

**MID SUSSEX**  
**DISTRICT COUNCIL**

Mid Sussex District Plan 2021-2039

Infrastructure Delivery Plan

2025

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## Abbreviations and Acronyms

<b>AMR</b>	Authority Monitoring Report
<b>CIL</b>	Community Infrastructure Levy
<b>DfT</b>	Department for Transport
<b>EV</b>	Electric Vehicle
<b>FE</b>	Form of Entry
<b>HRA</b>	Habitats Regulations Assessment
<b>IDP</b>	Infrastructure Delivery Plan
<b>IFS</b>	Infrastructure Funding Statement
<b>LEAP</b>	Local Equipped Area for Play
<b>MRN</b>	Major Road Network
<b>MSDC</b>	Mid Sussex District Council
<b>NEAP</b>	Neighbourhood Equipped Area for Play
<b>NPPF</b>	National Planning Policy Framework
<b>NH</b>	National Highway
<b>PRN</b>	Primary Route Network
<b>PROW</b>	Public Rights of Way
<b>SAC</b>	Special Area of Conservation
<b>SAMM</b>	Strategic Access Management and Monitoring
<b>SANG</b>	Suitable Alternative Nature Greenspace
<b>SPA</b>	Special Conservation Area
<b>SPD</b>	Supplementary Planning Document
<b>SuDS</b>	Sustainable Drainage Systems
<b>WSCC</b>	West Sussex County Council

## 1. Introduction

- 1.1 The provision of infrastructure is a key issue for local communities affected by development. Delivering the right level and type of infrastructure is essential to supporting new homes, economic growth and the creation of sustainable communities.
- 1.2 Infrastructure planning helps to ensure that there is a common understanding between service providers, developers, local communities, neighbouring authorities and Mid Sussex District Council ("Council") as to what the local infrastructure needs are and that it is properly planned for, funded and provided in tandem with planned development in the district.
- 1.3 This Infrastructure Delivery Plan (IDP) has been produced to accompany the Mid Sussex District Plan. Whilst focusing on infrastructure requirements to support new development within the Plan Area (outside the South Downs National Park), cross-boundary infrastructure needs have also been considered.
- 1.4 Where possible, the IDP identifies infrastructure needs and sets out an estimate of likely costs associated with each project/ programme. As the District Plan progresses it is likely that infrastructure providers will be able to provide greater clarity on infrastructure needs specific to the proposed site allocations. This document will therefore be incrementally updated as and when discussions are had with infrastructure providers to provide greater clarity on infrastructure needs in the district; as such, this IDP is considered a draft, or 'living document'.

### Purpose of this document

- 1.5 The IDP is an essential part in the preparation of the District Plan and has been prepared in partnership with the various infrastructure providers. It sets out the key infrastructure that will be required to support the objectives, spatial strategy and the delivery of the District Plan over the Plan period to 2039, identify where and when the infrastructure is required, who is responsible for delivering it, the cost of provision (if known) and how these costs are expected to be funded.
- 1.6 The three main purposes of the IDP are:
  - To provide evidence for the District Plan by identifying infrastructure required to support the delivery of development during the plan period.
  - To provide evidence of how identified infrastructure needs will be met and the costs of doing so.
  - To provide evidence for the funding mechanism

1.7 The IDP also considers if infrastructure schemes are required to support neighbourhood plans.

## Structure of this document

1.8 The IDP contains in three broad parts:

- Sections 2 to 5 provide some context for infrastructure planning, how the IDP has been prepared, highlight the funding mechanisms, and summarise the infrastructure requirements over the plan period.
- Section 6 sets out the Infrastructure Position Statements which highlight what provision has recently been delivered, the key known issues and what infrastructure is planned. A Position Statement is undertaken for each infrastructure type.

Section 7 contains the Infrastructure Schedules which summarise what infrastructure will be sought from each of the proposed housing allocations either as onsite provision or through financial contributions which collectively deliver improvements. **It contains the information obtained by the Council at the current time. The IDP is a live document and will be updated as and when information becomes available. This includes information provided by infrastructure providers, Town and Parish Councils and other consultees during consultation processes.**

## What is Infrastructure?

1.9 Infrastructure refers to the range of services and facilities needed to support communities. There is a wide range of different types of infrastructure, so it is helpful to establish how it can be defined, particularly as infrastructure can be provided by various organisations and funded through different mechanisms.

1.10 In general, there are three main types of infrastructure: physical, social and green infrastructure.

- Physical infrastructure includes transport, energy, utilities, water and waste provision
- Social infrastructure links to community services such as health, education, emergency services and leisure
- Green infrastructure is a connected network of multi-functional greenspace, both urban and rural that delivers a wide range of environmental, social and economic benefits, including promoting ecosystem services and improving quality of life.

1.11 For the purpose of this IDP, the definition of key infrastructure categories (topics), and the specific infrastructure types within each topic is set out in the table below.

Table 1 Infrastructure Types

Topic	Infrastructure Type
Transport	Road networks (strategic and local)
	Railways (rail services)
	Bus services
	Cycling, walking and equestrian routes and other PROW
Education	Parking facilities, including Electric Vehicle Charging
	Early years
	Primary education
	Secondary education including sixth form
	Further and Higher education
	Adult education
Health	Special educational needs
	Primary healthcare
	Secondary healthcare
	Social care
	Mental Healthcare
	Dental healthcare
Community facilities	Acute healthcare
	Community buildings including village halls
	Libraries
	Places of worship
	Youth facilities
	Cemeteries
Open Space, Sport and recreation	Cultural facilities including arts centres and museums
	Other infrastructure such as benches and litter bins
	Outdoor Sports including sports pitches and pavilions
	Playspace
Green infrastructure	Other Outdoor Provision such as MUGA and skateboard parks
	Parks, Gardens, recreation grounds and other open space
	Green infrastructure including green walls
Habitats Regulations Assessment mitigation	Allotments
	Biodiversity and nature conservation
	Suitable Alternative Natural Greenspace (SANG)
	Strategic Access Management and Monitoring (SAMM)
Emergency services and community safety	Fire & Rescue
	Ambulance
	Police
	Community safety schemes including CCTV
Flood management	Flood defences and flood management
	Sustainable Drainage Systems (SuDS)
Utility services	Electricity
	Gas
	Other energy supplies including renewable energy
	Water supply
	Wastewater treatment and sewerage
	Telecommunications and digital infrastructure including mobile and broadband
	Waste management and disposal including recycling facilities

## 2. Policy context

### National context

2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is the principle of sustainable development centred around three overarching objectives: environmental, social and economic.

