.</p> <p>(3) Biodiversity The text included here, copies the initial advice provided to us, under the Natural England DAS. We note that the 60m buffer zone proposed occupies only part of the site and leaves land to the western boundary available for development. Furthermore, the</p>	<p>No – medium potential for change in landscape terms.</p>

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		<p>60m distance can be altered based upon specific site evidence and mitigation measures provided. The NE advice suggests following a similar pattern of development as that agreed for land ‘East of Kingsway’. By replicating this pattern of development, on the land remaining outside the 60m buffer zone, we have been able to plan for 40 homes. Natural England commented on this masterplan proposal as being ‘a closer reflection of surrounding housing densities’. Following the recommendation by Natural England, we confirm that we now have ‘in principle’ agreement, with the developer of the ‘East of Kingsway’ land (Persimmon Homes), to link our proposed sites. This will create formal connections into this land, and the green spaces included here. Boundaries between the proposal site and the common can therefore be reinforced with structured landscaping and new routes created to the green space provided, to the West. This proposal will significantly mitigate impacts on the Ditchling Common SSSI.</p> <p>(5) Listed Buildings Since the time of the Natural England inspection and our ongoing conversations with Persimmon Homes, we have now developed a plan, indicating 33 family homes. This plans creates a significant land buffer (beyond the 60m SSSI buffer), entirely for the mitigation of impacts upon the setting of the listed building. This land has significant capacity for dense tree planting. We also note that planning has been consented (via Prior Approval) for the residential conversion of the open sided barn, immediately adjacent the listed building, to the North. This development impacts from the common to the West. Therefore, the open, rural character of the land, as described here, is only available in views from Folders Lane to the South. It is also noted these views are across land at Pay gate Cottage, which is also subject to housing allocation under the SHELAA.</p> <p>(8) Availability Outline application was not made, due to agreement of preferred options with the developer of ‘East of Kingsway’ land (and the Pandemic). The intention to submit an outline application remains and could be made early 2022.</p> <p>(14) Comments noted. Journey times and distances should be based on direct access through the development site at land ‘East of Kingsway’.</p>	<p>No – biodiversity assessment criteria correct.</p> <p>No – CO LSH, high</p> <p>Yes – dates deleted. Site not in control of house builder.</p> <p>No – travel time used.</p>
556	Land east of Borde Hill Lane, Haywards Heath	<p><u>(1)</u> The landscape capacity analysis undertaken by Fabrik (submitted in response to the Call for Sites consultation in February 2021) identifies that the site has greater potential to accommodate development than is being reported by the LPA in the draft proforma. <i>The Landscape and Visual Appraisal prepared by Fabrik concluded as follows:</i></p> <p><i>An initial landscape and visual appraisal of the Site reveals that <b>the Site is well related to the residential northern edge of Haywards Heath. It is enclosed to the north, west and east by undulating topography, woodland and trees.</b> Furthermore, the Site boundaries are defined predominantly by vegetation that follow the alignment of the road network associated with Bordehill Lane (to the northwest and west) and Balcombe Road to the south. This combination of features provide a mature landscape</i></p>	No – LUC low/medium capacity for change.

## Appendix 2 – Response to ‘Fact checking’ exercise

		<p>with a clearly defined northern edge to the north of Haywards Heath. The Site is apparent from Bordehill Lane, in between existing dwellings, but is not readily discernible from public vantage points within the High Weald AONB and Registered Park and Garden at Borde Hill, nor is it discernible in the wider landscape due to intervening topography and vegetation. Therefore, <b>development of the Site would not significantly alter the setting of the AONB or Registered Park and Garden.</b> The indicative masterplan illustrated at Figure 6.0 has been informed by the advice set out within this appraisal, with the location and layout of development parameters generated by the visual and landscape character assessment. Overall, in landscape and visual terms, it is our conclusion, that there are no significant overriding landscape constraints to the delivery of this Site for development. As such, we do consider the negative assessment for landscape, reporting a low to low/medium potential for change in landscape terms is factually incorrect. Accordingly, and on a factual basis, we do not recognise the conclusion that the site has low to low-medium capacity for change in landscape terms.</p> <p><u>(9) Access</u> As a matter of fact, access is not required through third party land. Redrow Homes are required to return land to the Borde Hill Estate that is no longer needed to implement their access. That enables unconstrained access from the highway to serve development of the site (ID 556), via a fourth arm to the new roundabout at the junction of Borde Hill Lane and Balcombe Road.</p>	<p>Yes – reference to 3<sup>rd</sup> party land removed. Achievability uncertain.</p>
575	Land north east of Hurstpierpoint	<p>(5) We have under our control 27 hectares of land to the north east of Hurstpierpoint which in the SHELAA was considered as having a capacity of 260 dwellings. Taking into account the site's location and following further work on masterplanning, heritage, highways and landscaping we propose that land to the east of our landholding is retained as open countryside, potentially an extension of the Hurst Meadows Country Park and thereby creating not only a setting for Hurst College but also providing a permanent buffer/setting for Hurstpierpoint and the surrounding countryside. As such this would see a reduction in the capacity of the site as set out in the fact sheet.</p>	No - CO LSD, Mid/high
576	Land at Ansty Farm, Land north of The Lizard, (Site A), Cuckfield Road, Ansty	<p>10 – Bus service disagree – should be changed to Good (no explanation provided on there consultant document)</p> <p>11- Should be changed to Positive as Cuckfield village centre is within 15 mins walk.</p>	Site considered as part of Significant site.
581	Woodhurst Farmhouse, Old Brighton Road South, Pease Pottage.	<p>The stricken through figures below are as stated on the proforma and are both incorrect. The number beside both are the actual correct figures. Please could these be substituted in MSDC's consideration of this site going forward.</p> <p>Units: <del>150</del> 200 Site Area (ha): <del>12</del> 11.73</p> <p><u>(1) Landscape:</u> Despite being located within the AONB, the site is adjacent to the A23 which reduces the landscape value of the immediate locality. As such we feel 'Very Negative' should be upgraded to 'Negative'.</p>	<p>Yes – updated site area and yield.</p> <p>No – major development in AONB</p>



## Appendix 2 – Response to ‘Fact checking’ exercise

		<u>(8) Availability:</u> The site is in control of a housebuilder. Though the dates stated immediately after should reflect those on the attached questionnaire.	Yes – dates removed
601	Land at Coombe Farm, London Road, Sayers Common	<p><u>(1) Landscape</u> The site is well enclosed from surrounding views. Therefore, we consider the rating should be ‘neutral’ at worst rather than ‘negative’.</p> <p><u>(9) Access</u> It is agreed that the access requires improvement, but the achievability is not uncertain. Therefore, we consider that the second clause should be removed.</p> <p><u>(14) Retail</u> There is a convenience retail shop located a circa 10 minute walk to the north of the site – Village Hall BN6 9HX. Therefore, we consider the rating should be ‘within 15 minutes’ rather than ‘over 20 minutes’</p>	<p>No – low/medium landscape capacity for development</p> <p>Yes -amended</p> <p>Yes -amended</p>
603	Land to the West of Woodhurst Farm, Old Brighton Road South, Pease Pottage.	<p>The stricken through figure below is as stated on the proforma and is incorrect. The number beside is the actual correct figure. Please could this be substituted in MSDC’s consideration of this site going forward.</p> <p>Site Area (ha): <del>24</del> 38.93</p> <p><u>(1) Landscape:</u> Despite being located within the AONB, the site is adjacent to the A23 which reduces the landscape value of the immediate locality. As such we feel ‘Very Negative’ should be upgraded to ‘Negative’. The proposal includes a co-working facility, public house, MUGA facility which would collectively provide a significant public benefit, and would weigh against harm to AONB.</p> <p><u>(3) Trees:</u> The designated ancient woodland on-site has been factored into the indicative site masterplan (as shown on the attached Vision Document) which demonstrates that a viable quantum of development can be delivered on-site without resulting in any harm whatsoever to ancient woodland, due to the necessary buffers being put in place.</p> <p><u>(8) Availability:</u> The site is in control of a housebuilder, thus is available now. Therefore this should be upgraded to ‘Very Positive’. The dates stated immediately after should reflect those on the attached questionnaire.</p> <p><u>(9) Access:</u> There is an existing access into the site (as per Site ID 581). As such this grading should be upgraded to ‘Positive’ to be consistent.</p> <p><u>(12) Primary School:</u> As per Site ID 581, the local Primary School is within a 20 minute walk, so this should be upgraded to ‘Neutral’.</p>	<p>Yes – amended</p> <p>No – major development in AONB</p> <p>No – reflects methodology</p> <p>Yes – site in control of housebuilder</p> <p>Yes – amended</p> <p>No – correct from most of site</p>



## Appendix 2 – Response to ‘Fact checking’ exercise

617	Land at Foxhole Farm, Bolney	<p>Yield should be 100 units rather than 190</p> <p>(1) - Landscape We note that the relevant site proforma for the above suggests the site is assessed as having a negative landscape impact i.e, Low to low/medium potential for change in landscape terms. However, the assessment parcel includes a large area with very varying landscape capacity. Wates have produced a landscape led masterplan (attached) which ensures that development is focused in the areas with higher potential for change in landscape terms. The attached masterplan includes a red-line which highlights the area proposed for development and a blue-line which is within the same ownership and will remain undeveloped and converted to public open space, whilst also accommodating a new footpath/ cycle link to The Street</p> <p>The higher ground around Foxhole Farm forms a prominent part of the setting of the village. As such no development is proposed for this area and it will instead be transformed into a country park which will be accessible to the public. It will therefore have no landscape impact.</p> <p>The land at the south of parcel 617 is at a lower elevation, enclosed by hedgerows and landform, and influenced by noise from the A272. Similarly land at the eastern edge of 617 is again at a lower elevation, and its character is influenced by the existing settlement edge, which lies both to the south and east of this area. This area of the site is deemed to have a medium to high potential for change in landscape terms.</p> <p>The site therefore has good landscape capacity to accommodate new homes. The landscape led proposals ensure that the most sensitive part of the site, around Foxhole Farm, is left free from development, which is Wates’ intention – as set out on the vision document sent to the council during the call-for-sites submission process in February 2021.</p> <p>Given the above we believe that this site should be assessed as medium potential for change at the east of this parcel, becoming medium to high at the south of the parcel (using the site selection criteria), and that the sites ‘score’ should be amended accordingly</p> <p>(8) Availability We note that the relevant site proforma for the above suggests the site is assessed as positive in availability terms i.e. The site will become available for development during the plan period. We can confirm that the site is being actively promoted by Wates and is available for development <b>now and</b> within 5 years and would suggest that its ‘score’ is revised to very positive accordingly.</p> <p>(9.) Access We note that the relevant site proforma for the above suggests the site is assessed as neutral i.e. Access may be achieved through 3rd party land (no agreement in place). Site approach would require improvements to accommodate further development, achievability is uncertain.</p>	<p>Yes – yield updated</p> <p>No – LUC low/medium landscape capacity</p> <p>Yes – site in control of house builder</p> <p>Yes – neutral assessment comment updated.</p>
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## Appendix 2 – Response to ‘Fact checking’ exercise