2.2 Different elements of infrastructure, for example transport and green infrastructure, are dealt with in the relevant parts of the NPPF. With regard to plan-making, it states that Local Planning Authorities should set out the strategic priorities for the area in the Local Plan and requirements for Local Plans and planning policies, including:

- *"infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); community facilities (such as health, education and cultural infrastructure);..."* (paragraph 20)
- *"Plans should set out the contributions expected from development [including] the levels and types of affordable housing provision required, along with other infrastructure [...education, health, transport, flood and water management, green and digital infrastructure]"* (paragraph 35).

2.3 The NPPF also encourages local planning authorities to work jointly and proactively with infrastructure providers and site promoters at the plan-making stage to assess and identify the infrastructure requirements arising from development identified within the local plan. A collaborative approach is expected to be taken early in the process so that infrastructure provision and development growth are aligned so far as possible.

2.4 It is important that in setting out the contributions expected from development through the Plan's policies that these do not undermine the delivery of the Plan as a whole. To this end, a viability assessment at the plan-making should be carried out. This will help shape and support the policy requirements south within the Plan and at the planning application stage.

### Wider regional context

2.5 Paragraphs 24-28 of the NPPF set out how Local Planning Authorities should plan strategically across boundaries and prepare and maintain statements of common

ground. The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries.

- 2.6 It is therefore essential to consider the delivery of infrastructure in the wider context and the role of delivery agencies who cover larger areas, rather than in isolation within the administrative boundaries. It is also important to recognise that in many cases, Mid Sussex District Council is not directly responsible for delivering infrastructure and must work closely with other organisation and companies. This includes recognising that local perception of infrastructure needs is not always shared by the infrastructure providers.
- 2.7 To meet the legal requirements of the duty to cooperate as part of plan-making process, Mid Sussex District Council will continue engagement with West Sussex County Council and neighbouring authorities as well as other infrastructure providers on cross-boundary infrastructure needs when finalising the District Plan 2021-2039. Most of the new infrastructure required to deliver the development set out in the District Plan will be within the district boundary. However, some facilities or services may cross boundaries or be delivered by several providers or support development in more than one area.
- 2.8 Joint working with those organisations predates the preparation of the District Plan 2021-2039. The District Council has been working cooperatively on areas of common interest and cross-boundary issues to ensure that these are effectively dealt with, and opportunities are taken to work together where it is beneficial to do so. This includes work on transport, flood risk, green infrastructure, mitigation strategies in relation to the Ashdown Forest, sub-regional economic priorities, and Gatwick Airport. The District Council will continue to work closely and seek to strengthen its relationships with partner organisations that also have an interest in cross-boundary issues.

## Mid Sussex context

- 2.9 The District Plan includes a Strategic Objective to ensure that development is accompanied by the necessary infrastructure so that it is adequately served without overstressing existing infrastructure and putting unacceptable strain on the environment, to help create sustainable communities.
- 2.10 To help address this Strategic Objective, the District Plan, through Policy DPI1: Infrastructure Provision, requires contributions towards infrastructure from new development. The level of contributions expected is clearly set out within the policies of the District Plan and the associated Appendix 5: Developer Contributions.

2.11 The District Plan sets out the overall framework for planning obligations in Mid Sussex. It provides an overview of the full range of the District Council's requirements relating to planning obligations to mitigate the likely impact of development. It is intended to provide guidance about how the District Council will secure infrastructure provision including contributions to support proposed development and outlines the District Council's general approach to securing them.

2.12 Figure 1 summarises the contribution requirements detailed within the District Plan. Requirements for each type of contribution are cumulative and triggered when residential development thresholds are reached, unless site specific infrastructure is required to make an application acceptable in planning terms and/or to fund measures with the purpose of facilitating development that would otherwise be unable to proceed because of regulatory requirements.

2.13 Although not included within Figure 1, West Sussex County Council have their own guidance on their requirements for developer contributions<sup>1</sup>. Where planning obligations require infrastructure for which the County Council is responsible, such as education and transport, the District Council will take account of that guidance and ensure that WSCC can secure and manage relevant developer contributions.

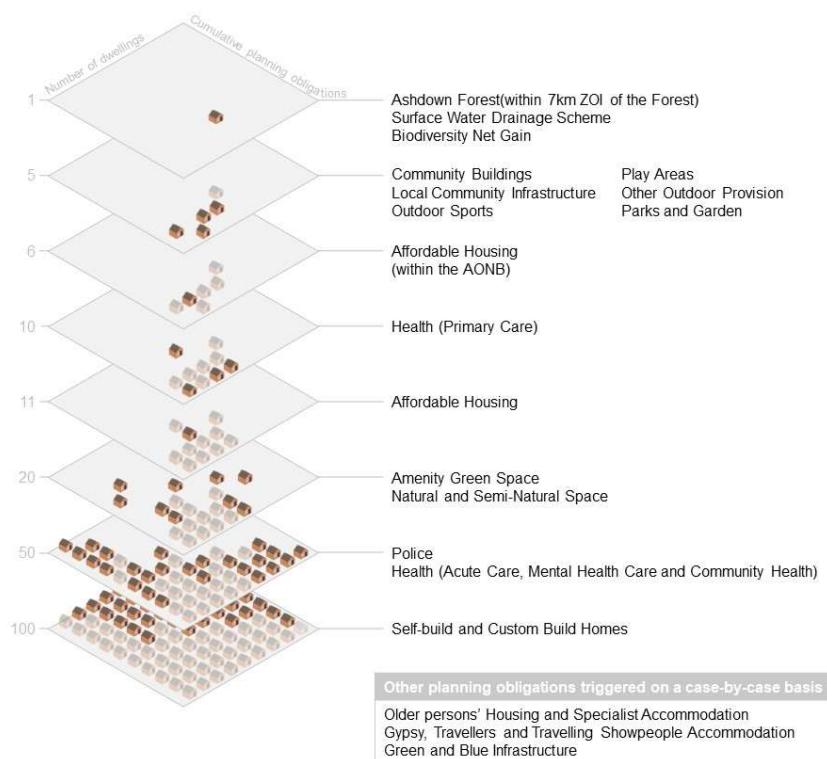


Figure 1 District Council planning obligations requirements for new developments

2.14 Contributions are secured via legally binding documents, also known as Section 106 agreements, to enable Mid Sussex, as the local authority, to secure the provision of

<sup>1</sup> <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/section-106-planning-obligations/>

infrastructure or services, or financial contributions towards them, to support development.

2.15 To ensure a consistent approach, Mid Sussex has an established process to secure, ensure receipt and oversee the spending of developer contributions identified within the District Plan Appendix 5. Figure 2 outlines this process.

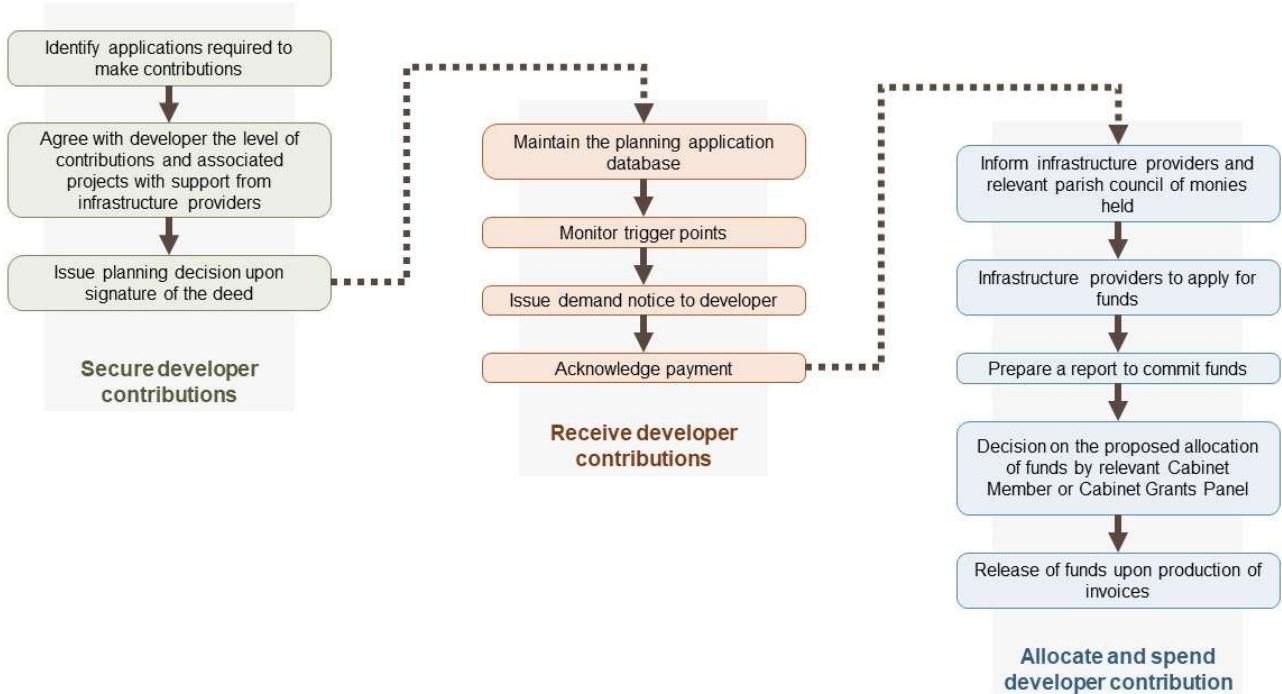


Figure 2 Section 106 agreement process

2.16 This process only applies to those contributions collected and managed by Mid Sussex District Council. To encourage a more efficient use of contributions, West Sussex County Council, as a major infrastructure provider and a significant partner, is party to relevant Section 106 agreements. As a consequence, the County Council receive and manage contributions that they are responsible for. Therefore transport, education, fire and rescue service, library and waste facilities contributions and obligations are overseen exclusively by the County Council.

## Neighbourhood Planning

2.17 The Localism Act 2011 introduced the ability for town and parish councils to produce neighbourhood plans. Neighbourhood Plans should support the strategic development needs set out in the local plan and must address the development and use of land. They include policies for the local area which would be used in determining planning applications. This means that neighbourhood plans may include policies relating to infrastructure provision.

2.18 Twenty neighbourhood plans have been made in Mid Sussex. Where available, information on infrastructure provision contained within the neighbourhood plan is included in the infrastructure schedules in the IDP.

### 3. Methodology and future of the Infrastructure Delivery Plan

#### How the Infrastructure Delivery Plan has been prepared

3.1 The delivery of the full range of infrastructure needs is dependent on partnership working between a variety of public, private and voluntary sector agencies. The Council seeks to achieve the above through the IDP and facilitate a partnership approach.

#### Engagement with infrastructure providers

3.2 In July 2022, the Council wrote to the key infrastructure providers. They were provided with a list of the proposed housing allocations and a questionnaire. The purpose of the questionnaire was:

- To initiate discussions with infrastructure providers on infrastructure provision within the district;
- For the provider to alert us to their latest Strategies/Plans for provision and investment; and
- For the provider to identify any known or potential infrastructure requirements from a proposed site, or sites as a whole.

Table 2 sets out the infrastructure providers involved at this stage and the infrastructure area that they are responsible for.

Table 2 *Infrastructure providers and responsible area*

Infrastructure Provider	Infrastructure Area
<b>West Sussex County Council</b>	<ul style="list-style-type: none"><li>▪ Education (early years, primary, secondary, sixth form, adult education and special educational needs)</li><li>▪ Road networks (as highways authority)</li><li>▪ Cycling and Walking</li><li>▪ Public Rights of Way</li><li>▪ Libraries</li><li>▪ Fire and Rescue Services</li><li>▪ Sustainable Drainage Systems (as Local Lead Flood Authority)</li><li>▪ Waste and recycling</li></ul>
<b>Mid Sussex District Council</b>	<ul style="list-style-type: none"><li>▪ Parks, recreation and other open space</li><li>▪ Sport and Leisure</li><li>▪ Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)</li><li>▪ Waste and recycling</li></ul>
<b>National Highways</b>	<ul style="list-style-type: none"><li>▪ Strategic Road Network (SRN)</li></ul>
<b>NHS Sussex Integrated Care Board</b>	<ul style="list-style-type: none"><li>▪ Health care services</li></ul>

Infrastructure Provider	Infrastructure Area
<b>South East Coast Ambulance</b>	<ul style="list-style-type: none"> <li>▪ Emergency health care service</li> <li>▪ Urgent health care and advice (NHS 111)</li> </ul>
<b>Environment Agency</b>	<ul style="list-style-type: none"> <li>▪ Flood defences</li> <li>▪ Flood management schemes</li> </ul>
<b>Sussex Police</b>	<ul style="list-style-type: none"> <li>▪ Policing</li> <li>▪ Automatic Number Plate Recognition</li> <li>▪ Closed Circuit Television Cameras</li> <li>▪ Community Safety Partnerships</li> </ul>
<b>National Gas Transmission<sup>2</sup></b>	<ul style="list-style-type: none"> <li>▪ Owns and operates the gas transmission system across the UK</li> </ul>
<b>Southern Gas Network</b>	<ul style="list-style-type: none"> <li>▪ Gas pipe system operator</li> </ul>
<b>Southern Water</b>	<ul style="list-style-type: none"> <li>▪ Wastewater collection and treatment (majority of district)</li> </ul>
<b>South East Water</b>	<ul style="list-style-type: none"> <li>▪ Water supply and system operator</li> </ul>
<b>Thames Water</b>	<ul style="list-style-type: none"> <li>▪ Wastewater collection and treatment (northwest part of district)</li> </ul>
<b>National Grid</b>	<ul style="list-style-type: none"> <li>▪ Owns and operates the electricity transmission system in England and Wales</li> </ul>
<b>UK Power Networks</b>	<ul style="list-style-type: none"> <li>▪ Electricity distribution operator and network upgrades</li> </ul>
<b>Network Rail</b>	<ul style="list-style-type: none"> <li>▪ Owns and operates railway track, bridges, tunnels, viaducts, level crossings, signals and some stations.</li> </ul>
<b>Openreach, EE, VMO2 and Vodafone<sup>3</sup></b>	<ul style="list-style-type: none"> <li>▪ Operates the broadband infrastructure</li> </ul>