		<p>As set out in the enclosed transport note it is proposed that the site will be served by a single vehicular access onto A272 Cowfold Road with an additional pedestrian / cycle access onto the Street providing a connection to the centre of the village. Detailed discussions have been undertaken between WSCC and i-Transport regarding the vehicular access on to the A272 and the resulting access arrangement is shown on drawing ITB16634-GA-004 which is contained in the transport note. The proposed access arrangement has been subject to a detailed technical check, capacity testing and a satisfactory independent Stage 1 Road Safety Audit (RSA); and WSCC have confirmed in principle agreement to the proposed access arrangement. Safe and suitable access is therefore readily deliverable into the site from the A272 Cowfold Lane. In addition, there is an existing field access into the site from the Street which will be upgraded to provide pedestrian and cycle access to and from Bolney. This pedestrian and cycle access will provide a connection to the existing pedestrian infrastructure along The Street (made up of virtual kerbed footways) and can provide an additional route with the services and facilities located within central and northern Bolney, including the primary school. Given the above, whilst the neutral’ scoring is correct, i.e. the creating the access will require physical works in the highway and in land controlled by Wates Developments, extensive technical work has been undertaken to agree an outline access design with WSCC. This should be recognised – there is no impediment to achieving satisfactory pedestrian, cyclist, and vehicular access to the site.</p> <p>(10). Public Transport We note that the relevant site proforma for the above suggests the site is assessed as Neutral i.e Access to Public Transport and/or frequency of Public Transport in this location is fair. Whilst we agree with this score, we feel that access to bus services is better than suggested in the fact check document – as set out in the attached transport note, with bus stops located within 100m of the proposed pedestrian/ cycle access that are served by a number of different services that combined provide a level of service that is we believe better than ‘fair’, such that the assessment of the access to bus services needs amending from fair to good.</p> <p>(11). Main Service Centre We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Journey likely by car only (greater than 20 minutes’ walk / 30 minutes public transport) As set out in the attached note from iTransport, the site is within 20-minutes of one defined main service centre (Cuckfield) and within 30 minutes of a second (Haywards Heath) by public transport. The score should thus be amended to ‘positive’ in line with the councils site selection criteria. As well as being easily accessible to the main service centres Cuckfield and Haywards Heath, Bolney also has important public transport links to the key employment centres of Crawley (approximately 25 minutes by bus) and Brighton (approximately 45 minutes by bus) via the 271 and 273 buses which operate on an hourly service and should be considered in the site assessment.</p> <p>(13). Health We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. over a 20 minutes’ walk to a health facility</p>	<p>No – public transport matrix concludes neutral.</p> <p>No – access to a main service centre would likely be by car.</p> <p>No – health provision over 20 min walk</p>
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## Appendix 2 – Response to ‘Fact checking’ exercise

		Whilst set out in the attached note from iTransport, there are no health centres or GP surgeries within a 20-minute walk of the site, there is a Medical Practice located within Cuckfield which is within a 20-minute journey time from the site via the 89 bus service. In our opinion the council should, at the least, note this in their assessment.	
631	Challoners, Cuckfield Road, Ansty	(1)The form does not acknowledge that reserve matters approval was granted for the erection of 20 dwellings (DM/19/1235) immediately to the north of the Site. This development is currently underway and will be completed shortly. The completed dwellings are not reflected on the mapping used within the form and therefore does not provide an up to day reflection of the site and its surrounding characteristics. It is considered that this approved development significantly changes the characteristics of the surrounding area, reducing the sensitivity of Site 733. Consequently we consider that the ‘negative’ response should be updated to a ‘neutral’ response.	No – LUC concluded low-medium capacity. Updated mapping not yet available.
691	East of Ardingly High Street	No comment	Noted
673	Land north of Butlers Green Road, Haywards Heath	(9) The site has an access and is adjacent a roundabout. A new access was proposed as part of previous planning applications with no objection from highways.  We suggest the access should be regarded as ‘Very Positive’ or ‘Positive’ given the existing access, previous highways support for a new access and the availability of a roundabout adjacent the site for major development potential.  (12) We think there are a selection of Primary Schools within a 20 mins walk at St Joseph’s Catholic Primary School, Bolnore Village Primary and Holy Trinity Cuckfield, hence the assessment should be ‘Neutral’.	Yes – amended to positive     Yes – amended to within 20 min walk
674	Land north of Pease Pottage, West of Old Brighton Road, Pease Pottage	1 (Landscape) our client would like to highlight that Paragraph 177 of the NPPF states that exceptional circumstances must be identified in <u>determining applications</u> , whereas this document is part of the preparation for the Local Plan. In any event, our client contends that exceptional circumstances do exist for the site given the significant level of unmet need from Crawley and the opportunity which this site presents in helping to address that issue. We would also like to highlight that in a highly constrained landscape this site benefits from physical and visual enclosure and proximity to existing settled components in the landscape.  9 (Access) of the site selection document, we would like to highlight that our client has agreed terms (agreement to be signed in December 2021) with Denton (on behalf of the landowner) over which access would be achieved and they are also promoting their land for development as well.	No – major development in the AONB    Yes – updated to neutral
676	Land south of 61 Crawley	Site Area: We calculate the area as 1.17 hectares as it does not include the land going up to Crawley Down Road as you have it on the plan.	Yes – change site boundary and area and yield.

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	Down Road, Felbridge	<p>Units: The proposed layout within the pre-application document is for 20 dwellings.</p> <p>(1) Landscape: We believe that the layout within the pre-app document would be a positive as provides a key buffer to the south and would limit views from the surrounding area.</p> <p>(8) Availability: This could be upgraded to Very Positive. Vanderbilt are in an option agreement with the landholder which will give sufficient time to submit an application on the site. As set out – pre-application discussions are underway.</p> <p>(9) Access: This would be upgraded to positive/ very positive. As set out within the pre-application document, access is gained through the adjoining development which was granted RM approval in October 2020 (ref DM/20/1078) and this land is under control of Vanderbilt Homes.</p> <p>Part 3 Sustainability / Access to Services: We agree with your assessment. Although regarding Health we note that the allocation at SA20 will delivery a Community Hub which has been confirmed by the promoter to include a GP surgery. This will be accessible on foot from this site although noted that the location of the community hub / timing of delivery is still TBC</p>	<p>No – LUC medium capacity</p> <p>Yes – changes as in control of housebuilder</p> <p>Yes - moved to neutral as access doesn't currently exist.</p> <p>No – reflects current position.</p>
677	Land south of Burleigh Lane, Crawley Down	<p>(9) I would like to reduce the number of residential units on this site from 45 to 8. I would think that this would then improve the assessment of 9. Access (currently Negative).</p>	<p>Yes – changed yield to 8 units.</p> <p>No – access would still improvement even for 8 units.</p>
686	Land to the rear of The Martins (south of Hophurst Lane), Crawley Down	<p>We have calculated the distances to the nearest school, health centre and retail centre (as per the site selection criteria), all of which are less than 20 minutes walk. Please see distance to services below:</p> <p>(12). Primary School - Crawley Down C of E primary school = 0.5 miles/ 10 minute walk.</p> <p>(13). Health – Health Service - Crawley Down Health Centre, Bowers Place = 0.6 miles/10 min walk.</p> <p>(14). Retail - Crawley Down Co-op Food = 0.8 miles/16 minute walk.</p>	<p>No – traveltime used. Measure via Hophurst Lane as no other direct access currently in place.</p>
688	Land to west of Turners Hill	<p>(1)- Landscape</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a negative landscape impact i.e Low to low/medium potential for change in landscape terms.</p>	<p>Yes – LUC medium landscape capacity</p>

## Appendix 2 – Response to ‘Fact checking’ exercise

	Road, Crawley Down	<p>In reading the associated commentary the landscape impact appears to be associated with the site's contribution to the rural setting of Crawley Down, and the extent to which the introduction of links – both vehicular and ped/ cycle will likely erode the rural edge of the village through the perceptual and actual urbanisation of this is area, regardless of the notion that there are currently limited sightlines between the west of the town and the site itself.</p> <p>As the council will be aware one of the three access points already exists and so would have no additional effect. We've also already shown that the access at point B on the attached (Image 3.4: Central Priority Junction Access) could be designed sensitively retaining some of the existing vegetation and reinforcing this with additional planting. Beyond this parcel (comprising 1002) there is little to no appreciation of the wider site, further reducing its harm.</p> <p>Given the above the site's interface with Turner's Hill Road, and the western boundary of the settlement, is actually pretty limited and there is potential to incorporate existing rights of way within broad landscape corridors to maintain a rural character.</p> <p>In order to assist the council in this regard, attached is a Green Infrastructure Plan which identifies existing woodland to be retained, how the relevant buffers required for areas of Ancient Woodland could be incorporated, proposed areas of planting, movement corridors etc. We trust the attached demonstrates how the site could be developed without loss to the existing landscape structure of the site or any adverse impact on the edge of the village through the perceptual urbanisation of this is area, and that the sites 'score' should be amended to</p> <p>Medium potential for change in landscape terms</p> <p>(3) – Trees</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a negative tree impact i.e The site is partially affected by ancient woodland and/or Ancient and/or Veteran Trees. Development of the site would result in some harm, but mitigation is required</p> <p>As we have indicated in all previous site promotions and as indicated above and in the Green Infrastructure Plan the existing woodland to be retained and the relevant buffers required for areas of Ancient Woodland can and will be incorporated,</p> <p>We therefore believe the sites 'score' should be amended to 'Neutral' accordingly</p> <p>(9). Access</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as Neutral i.e. Access does not exist but can be achieved within landholding to adjacent highway or through 3rd party land (agreement in place)./Site approach would require improvements to accommodate further development, which could be achieved.</p> <p>As set out in the attached note from iTransport, this matter was addressed in detail in technical note ITB9155-026B that was submitted to MSDC in February 2021 as part of a comprehensive call-for-sites submission. This clearly demonstrates that one of the three access already exists and the other two are deliverable within land controlled by Wates and the public highway. Wates also has in-principle agreement from WSCC in relation to the access arrangements. Given the above and attached the scoring for the site should be updated to 'positive'.</p>	<p>for development. Changed to neutral.</p> <p>No – assessment correct. Mitigation would be required.</p> <p>No – access correct improvements would be required.</p>
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## Appendix 2 – Response to ‘Fact checking’ exercise