3.3 Responses to the questionnaire have fed into the Infrastructure Position Statements and the draft Infrastructure Schedule. Where possible, information has also been shared through ongoing discussions with the promoters of significant sites with the aim being that any infrastructure requirements identified can be incorporated and planned for at the early master planning stage.

3.4 In August 2025, the Council engaged in further correspondence with officers and infrastructure providers to capture the latest updates. These updates have been incorporated into this iteration of the IDP, resulting in revisions to both the Infrastructure Position Statements and the draft Infrastructure Schedule.

3.5 In addition to the work being undertaken specifically for the IDP, the Council has regular meetings with a number of providers of local infrastructure, such as WSCC, to exchange updates on projects and raise new matters. These meetings support a continuing and open dialogue between the Council and providers. For strategic infrastructure, i.e. railways, it may only be necessary to communicate with the relevant provider intermittently as projects tend to be of such a scale and complexity that progress occurs over longer timescales. Nonetheless, the Council encourages

<sup>2</sup> As of February 2023, National Grid Gas plc divided its operation into two: National Grid and National Gas Transmission

engagement and will, as a minimum, consult providers during the various stages of plan-making.

### Engagement with Town and Parish Councils

- 3.6 Following the Regulation 18 consultation on the Plan, the Council carried out further engagement with Town and Parish Councils prior to the Regulation 19 consultation.
- 3.7 A series of meetings with Town and Parish Councils and Ward Councillors with sites proposed for allocation in their area were held during September and October 2023. The purpose of these meetings was to discuss issues raised by the Town and Parish Council during the Regulation 18 consultation of the submitted District Plan 2021-2039 and to seek views on proposed on-site and off-site infrastructure that would accompany the proposed sites, particularly focusing on Local Community Infrastructure. The Town and Parish Councils and Ward Councillors were provided with an opportunity to shape the policy requirements for each site, and to input into the IDP.
- 3.8 This engagement with Town and Parish Councils and Ward Councillors has been valuable in shaping the submission draft District Plan and IDP. Amendments have been made to site allocation policy wording to reflect local knowledge such as strengthening policy requirements and mitigations for sites and refining the infrastructure requirements. This will ensure that growth is supported by the necessary infrastructure to address local needs.
- 3.9 Proposals received from Town and Parish Councils have been included within Appendix 1 of the IDP. The Council will continue to work proactively with Town and Parish Councils, infrastructure providers and the site promoters throughout the lifetime of the Plan.

## How the infrastructure identified will be delivered

3.10 Due to its role as the local planning authority, Mid Sussex District Council is perceived to have a greater role in infrastructure provision than is actually the case. The level of requirements and the provision standard remain, despite everything, largely outside the Council's control. The Council has limited responsibilities in the delivery of most infrastructure as per Figure 3, and as such is heavily reliant on external providers and organisations' expertise and advice to determine what is needed to support development in the plan and to ultimately deliver the required infrastructure.

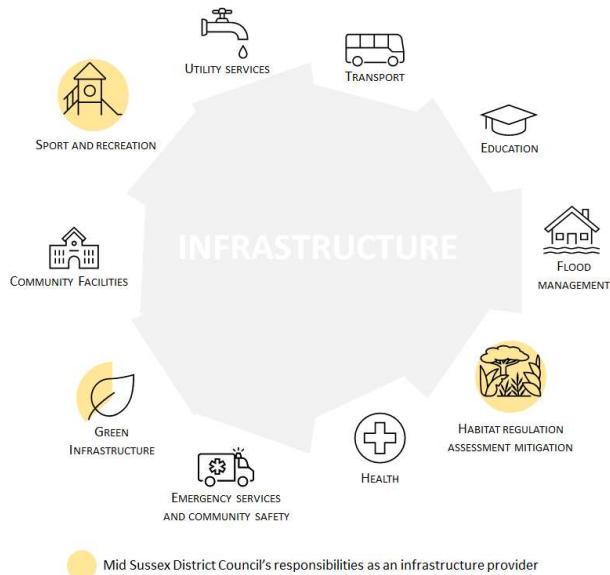


Figure 3 Mid Sussex key infrastructure responsibilities

3.11 The Council is undoubtedly committed to securing and overseeing the delivery of appropriate infrastructure to support future development across the district. However, its role varies as development proposals progress through the planning system as shown in Figure 4.



Figure 4 Infrastructure provision and level of influence of key actors

- 3.12 At the plan-making stage, the local planning authority has a key role to ensure that there is a joint understanding of the level of infrastructure required to deliver new development, in particular larger scale development. In line with national guidance, the Council engaged with infrastructure providers and site promoters at an early stage of the plan-making process within regard to infrastructure provision. This document, the IDP, displays the outcome of this collaborative approach and details the expected infrastructure to support development identified within the District Plan.
- 3.13 The application and delivery stage will see the role of the Council reduce progressively in favour of infrastructure providers and site promoters. The Council will rely on providers' advice and will continue to work proactively to secure and deliver the infrastructure.

### Monitoring Infrastructure Provision

- 3.14 The Council is required to produce an Authority Monitoring Report (AMR). The AMR contains indicators linked to the policies within the District Plan. Monitoring these indicators is one of the mechanisms by which the Council can track the delivery of the District Plan objectives, as well as assessing the performance of the policies. Where policies and/or site allocations identify the need for certain infrastructure to be delivered, this can be monitored and reported through the AMR.
- 3.15 The District Plan includes a set of indicators to reflect the infrastructure that will be needed to support development over the Plan period.
- 3.16 Another mechanism for monitoring the delivery of infrastructure in the district is the Infrastructure Funding Statement (IFS). The IFS must be produced by the Council, as a contribution receiving authority, on an annual basis and its aim is to provide an overview of what monies (developer contributions) have been secured, received, allocated and spent within each monitoring year (1<sup>st</sup> April to 31<sup>st</sup> March) for the different types of infrastructure needed to support development.