		<p>(11). Main Service Centre We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Journey likely by car only (greater than 20 minutes’ walk / 30 minutes public transport) As set out in the attached note from iTransport, the site is within 30-minutes of two defined main service centres (East Grinstead and Crawley) by public transport. As such the score should be amended to at least ‘neutral’ in line with the councils site selection criteria.</p> <p>(12). Primary School We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Over 20 minutes’ walk from a Primary School As set out in the attached note from iTransport, the site is within a 20-minute walk of the local primary school. As such the score should be amended to yellow / neutral accordingly</p> <p>(13). Health We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Over 20 minutes’ walk from a local health centre or GP Surgery As set out in the attached note from iTransport, the site is within 20-minute walk of the local health centre. As such the score should be amended to yellow / neutral accordingly</p> <p>(14). Retail We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Over 20 minutes’ walk from a Local Convenience Retail As set out in the attached note from iTransport, the site is within 20-minute walk of the Co-Op in Crawley Down. As such the score should be amended to yellow / neutral accordingly</p>	<p>No – reflects current position and methodology</p> <p>No – reflects data from Travelttime to centre of the site.</p>
710	Maltings Grange, Malthouse Lane, Hurstpierpoint	<p>(1) The current landscape assessment appears to be solely based on a high level 2007 study (Mid Sussex Landscape Capacity Study) and was not revisited under the ‘Capacity of Mid Sussex District to Accommodate Development’ study by LUC in 2014 or the ‘SHLAA: Review of Landscape and Visual Aspects of Site Suitability’ by LUC in 2015. Lewis&amp; Co Planning town planning consultants 3 We have several concerns with the use of outdated evidence and the inconsistencies within the 2007 report that shouldn’t be replicated 14 years later. These are set out in detail below, with additional assessment contained within Appendix A. The context of the site and wider area has significantly altered since 2007, specifically with large scale development of the B&amp;Q and Pets at Home immediately to the north of Maltings Grange, which fundamentally changes the character of the site. Instead of being a rural equestrian use remote from Burgess Hill, the site is now an edge of town location, dominated by the backdrop of industrial and large format retail uses and A273 along the full length of the northern boundary of the site. This setting is apparent throughout the year including during summer months and fundamentally changes the character of the area. Similarly, within the Council’s Landscape Capacity Study the area was particularly highlighted for its ‘high recreational value’ (scoring 5 out of 5) but public access is limited and largely restricted to a narrow strip of land</p>	<p>No – landscape setting no changed significantly since 2007 landscape study. Landscape assessment for this area is consistent.</p>

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		<p>between Maltings Grange and the A273 that forms part of the Green Circle Network. Recreational routes within adjoining areas are significantly more expansive and higher quality, such as Ditchling Common (4 out of 5) and Green Circle routes to the west of Burgess Hill (2 out of 5). Despite this, the presence of the Green Circle route through the Landscape Character Area has been used as the basis for high scores in terms of special cultural/heritage associations (5 out of 5) and perceptual aspects of the Landscape Character Area (3 out of 5), despite having no particular relevance to either. This results in the Green Circle route being ‘double-counted’ and over valued in the wider assessment. This leads to the landscape sensitivity of the area being assessed as ‘Substantial’ (by single scoring point) – a major influence in the high-level assessment of ‘low landscape capacity’. These clear inconsistencies and limited analysis significantly undermine the evidence base under which the site has been assessed as having areas of ‘low/medium’ landscape capacity. We contest this and consider that the site has at least ‘medium’ capacity for change, with some areas having a high capacity for change in landscape terms. Further work is to be undertaken to identify the landscape and visual impact of a large-scale residential-led redevelopment of the site, to be submitted to the Council in due course. This work will also inform the masterplanning process and ensure that a future development will mitigate any potentially significant landscape impacts through the design and layout of development.</p> <p>(2) The site is wholly located within Flood Zone 1 and flood risk will not be a constraint to development. A flood risk appraisal is being undertaken by the site owners environmental consultants (Sweco) and will demonstrate that flood risk will not impact upon the developability of the site in any way. Any development of the site would be supported by a sustainable drainage strategy that will effectively control runoff rates for the lifetime of the development and improve flood resilience. Lewis &amp; Co Planning town planning consultants 4 On this basis the site should be scored positively in terms of flood risk.</p> <p>(8) Availability We can confirm that the entire site is immediately available for development and therefore this score can be increased to ‘Very Positive’.</p> <p>(9) Access to all parts of the site already exists from Malthouse Lane, and the access road is within the ownership of KSD Land. Further access is achievable from Danworth Lane (to Kents Farm) and a further access point is proposed from Jane Murray Way/A273 to improve the permeability of the site and connectivity with the existing settlement. The site assessment is therefore factually incorrect that access can only be achieved through 3rd party land, although it remains the intention of the site proponent to secure an agreement with Mid Sussex District Council to deliver a further access onto Jane Murray Way. However, this access can likely only be delivered as part of a wider agreement to preserve and/or upgrade the Green Circle route in this location.</p> <p>(10) Public Transport The site selection criteria fails to account for access to train services via bus. The site benefits from excellent bus service provision and future residents would be able to reach the train station within 6 minutes by bus, even without upgrades to existing bus services. On this basis, the assessment should be updated to ‘Good’ access to train services to reflect the sub-10 minute journey time, and the overall access to public transport would therefore be ‘Good’.</p> <p>(11) Access to the main service centre should also account for access to bus services from the site, which enable future residents to reach the town centre within 5 minutes using regular bus services. Lewis &amp; Co Planning town planning consultants 5 Primary School and Health</p>	<p>No – assessment consistent with methodology. Site adjacent to flood zone 2/3</p> <p>No – assessment correct. Site not in control of housebuilder.</p> <p>No – achievability of access is uncertain.</p> <p>No – consistent with methodology</p>
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		<p>Services The site could deliver a development of at least 500 new homes and could deliver a wider development of over 3,000 new homes (at an average density of 30 dwellings per hectare). On this basis the development could sustainably deliver onsite education and health facilities. Existing services are also already available within 20 minutes’ walk of the site, including Southway Junior School, Hurstpierpoint College and the Avenue Health Centre, and therefore even without onsite provision the site scores better than reflected in the draft assessment.</p> <p>(14) Retail The site is under five minutes’ walk from the Tesco superstore in Burgess Hill and therefore this score should be ‘Very Positive’.</p>	<p>No – consistent based on Travelttime</p> <p>Yes – changed to reflect location of superstore.</p>
733	Land between 43 and 59 Hurst Farm Road, East Grinstead	<p>(1) The surrounding landscape character has been dramatically altered as a result of the granting of reserve matter approval (DM/19/1067) for the erection of 200 dwellings at Hill Park Farm which is located directly to the north of the Site on the opposite side of Hurst Farm Road. It is considered that this development, which is underway, significantly changes the landscape setting of the site reducing its own sensitivity to development. Furthermore it is acknowledged that previous proposals for 11 dwellings have not been successful and therefore any forthcoming scheme would be based on a reduced quantum of development to address the concerns raised. Consequently, it is considered that the ‘negative’ response should be amended to a ‘neutral’ response.</p>	No – site in AONB moderate impact.
736	Broad location North and East of Ansty	<p>9. Access -should be neutral – as access can be achieved via owned land which adjoins the highway.</p> <p>10. Bus service - should be good</p> <p>14 Retail – should be very positive – as The Spar convenience store located with the garage in the centre of Ansty is within 10 minute’s walk of the whole site, and in respect of the strategic sites further provision is to be made on site in addition.</p>	<p>Yes – amended to neutral</p> <p>Assessed as significant site so onsite provision potential.</p>
740	Broad location to the West of Burgess Hill	<p>Site boundary on proforma map needs changing</p> <p>Site boundary in blue on proforma map is not Thakeham controlled land – so this area/parcel should have its own shella reference.</p> <p>Site Area (ha) should be changed to 66ha</p> <p>1 landscape = the comments ‘Low to low/medium potential for change in landscape terms’ infer if low/medium this should this be neutral?</p> <p>2 flood risk – updated to neutral – as no development parcels are proposed within flood risks zone.</p>	<p>Yes – boundary changed and site area changed.</p> <p>No – low to medium gets a negative assessment.</p>