## 4. Infrastructure Funding Mechanisms

4.1 Infrastructure can be funded through a variety of mechanisms which may vary over the plan period. As far as possible, the IDP will identify the committed and potential funding arrangements for each of the infrastructure schemes. There are several key sources of funding that the planning system can influence.

### Section 106 Planning Obligations

4.2 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 is a development contribution, in money or in kind, towards infrastructure to mitigate the impacts of a development proposal. Any contribution should meet the statutory test set out in section 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) and the policy test set out in the paragraph 58 of the NPPF.

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) Necessary to make development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

4.3 Until September 2019, restrictions on pooling contribution applied so that no more than five S106 planning obligations could be entered for a specific project or type of infrastructure. The CIL (Amendment) Regulations 2019 removed this restriction in order to reduce complexity and increase the opportunities to address infrastructure requirements associated with individual planning applications where such activity had previously been constrained.

### Section 278 Highway Agreements

4.4 A Section 278 highway agreement made under Section 278 of the Highways Act 1980 (as amended) is an agreement between a highway authority (i.e. West Sussex County Council) and a person who agrees to pay all or part of the cost of highways works.

### Planning conditions

4.5 Planning conditions attached to a planning permission enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of development. This may include the

provision of infrastructure. Planning conditions should meet the policy tests set out in the NPPF in that they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects<sup>3</sup>.

## Community Infrastructure Levy

4.6 CIL is not currently in place in Mid Sussex. However, neighbouring authorities adopted CIL and should a cross boundary project be needed, it may be partly funded through CIL.

## Other funding sources

4.7 There are other sources of funding that could be used to provide infrastructure. These include:

*Table 3 Example of other sources of funding for infrastructure*

Grants	New Homes Bonus
Growing Places Fund	Private sector investment
Local Growth Fund	Regional Growth Fund
Lottery funding	Tax Incremental Funding

## Future mechanisms

4.8 If other sources of funding are used towards infrastructure schemes, the information will be added to the infrastructure schedules where appropriate. Mid Sussex District Council will actively seek other funding opportunities to secure infrastructure.

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<sup>3</sup> Paragraph 56 of the NPPF

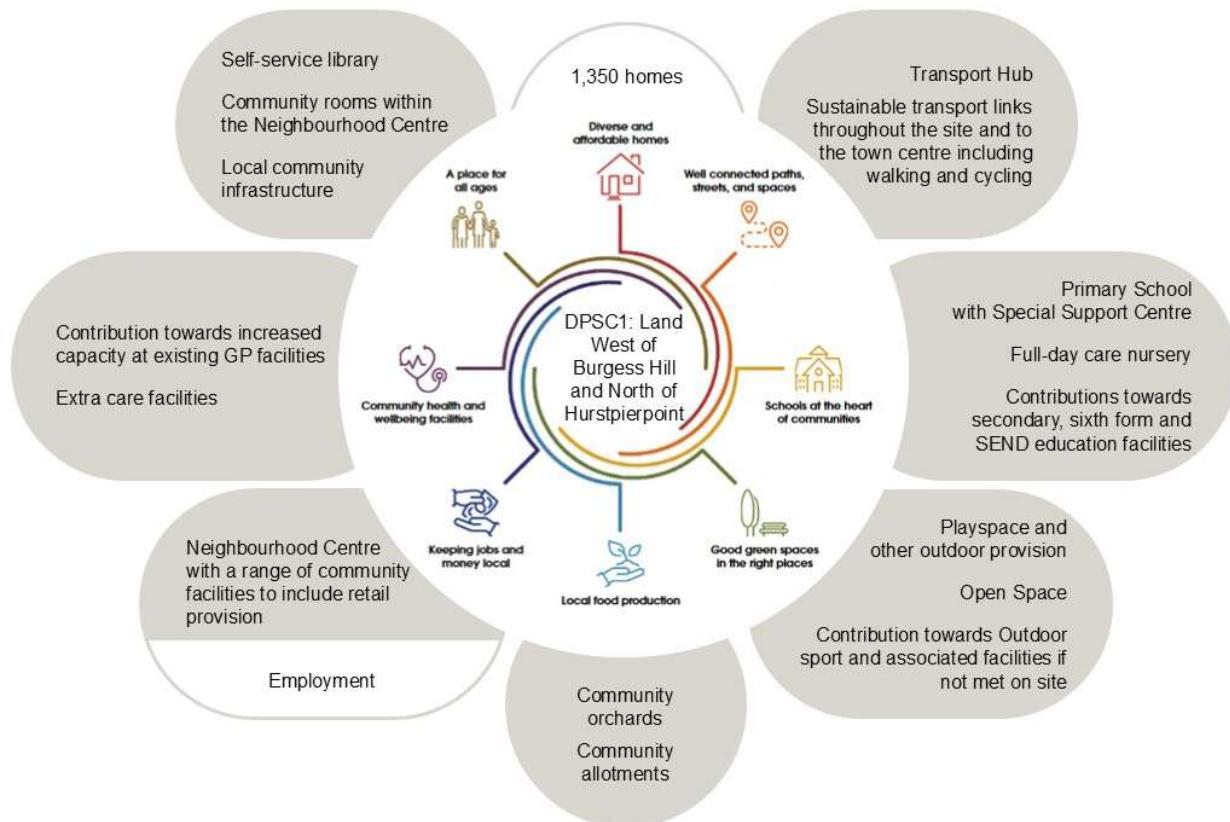
## 5. Summary of key infrastructure requirements

5.1 There is a wide range of identified infrastructure needed across the district, not all of which is required to support development identified in the District Plan 2021-2039. Each of the proposed site allocations will be contributing towards infrastructure through direct provision and/or via financial contributions.