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		<p>9 access – given comments made – this should be neutral – as various access points can be achieved without third party land.</p> <p>10 – train station – should be fair – as train station is c.15-20 mins cycle from the site suggests fair is more appropriate assessment.</p> <p>11 – main service centre – updated to neutral – existing bus route suggests that 16 minutes from gatehouse lane. Assessment does not consider new facilities on the approved northern arc site suggests updating to neutral.</p>	<p>No – some of site are in flood zone 2/3</p> <p>Yes – amended to neutral</p> <p>No – not assessed on cycle time</p> <p>Assessed as significant site so onsite provision potential.</p>
741	Land to the West of London Road, Bolney	(1) Landscape: My recollections of the site when we lived at Bolney was that this was predominantly open land with few trees. It has only grown up over the last few years.	No – assessment correct
742	Russell Nursery Brighton Road Hassocks	(9) Access” there is one crucial amendment where we now have ownership of 2 suitable access points. There are 2 pieces of land now under the ownership of the site owners, namely no’s 21 and 27a Hurst Road, which could provide access (please see the attached ‘Amended_742.pdf’). According to Highways, from previous enquiries made, either of these two plots would provide clear visibility splays for an access to the site. In addition, limited site access does in fact already exist from the Brighton Road but ‘minor improvements would be required to provide a suitable and safe site approach’. Please amend this section accordingly and upgrade it from Negative to at least Neutral or Positive (given the existing access onto Brighton Road) as you see fit (this is saved on site history under 742 ‘22 11 21 Amendments proposed’.	Yes – changed to neutral.
743	Hurst Farm, Turners Hill Road, Crawley Dow	<p>(1) Landscape is given a ‘neutral’ score, however, this should be revised to ‘positive’. As we have said in our representations - The site lies outside the High Weald AONB. The site is very well enclosed by established soft landscaping, including Ancient Woodland (AW) to the west and south. Appropriate buffers to the AW can and will be provided and all boundary trees will be retained. The AW buffers can be retained leaving the central part of the site available for development. Strong tree belts also lie to the north, resulting in a site which is exceptionally well contained and one where residential development could be assimilated into the wider landscape without impact on the character of the locality. In addition, the fact that this site is brownfield on PDL rather than a greenfield site also helps to reduce any impact on the landscape, the proposed re-development of this site to residential would result in an improvement on the wider landscape setting. For these reasons, the impact would be minimal and we think this should be given a ‘positive’ score.</p> <p>(3) Trees is given a ‘negative’ score – however, this should be revised to ‘neutral’. AW is beyond the site boundaries and a buffer is proposed to ensure no detrimental impact on trees. We should make the point that none of the red line we last submitted included the ancient woodland. The site itself has no significant trees.</p>	<p>No - LUC medium capacity, neutral score.</p> <p>No – trees will require mitigation therefore negative</p>

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		(11) Main Service centre – is listed as ‘negative’ however, East Grinstead can be accessed by bus, from a stop at the site entrance in 20 mins (Service 291 – hourly) this would make the score at the at the boundary of ‘neutral/good’. This should make the score good. Furthermore, this a Tier 2 settlement and should be well recognised for that.	No – based on traveltime
784	Extension to allocated Land at Bolney Road, Ansty	<p>(1) landscape to be ‘negative’, stating the following: “Tree and hedgerow boundary. Potential views of the site from the south. The site is adjacent to the High Weald AONB. The site has moderate landscape sensitivity and moderate/ high landscape value.” Under the ‘Site Selection Criteria – November 2021’, for sites outside the AONB, this is defined as having “low to low/medium potential for change in landscape terms”. This would reduce to a neutral impact for sites with medium potential for change. The statement that Site 784 is adjacent to the AONB is incorrect. As set out above, Site 784 is separated from the AONB by 220m of road, existing residential development, hedgerows and woodland, comprising both a physical and visual separation. An overall landscape capacity of medium, resulting in a neutral impact on landscape.</p> <p>(3) Under the heading of ‘trees’, Site 784 is rated as ‘very positive’ as it is “not affected by Ancient Woodland” and as ‘very positive’ under the heading of ‘biodiversity’ as “this site is not adjacent to any Sites of Special Scientific Interest of Local Wildlife Site”</p>	Yes – reference to AONB removed but low/medium potential for change
<b>789</b> Albourne & 1063	Phase 1 Swallows Yard, London Road, Albourne & Phase 2 Swallows Yard, London Road Albourne	(11). The form says 30+ mins via public transport to main service centre; however, there is a 25 min bus using the 100 ( <a href="https://moovitapp.com/london_and_south_east-2122/poi/Burgess%20Hill/Albourne/en-gb?ttl=50.953719_-0.12734&amp;fil=50.93336_-0.2015&amp;customerId=4908&amp;ref=1&amp;poiType=eusite">https://moovitapp.com/london_and_south_east-2122/poi/Burgess%20Hill/Albourne/en-gb?ttl=50.953719_-0.12734&amp;fil=50.93336_-0.2015&amp;customerId=4908&amp;ref=1&amp;poiType=eusite</a> ).	Yes – changed to neutral
791	Land at Ansty Farm, Land east of Little Orchard, (Site B), Cuckfield Road, Ansty	11- Access main service centre – should be positive as Cuckfield village centre is within 15 mins walk.	No – traveltime data used.
793	Land at Ansty Farm, Cuckfield Road, Ansty	<p>2. Flood risk – should be neutral - as only small areas of the site within Flood Zones 2/3 and given the topography development would not be focused in those locations anyhow.</p> <p>4. Biodiversity – should be very positive –</p>	See 793 – significant site

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		<p>9. Access - should be neutral - as access can be achieved via owned land which adjoins the highway.</p> <p>10. should be neutral (no explanation)</p> <p>11. should be positive – as Cuckfield village centre is within 15 mins walk</p> <p>14. should be very positive – as The Spar convenience store located with the garage in the centre of Ansty is within 10 minutes walk of the whole site, and in respect of the strategic sites further provision is to be made on site in addition</p>	
794	Land at Benfell LTD, Albourne Road, Hurstpierpoint	<p>our Client has asked us to update you in respect of the site as follows:</p> <p><i>“Benfell Ltd was sold in June 2021.</i></p> <p><i>The Warehouse has been leased out in the short term.</i></p> <p><i>The site would be available for potential development in 5+ years.”</i></p>	Yes - corrected to be available in the plan period.
799	Land south of Reeds Lane, Albourne	<p>(1) landscape category should be changed from ‘Negative’ to ‘Neutral’ we reference the site specific Landscape and Visual Appraisal, prepared by Barton Willmore, and submitted in October 2021. We are keen to resend you a copy of this report but due to file size I have sent this via ‘We Transfer’ and it can be accessed by going to the following link:</p> <p><a href="https://we.tl/t-8gvZl0g9Pq">https://we.tl/t-8gvZl0g9Pq</a></p>	No – LUC low/medium capacity for change.
808	Land north of Heatherwood West, Sandy Lane, Crawley Down	<p>(5) <b>Listed Building Less than substantial harm Low / Medium Impact</b> . A full map regression and heritage report have been completed which showed that the land never formed part of the setting of the listed building. Combining this with a sympathetic design results in a less material impact. This view is supported by the recent Appeal where approval was granted for a storage building in the field against the opinion of the conservation officer. A copy of the Appeal decision is attached and copies of the reports are available upon request.</p> <p>(9) <b>Access Very Positive - No known constraints to access and site approach to accommodate development.</b> Safe access to the existing site already exists. This has been confirmed by both a Highways Pre App and detailed Design and Access statement for the proposed scheme. Copies of these are available upon request.</p> <p>(11) <b>Main service Centre</b> We are within 15 minute walk of Crawley Down although I understand this is not considered a main service centre?</p>	<p>No – CO conclude LSH, High</p> <p>Yes – update to neutral</p> <p>No – consistent with methodology</p>
818	Land north of the Former Golf House,	<p>(1) We therefore suggest the site should have a ‘low’ rather than ‘moderate’ impact on the AONB, thereby have a ‘Neutral’ assessment under Landscape.</p>	No – remain as moderate

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	Horsham Road, Pease Pottage	<p>(8) Availability The site is available for development within 5 years. We therefore suggest that this scores as a ‘Very Positive’ rather than ‘Positive’.</p> <p>(10-14) Sustainability/Access to Services The local facilities will improve with the development under way by Thakeham under DM/15/4711 on land at Hardriding Farm, Pease Pottage, providing a 48 bed hospice, a primary school and a community hub (including a shop, café and meeting room).</p> <p>We also note the employment allocations locally (SA7 and SA8) which will bring a lesser need for travel to the area</p>	<p>Yes – site in control of house builder</p> <p>No – assessment reflects current position.</p>
823	Land at Hyde Lodge, London Road, Handcross	<p>1 landscape – The current landscape text requires updating because it has just carried through from a previous assessment (undertaken some years ago) without any reference to current circumstances and is factually incorrect. The overall assessment is not disputed given the site is within the Area of Outstanding Natural Beauty but factually the assessment text does need revisiting.</p> <p>Finally, it is incorrect for there to be commentary about priority habitat retention, conservation and mitigation under the landscape criterion. These matters should be recorded under the biodiversity criterion</p> <p>11 – access to main service centre – The Site Selection Criteria refer to the ‘Access to Main Service Centre’ as one which contains a main town or village centre where the majority of day-to-day facilities exist, including services centres outside the District (e.g. Crawley and Brighton). Metro Bus services Nos. 271/273 operate via the bus stops by Handcross Primary School, a short distance from the site, and provide an approximate 15 minute journey time (maximum 18 minutes in evening peak periods) to Crawley town centre. Even factoring in a walking time from the proposed dwellings to the stops, it would overall be an average journey time of less than 20 minutes There are also 18 buses per weekday throughout the day which is not a low frequency. The first bus arrives at Crawley at 08:40 hours and the last bus departs at 18:40 hours so the services can meet a range of journey purposes, including trips to/from work, visiting the hospital or shopping. On basis outline, rather than <i>being scored ‘Negative’ the site should be ‘Positive’ under the Site Selection Criteria.</i></p>	<p>No – remains moderate impact on AONB</p> <p>Yes – amended to neutral</p>
830	Land to the west of Kings Business Centre, Reeds Lane, Sayers Common	<p>1. We do not agree that the site is sensitive in landscape terms. The site has significant development on its eastern and western boundaries. Given the amount of development in the vicinity the comment that the site only has a limited capacity for development is clearly incorrect. Reference is made to the King Business Centre, but there is no acknowledgement of the allocation to the east and also huge buildings that form the Avtrade HQ to the west.</p> <p>9. We have submitted an access drawing demonstrating a suitable access with sightlines is possible, so this should be ‘Positive’.</p> <p>11. Main Service Centre – the 273 bus service for example, which operates hourly goes to Hassocks and so has access to a train station and a good range of local shops .</p> <p>12. Primary school – is a 25 minute walk or 8 minute cycle (1.2 miles). Whilst not in the village, it is still reasonably accessible</p>	<p>No – medium capacity for development, neutral.</p> <p>No – neutral but text updated.</p>

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		<p>13. Health- we previously offer a satellite surgery, but were told it wasn't wanted/needed. However, this could be provided. Equally, the doctors are in Hurstpierpoint, which is a short bus ride away.</p> <p>14. There is a local shop, which means that you don't need to get into the car for essentials. Hurstpierpoint and Hassocks are a short bus ride away, which have a great range of retail options.</p> <p>In respect of 11-14 – the Inspector and SoS for the scheme to the east concluded that Sayers was a sustainable location for housing.</p>	<p>No – traveltime mapping conclusion</p> <p>Yes – take into account local shop</p>
844	Land at North Colwell Farm, Lewes Road, Haywards Heath	<p><u>5. Listed buildings</u> The Council's Site Selection Paper 3 for the Site Allocation Plan concluded that the site should score 'less than substantial harm (low)'. However, the latest site assessment concludes a 'neutral' score which translates to 'less than substantial harm (medium)' i.e. a worse score. Having regard to the findings of our own assessment work plus the Council's prior assessment, we would suggest that it should revert to 'less than substantial harm (low)' and therefore a light green colour.</p> <p><u>10. Bus Service</u> The Site currently scores 'fair' for this category. This is based upon proximity to existing bus stops. The proposals would however include provision for a new bus stop outside the Site. Based upon the Council's methodology, this would improve the scoring against this category to 'good' if this can be taken into account.</p> <p><u>12. Primary School</u> The assessment suggests the Site is within a 20 minute walk from the nearest Primary School. However, using google we calculate it to be within 15 minutes using footways along the roads. However, using PROWs it would be accessible within 10 minutes. The latter would seem entirely appropriate and indeed safer away from the road.</p> <p><u>14. Retail</u> Suggests the Site is within a 20 minute walk to the nearest convenience store but we calculate it to be within 15 minutes using google and even less using the PROW.</p>	<p>No – incorrect for SA DPD site selection. Comment correct</p> <p>No – assessed correct</p> <p>Yes- amend to within 15 minutes</p> <p>Yes – amend to within 15 minutes</p>
858	Land at Hurstwood Lane, Haywards Heath	<p><u>Units</u> The entire site extends to circa 10ha. As you are aware, the administrative boundary between Mid Sussex and Lewes runs through the western part of the site.</p> <p>The western part of the site is located within Mid Sussex and extends to approximately 1.8ha. At circa 30dph, the site could deliver approximately <b>55 dwellings</b>. This represents an uplift of 10 dwellings from the 45 suggested in the draft proforma.</p>	No – yield not changed.

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		<p>The whole 10ha site has the capacity to provide up to 250 dwellings.</p> <p><u>Site Area</u> As set out above the entire site extends to approx. 10ha; of which, circa 1.8ha is located within Mid Sussex.</p> <p><u>(8) Availability</u> Option agreement between landowner and developer to be exchanged by the end of December 2021. This sets out an obligation for the developer to actively promote the site.</p>	Yes - site in control of housebuilder
945	Lucas Farm, Birch Grove Road, Horsted Keynes	(9) The only incorrect element is the assertion that the site has poor integration to the village due to the vehicular access being outside the main settlement. The site is under 75m walk from the Post Office and is close to the village centre via the PROW link to Station Road. If vehicular access is the mark of integration then fair enough, but walking access is arguably a higher order form of physical cohesion.	No – traveltime data used.
971	Jeffrey's Farm Southern Fields	<p>1. Landscape = the comments state that the site is 'detached from any part of the settlement'. This is incorrect as it can be seen on the site map that it directly abuts the gardens to housing along Treemains Road. The site is PART of a medieval field system, and I can provide historic maps to show this should you require. Precedent has been set for the development of partial medieval field systems by the promotion of St Stephens field in the current DPD, and as such this site should be reconsidered.</p> <p>8. Availability = The site is available for development within the next 10 years.</p> <p>9. Access = The site has existing access as it is part of a working farm. Only minor improvements are required to make the existing farm access suitable and safe site approach. Mitigation against the conflict of the cross roads is achievable, all within the same ownership as site 971, or that of WSCC Highways. Two options exist and plans have been submitted as part of this call for land.</p> <p>Access to north of existing access. This siting for access was first proposed in July 2015 by WSCC Highways Richard Speller for initial screening as it did not create conflict with the existing crossroads with Lewes Road (document available on request). For this current call for land we have submitted detailed plans showing visibility splays can be achieved at this location (noted as location #1 on the diagram submitted). If you need these plans to be resubmitted or in a different format please let me know.</p> <p>Access at existing access needing modification of existing road layout. For this current call for land we have submitted detailed plans (noted as location #2 on the diagram submitted) showing visibility splays can be achieved at the existing junction, by moving the road (Sugar Lane - Treemains) to the east by 2 meters. The conflict with the Lewes Road crossroads would be addressed by realigning Lewes Road to the north. If you need these plans to be resubmitted or in a different format please let me know. This location for site access has had Level 1 pre-application advice from WSCC (see attached) which is supportive, although concerns are raised to the moving of street</p>	<p>No – high impact on AONB</p> <p>No – Neutral. Improvements to access required.</p>

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		furniture (note that the tree suggested for removal has been felled on safety grounds as it was dying and dangerously overhanging the highway).	
983	Land at Walstead Grange Scamps Hill Lindfield	<p><b>(8): Availability – current assessment: ‘Positive’</b> We believe that this criteria should be increased to ‘very positive’. The criteria note states that sites which will be available for development within 5 years should be placed in the highest scoring category. Gladman can confirm that the site is available for development and have outlined in the attached site questionnaire that development could start on site in 2023. This is the same timescale which was discussed in our meeting with Alice Henstock in September 2021.</p> <p><b>(10): Bus Service – current assessment ‘Fair’</b> We believe that this criteria should be increased to ‘Good’. The criteria note states that a bus service within 400m of the site, but with a service of less than 2/hour should be classed as ‘good’. There is a bus stop on the corner of Meadow Drive/Gravelly Lane which is circa 250m from the centre of the site. It is served by the 31 bus service which is operated by Compass Travel and travels between Uckfield, Haywards Heath and Cuckfield (timetable attached).</p> <p><b>(11): Access to Main Service Centre – current assessment ‘Neutral’</b> We believe that this criteria should be increased to ‘Good’. The criteria note states that Main Service Centres within a 15 minutes walk should be categorised as ‘Good’. The note also states that for the purpose of this exercise Lindfield is classed as a Main Service Centre. Measured from the centre of the site using the most practical route along Lewes Road, Lindfield centre is circa 850m from the site, a distance which can be walked in under 15 minutes. As such, Gladman believe that the assessment should be scored ‘Good’.</p> <p><b>(12): Distance to Primary School – current assessment ‘Neutral’</b> We believe that this criteria should be increased to ‘Good’. The criteria note states that if a primary school is within 15 minutes walk, it should be categorised as ‘Good’. Taking the most direct route from the site, through Lindfield Common, is circa 900m from the centre of the site, a distance which can be walked in under 15 minutes. We believe that walking through the Common would be the desired route as it would create a much more pleasant walking environment for parents and children than along Lewes Road. As such, Gladman believe that the assessment should be scored ‘Good’.</p> <p><b>(13): Distance to Health Centre or GP Surgery – current assessment ‘Neutral’</b> We believe that this criteria should be increased to ‘Good’. The criteria note states that if a health centre or GP Surgery is within 15 minutes walk, it should be categorised as ‘Good’. Taking the most direct route along Lewes Road to High Street, Lindfield Medical Centre is circa 910m from the centre of the site, a distance which can be walked in under 15 minutes. As such, Gladman believe that the assessment should be scored ‘Good’.</p>	<p>No – site not in control of housebuilder</p> <p>No – infrequent services</p> <p>No – using Travelttime</p> <p>No – using Travelttime</p> <p>Yes – amend to within 15 minutes</p>

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984	The Paddocks Lewes Road Ashurst Wood	(1) Landscape of the site proforma states that there are “Mature trees within the site” and that this may result in “moderate impact on AONB due to impact on woodland and trees”. We would like to again note the images in Appendix A in our previously submitted document. In our Site Fact Check Response we have highlighted the aerial image of the site. The site has a very low number of trees within the development boundary. The main mature trees within the boundary are located near to the A22 boundary of the site, with one Willow tree set slightly into the site. One further group are located on the edge of the site to the SE boundary with Brambletye school. All of these trees can be retained as part of any proposal. The recently implemented planning permission, reference DM/17/3060, for a 4-bedroom dwelling to this part of the site retains these mature trees. Most trees around the site are outside of the development boundary and so would need to be fully retained and protected as part of any development. It is not considered factually correct that there will be any impact on mature trees which could not be fully mitigated as part of a planning application on the site. Especially for the reduced net gain of 8 units.	No - moderate impact on AONB
987	Land to the West of Park Road Handcross	Requires updating to reflect reduced site area. Should read 'Units 65 to 80 - Site Area 5.2 hectares'	Yes – area amended.
		(1) Incorrect - the woodland is recent secondary woodland comprised mainly by young low quality specimens, as agreed by the MSDC tree officer. It contains no veteran or mature trees. The proposed development of the site would retain high quality trees along boundaries and within the north-west of the site so the impact of removal on the AONB likely to be only low.	No – high impact on AONB
		(8) Incorrect - Needs updating to read 'Pre-app Autumn 2023, first completions Autumn 2025/Winter 2026'	Yes – updated
		(9)Incorrect - the site benefits from an existing access on to the B2110 Horsham Road and only minor amendments are needed to provide acces to the site. The score should therefore be amnded to 'Positive'.	No – improvements to access are required.
		(10) Incorrect - the site is located within 400m of an hourly bus service. The score rating should be amended to 'Good'.	No – Traveltime data used.
		(11) Incorrect - the site is located within a 30-minute journey time (using a combination of walking and public transport) to the centre of Crawley. In addition, another main service centre (Haywards Heath) is accessible by public transport just beyond the 30-minute threshold. The score should be amended to neutral (at least).	
		(12) Incorrect - the centre of the site is located within 20-minutes walk of Handcross Primary School. The score should therefore be amended to 'Neutral'.	
990	Courthouse Farm, Cophorne Common	(4). Biodiversity. The report incorrectly states that there is a pond within the site, when this falls outside the ownership/control of the promoter (as is clearly evident on the map within the report). Furthermore, whilst we do not disagree that the site is adjacent to an LWS, it is pertinent that much of the LWS currently takes the form of a well-managed golf course with closely mown fairways and areas of mixed	Yes – reference to pond within site deleted.