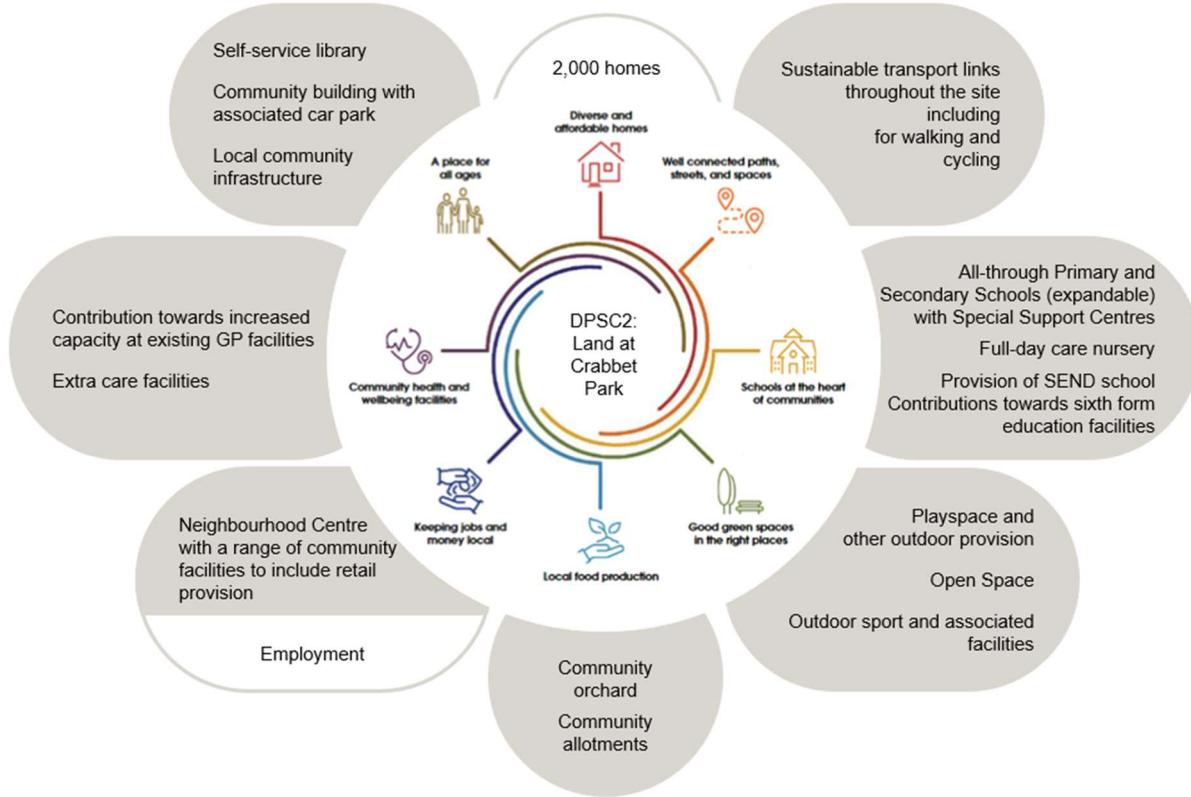
5.2 In order to achieve sustainable development and promote sustainable communities, the District Plan aligns with the concept of 20-minute Neighbourhoods. This is about creating attractive, interesting, safe, inclusive, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to services and destinations they need to support their day-to-day lives. With this in mind, infrastructure in relation to significant sites is expected to be largely delivered on-site to support people's daily needs and encourage the creation of well-connected communities, linked by active travel and public transport arrangements.

5.3 A summary of the infrastructure on each significant site is provided below. It has been collated in close consultation with infrastructure providers and site promoters but does not establish absolute requirements for infrastructure to support the delivery of the significant sites, as the IDP is a "living document" and will be updated alongside more detailed masterplanning.

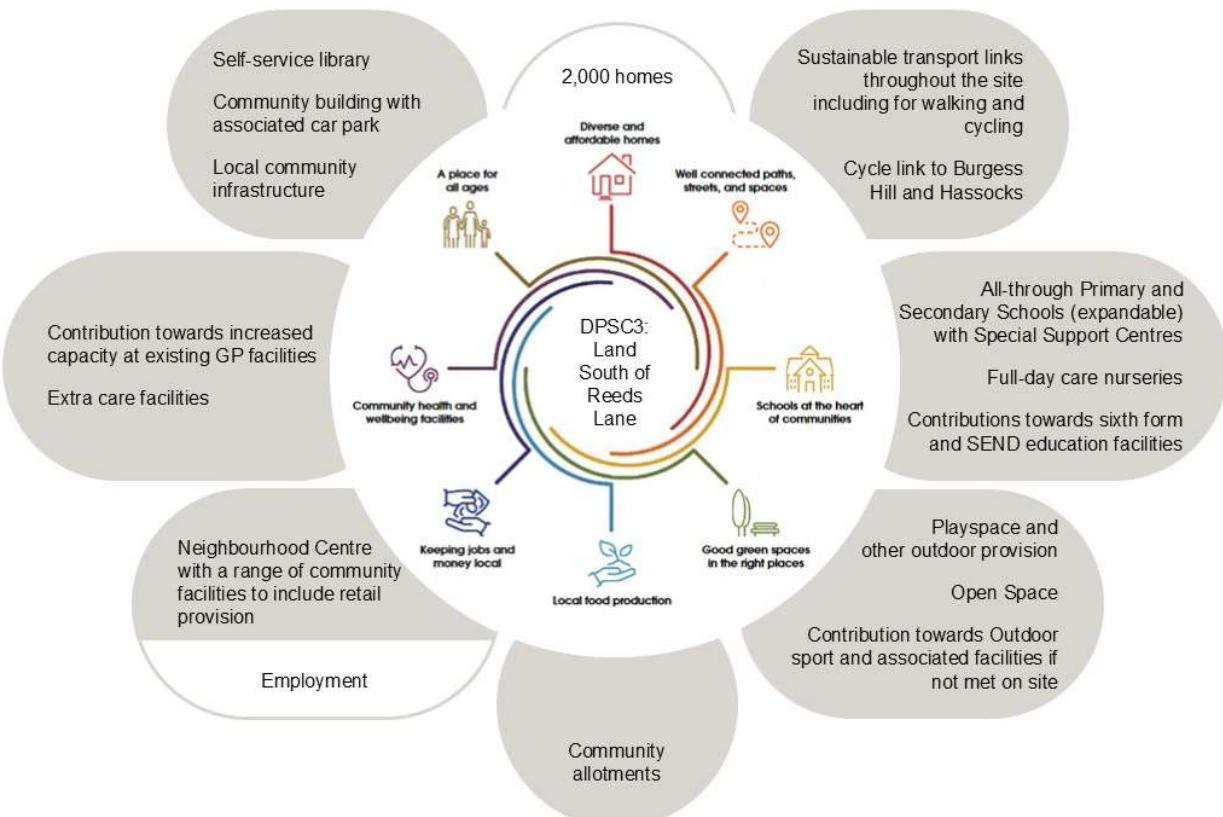
### DPSC1: Land West of Burgess Hill and North of Hurstpierpoint



## DPSC2 Land at Crabbet Park



## DPSC3: Land South of Reeds Lane



5.4 Four smaller allocations are proposed at Sayers Common, as summarised in Table 4, to deliver Sustainable Communities which will benefit and contribute to improving sustainability within the settlement.