## Appendix 2 – Response to ‘Fact checking’ exercise

	Road, Copthorne	<p>woodland which is already managed for recreational activity. The application site is directly adjacent to the golf course and the majority of the footfall from the proposed development will likely be within the golf course area.</p> <p>(11). Main Service Centre The site selection report identifies the site as being more than 30 minutes from a Main Service Centre by public transport, which is factually incorrect. The 2021 Site Selection Criteria state that for the purposes of this assessment, Crawley and East Grinstead both qualify as Main Service Centres. The journey time by bus 291 from the nearest westbound bus stop (Abergavenny Gardens) to Crawley Bus Station is 19 minutes at 7.32am. The journey time by bus 400 between the same bus stops is 18 minutes at 7.58am. Evening rush hour journey times are similar: 15 minutes on bus 400 from Crawley Bus Station to the nearest eastbound stop (New Town) at 5.38pm, and 19 minutes on bus 291 at 5.40pm. Journey times between the nearest bus stops and East Grinstead are also broadly similar. Even taking into account walking time into the site, it is clear that both Crawley and East Grinstead are accessible by public transport with a journey time of between 20 and 30 minutes, including walking from the site. As such, the site should be graded as “neutral” rather than “negative” according to the criteria set out.</p>	Yes – changed to neutral
997	Ivy Dene Industrial Estate, Ivy Dene Lane, Ashurst Wood,	(9) It is understood that the access will be relocated to the south east corner of the site, passing close to what is Unit 7, i.e. the most recent building constructed on the site. Suitable two way access can be achieved without passing byways on land wholly owned by my client, and I have attached a plan indicating how this can be achieved, having been prepared by my client’s highway consultants	No – Amend text with ‘Access to be relocated to south east corner of site, within same landownership.’
1001	Land north of A272 Cuckfield	<p>From preliminary work carried out by Rydon we believe that the access on to the A272 is deliverable not only to serve the development but potentially as a drop off and staff parking provision for Warden Park School in accordance with the attached Concept Masterplan that accompanied the Reg 18 Site Allocations DPD. We consider this could provide a very material benefit to the south east part of Cuckfield which has an ongoing problem with school traffic</p> <p>The connectivity routes shown on the masterplan suggest that the neutral assessments under Part 3 are unduly pessimistic and should be upgraded to Positive.</p>	<p>No change sought</p> <p>No – data based on TravelTime mapping</p>
1002	Land south of Huntsland, Turners Hill Road, Crawley Down	<p>(1) - Landscape</p> <p>We note that the relevant site proforma for the above (attached for ease), suggests the site is assessed as having a negative landscape impact i.e Low to low/medium potential for change in landscape terms</p> <p>In reading the associated commentary the council’s assessment is somewhat confusing as it says:</p>	Yes – change to neutral Medium potential for change in landscape terms

## Appendix 2 – Response to ‘Fact checking’ exercise

		<p><i>The site is in an area identified as having low/medium capacity for development. This rating indicates that development is likely to have an adverse effect on most of the character area and while smaller development may be possible in a very few locations within the character area, it will not be suitable for strategic scale development. However, this site is relatively well screened in places by established woodland which will help limit views in from the wider landscape.</i> My emphasis</p> <p>Thus, whilst being supportive on the one hand the commentary is negative on the other.</p> <p>The statement that development “is likely to have an adverse effect on most of the character area” cannot in our opinion be true as the character area LCA “3: Crawley Down Northern Fringe” extends around the entire northern boundary of Crawley Down (see snip below) and the site forms a small part within the western area of the overall character area.</p> <p>As the commentary suggest that smaller development may be possible in some locations, we would contend that the smaller site is smaller development in a very small part of the overall character area. In which case could this not be scored as Neutral not negative.</p>  <p>(3)– Trees</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a negative tree impact i.e The site is partially affected by ancient woodland and/or Ancient and/or Veteran Trees. Development of the site would result in some harm, but mitigation is required. As we have indicated in all previous site promotions and as indicated above and in the Green Infrastructure Plan the existing woodland to be retained and the relevant buffers required for areas of Ancient Woodland can and will be incorporated, We therefore believe the sites ‘score’ should be amended to ‘Neutral’ accordingly</p> <p>(9). Access</p>	<p>Yes – changed to neutral</p>
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## Appendix 2 – Response to ‘Fact checking’ exercise

		<p>We note that the relevant site proforma for the above suggests the site is assessed as Neutral i.e. Access does not exist but can be achieved within landholding to adjacent highway or through 3rd party land (agreement in place). Site approach would require improvements to accommodate further development, which could be achieved. As set out in the attached note from iTransport, access to the site is fully achievable without third party land and has been agreed in principle with WSCC. Whilst the scoring is correct, the MSDC assessment should identify the deliverability of this access arrangement.</p> <p>(11). Main Service Centre We note that the relevant site proforma for the above suggests the site is assessed as Neutral i.e. within 20 minutes’ walk / 30 minutes public transport As set out in the attached note from iTransport, the bus journey time from the site to both East Grinstead and Crawley is 22 minutes. The walking distance to bus stops is less than 8-minutes and therefore the total journey time is less than 30-minutes. Whilst the site therefore meets the criteria for a ‘neutral’ score, as identified in the assessment, weight should in our opinion be afforded to the fact the site is readily accessible to not one but two large service centres. This should at least be recognised with the text of the MSDC assessment.</p>	<p>Yes – amended text to reflect access is achievable within same ownership, in agreement with WSCC</p> <p>No – meets criterion</p>
1003	Land to South of LVS Hassocks, London Road, Sayers Common	(14) Dispute the answer in section 14 retail as the Community shop is a 2 minute walk from the proposal site. This should be very positive.	Yes – change to Very Positive
1004	The Bungalow (at LVS Hassocks) London Road,	<p>(1) Landscape - The document states 'Development of this site is unlikely to have a significant landscape Impact' and yet the site score is negative. This should be very positive.</p> <p>(14) Dispute the answer in section 14 retail as the Community shop is a 2 minute walk from the proposal site. This should be very positive.</p>	<p>Amend to Neutral and include wording consistent with criterion</p> <p>Yes – change to Very Positive</p>
1006	Land to the north of Lyoth Lane, Lindfield	<p>Amend yield to 30</p> <p>(1). Landscape We note that the relevant site proforma for the above suggests the site is assessed as having a neutral landscape impact i.e, medium potential for change in landscape terms. And that the associated commentary states: <i>Medium capacity rating indicates that there is the potential for limited smaller-scale development to be located in some parts of the character area, so long as there is regard for existing features and sensitivities within the landscape</i></p>	<p>Amend yield</p> <p>No – based on LUC Study (smaller-scale refers to non-strategic)</p>

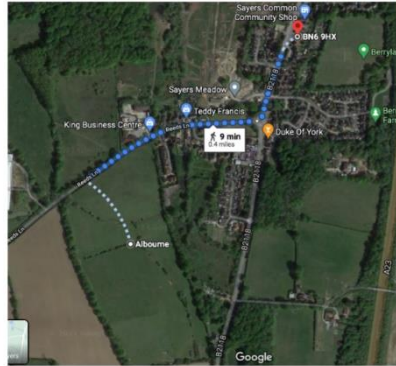
## Appendix 2 – Response to ‘Fact checking’ exercise

		<p>Given that existing houses on Lyoth Lane are clearly visible across the site, and development here would be visually contained by a combination of landform and the existing structural vegetation we agree that this site has landscape capacity for residential development. In addition, as the proposed masterplan (attached), looks to retain the existing hedgerows and mature trees to retain the landscape structure and minimise the visibility of new homes from the surrounding landscape, we do not understand why development here should be either limited or smaller scale – if the hedgerows and trees are retained this site has good capacity to accommodate two storey homes across much of this site without impacting on open countryside to the east and with little effects on the overall character of the area. As such we believe that this area has medium/high potential for change and that the sites ‘score’ should be amended accordingly</p> <p>(5). Listed Buildings</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as having a negative impact on the Grade II listed Lyoth Cottage. The attached heritage note explains that this is not considered to be correct, taking into account the limited intervisibility of the Listed building with the site, and the lack of functional association between the site and the building. It also highlights the fact that the illustrative masterplan will safeguard the glimpses beyond the boundary vegetation and hedgerow vegetation to open space. Wates heritage consultants’ assessment of harm, informed by site visits (including looking from the site itself to the Listed building), documentary research and reference to historic maps, as well as taking into account the illustrative masterplan, is that the development of the site could be achieved with no harm to heritage assets.</p> <p>Wates heritage consultants’ report goes on to suggest that the council’s colour coding does not allow for no harm to heritage assets when they are in proximity, only for low levels of impact when listed buildings are proximate (light green) and no assets being proximate – no impact (dark green). This in their opinion is incorrect as the test should be whether harm is caused to heritage significance rather than whether development is proximate.</p> <p>In light of the development being able to be delivered with no harm, it is suggested that the colour coding for site 1006 should be revised to dark green.</p> <p>(9.) Access</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as Neutral i.e. Access does not exist but can be achieved within landholding to adjacent highway or through 3rd party land (agreement in place). Site approach would require improvements to accommodate further development, which could be achieved.</p> <p>As you will be aware the site access strategy was considered in detail in technical note ITB3139-041A which was submitted to the council in February 2021 during the call-for-sites submission process.</p> <p>The comments raised in the scoring notes were fully addressed in the February 2020 Site Selection Paper, as set out in Table 2.1 of the attached transport note</p> <p>Whilst the ‘neutral’ score is in line with the MSDC criteria, there is no impediment to achieving access, and the accompanying text should we believe be amended to reflect the advice in the attached – as set out below for ease.</p>	<p>No – based on comments from Conservation Officer</p> <p>No</p>
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## Appendix 2 – Response to ‘Fact checking’ exercise

		Comment	Response	
		<i>A suitable access could be provided due to visibility being limited only by vegetation, however the scale of development could result in safety risks unless the surrounding highway network is improved. (ref: site 1006)</i>	An access and associated highway improvements have been designed and agreed in principle with WSCC demonstrating that the scale of development proposed can be safely delivered. The design takes on board the comments of a safety audit.	
		<i>The site's location is also unlikely to be sustainable without consideration of measures to improve conditions for non-motorised users and access to public transport (ref: site 1006)</i>	The proposed access arrangements include improvement to Snowdrop Lane to tie in with the wider pedestrian / cycling network. Given the good accessibility of the site to local facilities and services (see Section 3) the proposed/agreed access strategy makes appropriate provision to facilitate journeys on foot, by bicycle and for onward journeys by public transport.	
		<p>(11). Main Service Centre</p> <p>We note that the relevant site proforma for the above suggests the site is assessed as Negative i.e. Journey likely by car only (greater than 20 minutes' walk / 30 minutes public transport)</p> <p>As set out in the attached note from iTransport, the site is within a 20-minute ride by public transport to the closest service centre, Haywards Heath. As such based on site selection criteria, the site should be scored as 'good'.</p> <p>That said the attached note also highlights the fact that there are a range of local facilities locally, including on Southlands Avenue/ Gravelys Lane (Northlands Wood) there is a sizeable Tesco convenience foodstore and dispensing chemist, adjacent to the Medical Centre which is within a 15 minute walk of site, whilst there are further facilities in Lindfield that mean it is not necessary to travel to a main service centre to access day-to-day facilities and there is a clear precedent (including through appeal decisions) that the local area is a sustainable location for development. Whilst the range of local facilities is illustrated in the attached, we would suggest that as a minimum this sites score should change from Negative to Good.</p>		Yes – amend to Positive (MSC within 20 mins by public transport)
1018	Extension South West of Meadow View,	<p>7 – archaeology - There are no archaeological designations on/adjacent to the site. As such, we ask for the assessment to be revised from a 'Neutral' classification to 'Very Positive'</p> <p>8 – availability – There are no deliverability constraints associated with this site. The entire site is owned outright/freehold by Mayflower Residential Limited. As such the land is available now and is capable of being delivered within the first 5 years of the Plan. Further details</p>		Yes – change to Positive

## Appendix 2 – Response to ‘Fact checking’ exercise

	Sayers Common.	<p>about timeframes for submission and the start of construction set out in the completed questionnaire. As such, we ask for the assessment to be revised from a ‘Positive’ classification to ‘Very Positive’.</p> <p>14 – distance to local convenience store - The draft proforma (for fact checking) sets out that it would take over 20-minutes to walk to a local convenience shop. Our own review, using Google Maps, demonstrates that it will take just less than 10 minutes to walk from the middle of the site to the Sayers Common Community Shop on London Road, BN6 9HX.</p> <p>Accordingly, we kindly ask therefore for the assessment to be revised from ‘Negative’ to ‘Very Positive’.</p>	 <p>Figure 1: Walking distance to Convenience Retail (courtesy of Google Maps)</p>	<p>Yes – change to Very Positive</p> <p>Yes – change to very positive</p>
1019	Grange Farm, BullFinch Lane Hurstpierpoint	<p><u>(1) Landscape</u> The landscape capacity analysis undertaken by Fabrik (submitted in response to the Call for Sites consultation in February 2021) identifies that the site has greater potential to accommodate development than other character areas adjacent to Hurstpierpoint. On a factual basis, we do not recognise the conclusion that the site has lo to low-medium capacity for change in landscape terms.</p> <p><u>(5) Listed Buildings</u> Based on the assessment undertaken to inform the Developable Areas Plan (Plan No. 2014/CF5.03B) it is concluded that development of the site within the proposed areas shown on plan will not result in an impact upon identified listed buildings at the upper end of the less than substantial spectrum at paragraph 2020 of the NPPF.</p> <p><u>(6) Conservation Areas</u> The same assessment applies in relation to Conservation Areas.</p>	<p>No – based on LUC Study conclusions</p> <p>Yes – change to Neutral</p> <p>No</p>	
1021	King Field to north of Ludwell, Station Road, Horsted Keynes	<p>1. Landscape = This site would be considered for 100% social housing/affordable housing so could be considered for exceptional circumstances.</p> <p>5. Listed Building = mitigation planting to protect the listed building would be proposed.</p>	<p>Proposal requires testing</p> <p>No</p>	
1022	Former Hassocks Golf Club, London	<p>(11) Main Service Centre’ has been scored as ‘negative’ in the assessment which means that journeys are only likely by car because a Main Service Centre is greater than a 20 minutes walk/30 minutes public transport. The Note at Criteria 11 states that Hassocks is classed as a Main Service Centre for the purpose of this exercise. Measured from the centre of the site and using the most practical route, Hassocks centre is circa 1.9km from the site, a distance that can be walked in less than 20 minutes. As such, as a minimum the assessment should</p>	<p>Yes – change to neutral</p>	

## Appendix 2 – Response to ‘Fact checking’ exercise

	Road, Hassocks	be classed as ‘neutral’ but could even be considered to be ‘good’ given that the centre of Hassock is reachable within 20 minutes using public transport (the 270/271 bus route).	
1024	Land at Brook House Farm, Turners Hill Road East Grinstead	<p>1 landscape –</p> <p>1. <b>Landscape</b> – We note the assessment considers the site to be ‘very negative’ in landscape terms. However, we consider this level of perceived harm needs to be balanced against the future changes to the landscape in the immediate area and in turn the status of the AONB that will come with the development of 200 residential units on ‘Land at Hill Place Farm’ (permission reference: DM/15/0429).</p> <p>The land at Brook House Farm is already bordered by existing built development to the east and will in due course become bordered by further built development to the north, following implementation of the above permission. This extant permission immediately abuts Brook House Farm and could be considered to undermine the status of the AONB that washes over the submitted site. Therefore, in light of the sites proximity to existing development and also its future setting we submit that the perceived harm to the AONB could be reduced and we would welcome the opportunity to discuss this with the Council.</p> <p>Notwithstanding the points above, having regards to densities, design and layout, we consider that it would be possible to deliver a sympathetic development scheme that would contribute to the housing needs of the District and which could be acceptable in the context of the AONB. If requested by the Council we would welcome the opportunity to present a concept master plan for consideration.</p> <p>3 trees</p> <p><b>Trees</b> – The assessment concludes that ‘mitigation’ can be achieved in relation to trees. For the avoidance of any doubt, any application would also allow for areas of woodland/ecological enhancement as part of any development scheme.</p> <p>9 access</p> <p><b>Access</b> – We note the assessment states ‘access does not exist but can be achieved within landholding to adjacent highway’. For the avoidance of doubt, there is an existing access to the site within control of the applicant off the B2110 which could be utilised for the purpose of accessing the development site, subject to any improvement works.</p>	<p>No – assessment concluded development would be major</p> <p>No – comment noted</p> <p>Yes – change to positive</p>



## Appendix 2 – Response to ‘Fact checking’ exercise

1030	Land at Hillbrow, Janes Lane, Burgess Hill	(1) Landscape – given ‘negative’ however the site is very well screened by established landscaping along the northern hand eastern boundaries at the site. The site is adjacent to the north and west. Furthermore, there is a strong tree and hedge belt along the southern boundary, resulting in a sight which is well screened from surrounding vantage points. Therefore, the score should be ‘positive’	No –LUC study conclusion
1039	Land to the east of Pascotts Farm Snowdrop Lane, Lindfield	Site area comments only – we feel more than three dwellings on a 0.30 hectare site on this side of snowdrop lane would not be appropriate	Yes – reduce yield to 3
1040	Land rear of Daltons Farm and The Byre, The Street, Bolney	<p>(1) Landscape - not agree with the assessment of the site as ‘negative’. . In this respect our clients have commissioned Huskisson Brown who have provided an initial assessment of the site (see attached). Importantly, Huskisson Brown have highlighted as follows: “The Mid Sussex Landscape Capacity Study (2007) identifies the Site within LCA 60: Bolney Sloping High Weald described as “<i>partly in AONB, intact landscape, distinctive woodland setting</i>”. The final assessment of landscape value and sensitivity was Substantial and Moderate respectively, resulting in an overall conclusion of Low capacity. It should be noted that the Site lies in the part of the LCA located beyond the AONB boundary. Given that the Site is located outside the AONB, it is reasonable to believe that the Site’s well-contained nature and separation from the AONB could result in a lower ranking of landscape value, thereby increasing the overall capacity. For example, a revised value of Moderate would result in a capacity of Medium.”</p> <p>(11) Main Service Centre (again, described as ‘negative’, with journeys described as being “<i>greater than.... 30 minutes public transport</i>”). Our client’s site is positioned just 120 metres from a bus stop on Ryecroft Road to then north, with a further stop 140 metres to the south on The Street (‘Paynesfield’). These bus stops are served fairly frequently by the Compass No.89 bus service. I attach details of this service. Evidently, this service provides just a 14 minute journey to Haywards Heath (Sainsburys/railway station), which is under half the time stipulated on the Council’s Site Selection Assessment. In addition, there is more infrequent services (Wednesday and Thursdays only), which are provided by the Handcross District Community Bus. The No.2 service is a 15-minute journey from Bolney to Burgess Hill, whilst the No.6 service provides a longer journey to Horsham.</p> <p>Both of the highlighted issues, with <u>positive</u> conclusions reached in respect of both matters this is for 1 and 11.</p>	<p>No</p> <p>Yes – amend to ‘Positive’</p>
1043	Land west of Kilnwood Apartments, Rocky Lane, Haywards Heath	<p>(8) Deliverability should be improved to within 5 years ‘very positive’ rather than positive (dark green not green) as we have a submitted planning application and all relevant supporting documents as well as a developer owned site with excellent access.</p> <p>(12) Primary school is shown as red (negative) but it is within 15 mins walk to Bolnore Primary and, therefore, should be revised to positive (green)</p>	<p>Yes – change to Very Positive</p> <p>Yes – amend to within 15 minutes walk</p>