Table 4 Sustainable Communities – Housing Sites Summary

Policy Ref	Site	Yield
DPSC4	Land at Chesapeake and Meadow View, Reeds Lane	33
DPSC5	Land at Coombe Farm, London Road	210
DPSC6	Land to west of Kings Business Centre, Reeds Lane	100
DPSC7	Land south of LVS Hassocks, London Road	200

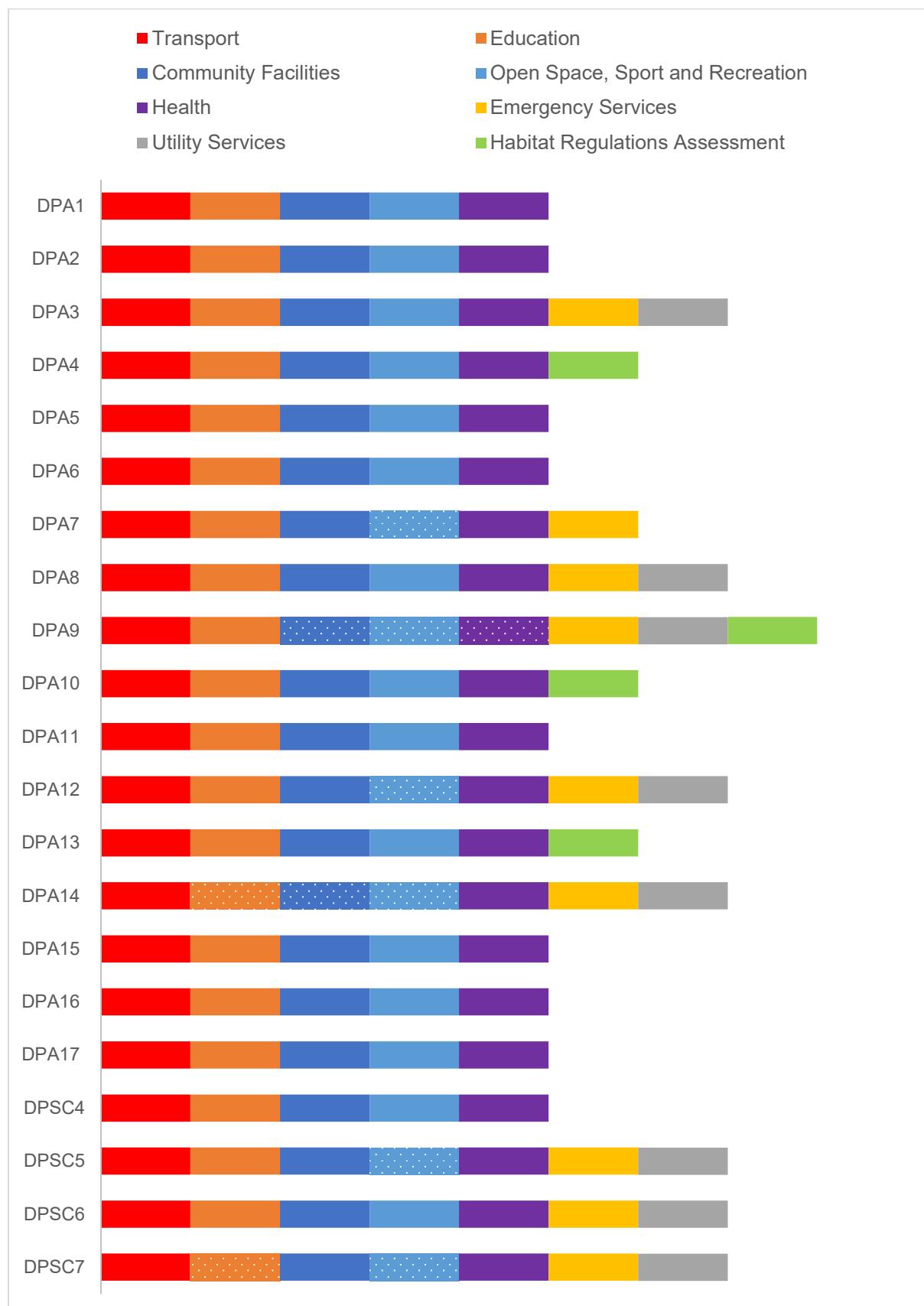
5.5 All other housing allocations, as summarised in Table 5, will be required in the majority of cases to make financial contributions toward items of infrastructure. Detailed projects will develop during the plan period to best serve communities as allocations are delivered.

Table 5 Housing Allocation Summary

Policy Ref	Site	Settlement	Yield
DPA1	Batchelors Farm, Keymer Road, Burgess Hill	Burgess Hill	33
DPA2	Land south of Apple Tree Close , Janes Lane, Burgess Hill		25
DPA3	Burgess Hill Station		300
DPA4	Land off West Hoathly Road, East Grinstead	East Grinstead	45
DPA5	Land at Hurstwood Lane, Haywards Heath		36
DPA6	Land at Junction of Hurstwood Lane and Colwell Lane, Haywards Heath		30
DPA7	Land east of Borde Hill Lane, Haywards Heath		60
DPA8	Orchards Shopping Centre, Haywards Heath		100
DPA9	Land to west of Turners Hill Road, Crawley Down		350
DPA10	Hurst Farm, Turners Hill Road, Crawley Down	Crawley Down	37
DPA11	Land rear of 2 Hurst Road, Hassocks		25
DPA12	Land west of Kemps, Hurstpierpoint	Hurstpierpoint	90
DPA13	The Paddocks Lewes Road Ashurst Wood	Ashurst Wood	8-12
DPA14	Land at Foxhole Farm, Bolney	Bolney	200
DPA15	Ham Lane Farm House Ham Lane Scaynes Hill	Scaynes Hill	30
DPA16	Land west of North Cottages and Challoners Ansty	Ansty	30
DPA17	Land to the west of Marwick Close Bolney Road Ansty		45

5.6 A summary of how each housing allocation will be contributing to infrastructure provision is provided in Table 6. Dotted areas shows where infrastructure will be provided, at least in part, on-site as opposed to through financial contributions to support off-site delivery.