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1049	Little Walstead Farm, (north parcel only), Lindfield	<p>Boundary amendment – remove ‘dog leg’ at south eastern end.</p> <p>5. Listed Building If you remove the dog leg area as above I believe there is a strong boundary buffer zone in place which removes the impact on any listed buildings. In addition there many other sites which have a listed buildings in closer proximity including the next door site 983. Therefore the comments as a ‘negative’ I believe is rather harsh and needs more consideration.</p> <p>9. Access We are in dialogue with the adjoining site 983 Walstead Grange, Scamps Hill and also the developer Gladman which would allow highway access to this area and would probably be the most logical next step for development. Therefore in light of this I believe the ‘very negative’ assessment of this site should be reconsidered.</p> <p>Part 3 Sustainability/access to services Accessibility to public transport, primary school, health and retail will all be approx 5 – 10 mins walking so I dispute the timescale of more than 20 minutes.</p>	<p>Yes - Actioned</p> <p>No – Heritage Assessment needed</p> <p>No –achievability not demonstrated at this stage</p> <p>No – reflects data from TravelTime</p>
1050	Little Walstead Farm, (south parcel only), Lindfield	<p>(1) Landscape I am disappointed that this has been stated as negative as there is plenty opportunity for buffer planting if necessary</p> <p>(2) The topography of the land is such that is highly unlikely to flood and there is no history of flooding so please review the neutral listing</p> <p>(3) A buffer zone can be adopted to prevent any damage to ancient woodland</p> <p>(5) Listed Building Strong screening can be achieved against Little Walstead Farm with ability to buffer/plant along sensitive boundaries</p> <p>(9) Access This has been put at neutral saying there is no access. This is not correct. Access does already exist immediately onto the highway. There already neighbouring developments which are leading to positive highway improvements in the area. I would be grateful if you could reassess this listing.</p> <p>Part 3 Sustainability Access to services I disagree with all your statements here. There is an excellent main train service which means you can be in London within the hour. As regards schools, retail etc these are all within 10-15 minutes walk. These are no more negative than those of neighbouring existing and current development areas.</p>	<p>No – LUC study conclusion</p> <p>No – site is adjacent to FRZ 2/3</p> <p>No – score reflects that mitigation is possible No</p> <p>No – location and suitability not demonstrated</p> <p>No – reflects data from TravelTime</p>
1051	Land south of The Old Police House Field, Danehill Lane,	<p>(1) – Landscape, we should like to point out that we will be refreshing the landscape survey to take into account the masterplan for development in the field to the north (Old Police House Site SA28) which is progressing towards allocation in the Site Allocations DPD and will directly impact on the setting of this site.</p>	No

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	Horsted Keynes		
1052	Lucas Farm, Horsted Keynes	(9) Access” is incorrect. Access is available in two locations identified by the yellow dots (yellow dots shown in the District Plan: Site Selection – Housing Confidential draft for fact checking for 1052 on map – they have added these yellow dots in themselves on the proforma)	Yes – change to positive
1073	Gravley Farm	1. Landscape comment vague and unsubstantiated –please confirm what change in landscape terms? Not within landscape designations.  (3) Significant is too strong under 3. Trees. Part of the site is covered by trees would be more accurate;	Yes – LUC study conclusion No – more than half the site is treed
1076	North Field College Road Ardingly	(1) - Landscape – development of the site is assessed as having a Moderate Impact on the AONB, but having regard to your ‘Site Selection Criteria’ sheet we believe this should actually be Low Impact. We conclude this having commissioned our own initial professional assessment of landscape impact, and having seen the landscape evidence presented for the adjoining site (Standgrove Field – now known as Monks Meadow) at the public inquiry under appeal reference APP/D3830/A/12/2173625.  (10) - Train Service – access to trains services is concluded to be Poor. This is also contended based on the assessment criteria provided. Access to bus services is concluded to be Good and the distance to the nearest train station is over 1.6km so based on the matrix used the conclusion should in fact be Fair	No – assessment concluded Moderate impact  No – overall ‘Neutral’ conclusion is correct
1095	Land at West Town Farm Hurstpierpoint	8 – availability - An option agreement is in place with the landowner for the whole site meaning that the land is available now and is capable of being delivered within the first 5 years of the Plan. Further details about timeframes for submission and the start of construction set out in the completed questionnaire. As such we ask, for the assessment to be revised from a ‘Positive’ classification to ‘Very Positive’.  11 main service centre - draft proforma (for fact checking) sets out that the site is within a 20-minute walk/30 minutes public transport of Hurstpierpoint. It is understood that the source used to determine this is TravelTime Mapping. Our own review of this source reveals that the site is within a 15-minute walk to the main crossroads on the High Street of Hurstpierpoint – where there are a range of services including a church, butchers and fish and chips shop. The site is also well within a journey time of 20 minutes public transport to this settlement as demonstrated on the two isochrones below (taken from TravelTime Mapping).	Yes – change to Very positive  No – consistent with TravelTime mapping: MSDC calculation taken from the centre of the Service Centre and site (based on

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**Figure 1: Walking and public transport isochrones (courtesy of TravelTime Mapping)**

We have taken the measurement point from the farm buildings positioned in the middle of the site to the main crossroads on the High Street of Hurstpierpoint, meaning that the lion share of any of the new homes provided on site would be within a 15 minutes walk/20 minutes public transport. As such we ask, we ask for the assessment to be revised from a ‘Neutral’ classification to ‘Positive’.

For completeness, we have also cross referenced this with evidence held within google maps which again confirms that the site is indeed located within a 15-minute walk of Hurstpierpoint as demonstrated in Figure 2 below.



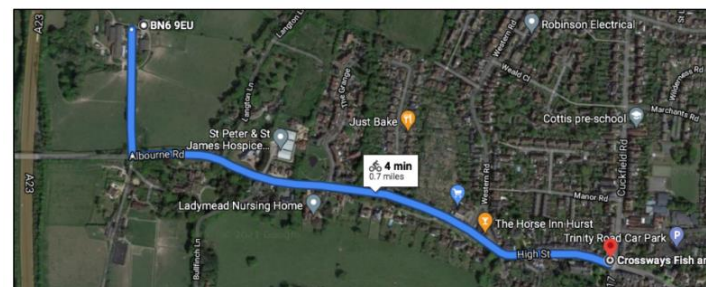
**Figure 2: Walking Times (courtesy of Google Maps)**

co-ordinates)  
rather than edges.

## Appendix 2 – Response to ‘Fact checking’ exercise

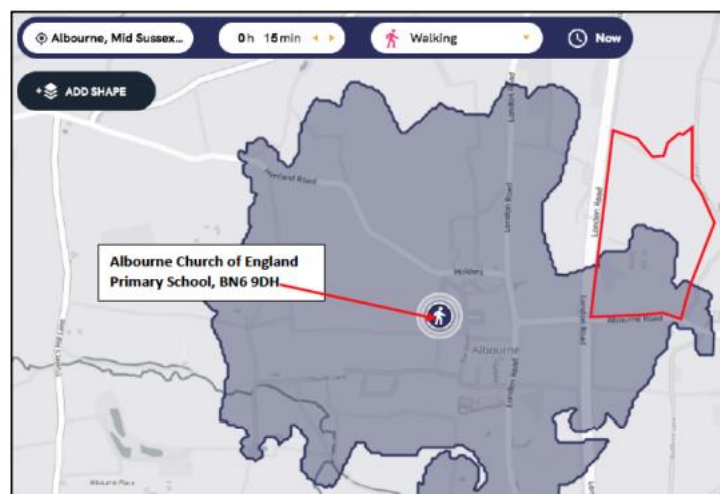
The ability to easily access a main service centre on a bicycle should also be a key consideration in this criterion. In this case, the site is within a 4-minute cycle ride of Hurstpierpoint and we ask therefore that this sustainable mode of transport and ease of access to and from the site is also taken into consideration.

Accordingly, we kindly ask therefore for the assessment to be revised from ‘Neutral’ to ‘Positive’.



**Figure 3: Cycling time to Hurstpierpoint (courtesy of Google Maps)**

12 – primary school -the draft proforma (for fact checking) sets out that the site is within a 20-minute walk of a Primary School. However, our own review of Time Travel Mapping however shows that a large proportion of the site could walk to Albourne Church of England Primary School with a 15-minute walk – as demonstrated in Figure 4 below.



**Figure 4: Walking Isochrone from Albourne Primary School to Site (courtesy of TravelTime Mapping)**

Again, we have cross referenced this with evidence held within google maps and using the main farm buildings in the middle of the site as the measurement point. This confirms that the lion’s share of the site is indeed located within a 15-minute walk of Albourne Primary as demonstrated in Figure 5 below.

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It should also be noted that the site is also located within walking distance of another school, St Lawrence CE Primary School in Hurstpierpoint. This is slightly further away but still eastern parts of the site are also within a 15-minute walking distance as demonstrated in Figure 6 below.



Figure 5: Walking time to Albourne Primary School (courtesy of Google Maps)

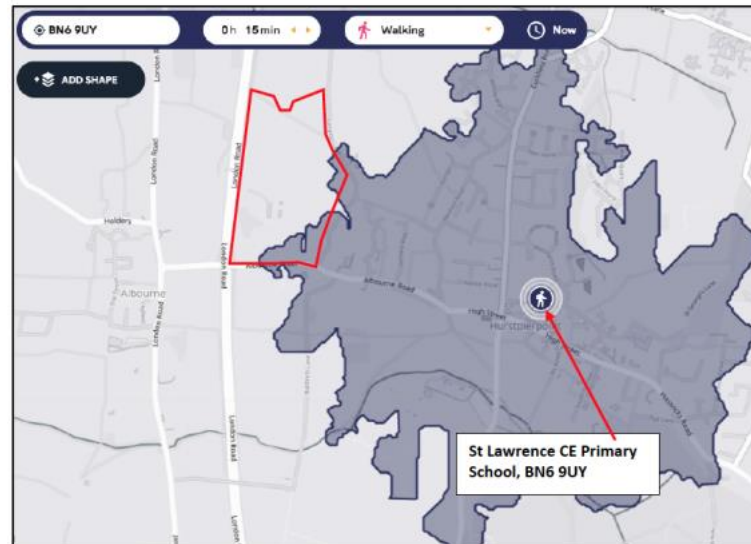


Figure 6: Walking Isochrone from Hurstpierpoint Primary School to Site (courtesy of TravelTime Mapping)

Combined, the lion's share of the site is within a 15-minute walk of a primary school and as such we ask for the assessment to be revised from 'Neutral' to 'Positive'