Table 6 Summary of infrastructure contributions per site



## 6. Infrastructure Position Statements

### Transport

STRATEGIC ROAD NETWORK	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>National Highways</li> </ul> <p>National Highways (NH) is a government owned, publicly funded company. Their shareholder is the Department for Transport (DfT). NH is the highway authority for the Strategic Road Network (SRN) which comprises the trunk motorways and all-purpose trunk roads in England. The principal purpose of the SRN is to enable safe, reliable, predictable, efficient, often long distance, journeys of both people and goods. The SRN has an important role to play in enabling sustainable development by unlocking growth and decarbonising transport through initiatives including chargepoints for electric vehicles and support from NH for initiatives that reduce the need to travel by private cars.</p> <p>NH will govern 3rd party schemes on the SRN (through section 278 agreements under the Highways Act) but will not accept contributions, project lead, fund or deliver the schemes, in line with DfT Circular 01/2022. That is a matter for the Local Planning Authority (LPA) and developers to address.</p>
<b>Source of Information</b>	<p><a href="#">Circular 01/2022: The strategic road network and the delivery of sustainable development</a>, DfT, 2022</p> <p><a href="#">Road Investment Strategy 2: 2020 to 2025</a>, DfT, 2020</p> <p><a href="#">South Coast Central Route Strategy</a>, NH, 2017</p> <p><a href="#">South Coast Central Route Strategy Initial Overview Report</a>, NH, 2023</p> <p><a href="#">Highways England Delivery Plan 2020-2025</a>, NH, 2020</p> <p><a href="#">National Highways Interim Period Delivery Plan 2025-2026</a>, NH 2025</p>
<b>Key Issues</b>	Sections of the A23/M23 and junctions associated with this stretch of the network can experience heavy congestion at peak times of the day.
<b>Existing Provision</b>	The M23/A23, which links the M25 to the A27/M27, runs north to south through the western part of the district.

<b>Planned Provision</b>	NH and WSCC will work together to support delivery of development-funded improvements to the A23, notably improvements to the A23/A2300 Hickstead interchange associated with the allocated Science and Technology Park at Goddards Green.
<b>Future Provision</b>	Proposed interventions have been prepared and costed for the following junctions: A23/B2118 Northbound on slip merge; A23/B2118 Northbound on-slip merge; A23/B2118 Southbound off-slip diverge and A23/A272 Southbound on slip merge.  Proposed interventions will be developer led, funded and delivered.
<b>Source of Funding</b>	The delivery of improvements to the SRN that are necessary to support the planned growth in the Local Plan will be funded by developers.
<b>Further Information</b>	As required by the NPPF, it will be the function of the District Plan to assess the quality, capacity and safety of infrastructure for transport and its ability to meet forecast demands. The District Plan is informed by the Mid Sussex Transport Study which will demonstrate the cumulative traffic implications of planned development in the Plan and following consideration of sustainable mitigation, will identify an associated package of highway interventions which will mitigate any residual severe associated impacts.

<b>MAJOR AND LOCAL ROAD NETWORKS</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• West Sussex County Council</li> </ul> <p>West Sussex County Council (WSCC) is the highway authority for all adopted roads in the County other than the trunk roads. It is responsible for the maintenance, management and development of the highway network and decision of road adoption.</p>
<b>Source of Information</b>	<p>Mid Sussex District Plan 2021 – 2039 Transport modelling and reporting</p> <p><a href="#">West Sussex Transport Plan 2022 to 2036</a>, WSCC</p> <p><a href="#">Highway Infrastructure Management Strategy 2024</a></p> <p><a href="#">Highways, Transport and Planning Delivery Programme 2025-2026</a></p> <p>Transport evidence base for 2018 District Plan</p> <p>Transport evidence base for Site Allocations DPD</p> <p>East Grinstead Traffic Management Stage 3 Study “the Atkins Study”, May 2012</p>

	Burgess Hill Transport Investment Plan (AECOM for West Sussex County Council, January 2016)
<b>Key Issues</b>	<p>The A23, A264 / A22 corridor through East Grinstead and A272 experience congestion during peak periods, this can lead to rat-running on less suitable routes to avoid congestion, with congestion also occurring within these alternative routes, notably at the B2110/B2028 crossroads at Turners Hill.</p> <p>Traffic congestion within Burgess Hill is concentrated on the two bridges over the Brighton Main Line.</p> <p>The cycle network is mainly on the highway, is discontinuous and does not meet users' needs.</p>
<b>Existing Provision</b>	<p>The key components of the major and local road network in Mid Sussex are:</p> <ul style="list-style-type: none"> <li>- The A264 and A22 (PRN/MRN) are to the north of the district and converge to the northwest of East Grinstead; the A264 link East Grinstead to the M23 and Crawley via Copthorne to the west and to Royal Tunbridge Wells to the East and the A22 connects East Grinstead to Uckfield and Eastbourne to the south and to the southern areas of London to the north.</li> <li>- The A272 (PRN/MRN) cuts through the centre of the district east to west and links Haywards Heath to Bolney, Cowfold and Billingshurst to the west and Scaynes Hill, North Chailey and Newick to the West.</li> <li>- The recently dualled A2300 (MRN) which runs east to west and links the west of Burgess Hill to the A23.</li> <li>- The A273 (Class A Road), which connects Haywards Heath to Burgess Hill and Hassocks and meets the A23 to access Brighton and the coast to the south and M25 and London to the north.</li> </ul> <p>The remainder of the road network in the district comprises primarily of B roads and rural roads.</p> <p>Note: PRN – defined as Primary Road Network and MRN as Major Road Network.</p>
<b>Planned Provision</b>	<p>Enhancement to A2300 and Ansty junctions arising from the allocated Science and Technology Park mitigation strategy.</p> <p>A22 improvements and A264 corridor enhancement, working with Surrey County Council – including sustainable transport provision between Felbridge junction and Lindfield Road and shared transport and active travel infrastructure, on respective road sections.</p>
<b>Future Provision</b>	<p>The transport forecasting for the Local Plan has identified severe residual impacts at Turners Hill, Ansty and Hassocks after application of demand reduction considered achievable from public transport service and active travel improvements between strategic sites and key destinations. Highway interventions proposed seek to draw</p>

	<p>traffic away from local routes to major or strategic roads where possible and to improve conditions for all road users as far as possible within site constraints at these junctions., rather than to encourage traffic flow increases on local roads.</p> <p>Physical capacity interventions have been identified at the following locations:</p> <ul style="list-style-type: none"> <li>• Copthorne Hotel Roundabout junction</li> </ul> <p>Safety interventions have been identified at the following locations:</p> <ul style="list-style-type: none"> <li>• Cuckfield Road/ Gatehouse Lane/ Bishopstone Lane</li> <li>• A281/ B2117/ Shaves Wood Lane</li> <li>• Sussex/ Franklynn Road/ South Road roundabout</li> <li>• B2036 London Road/ Victoria Way</li> </ul>
<b>Source of Funding</b>	<p>The majority of funding for the major and local road network is provided to the highway authority by DfT to ensure that our local roads and other highway assets are fit for the future. The funding allocated to each authority is based on a formula using 2019 road length data provided by each local authority, and also takes into account the number of highways assets such as bridges and lighting columns for which they are responsible.</p> <p>New development putting pressure on the road network may be required to deliver or pay financial contributions towards delivery of road improvements to make development acceptable.</p>
<b>Further Information</b>	<p>The West Sussex Transport Plan 2022-2036 will provide the framework for identifying/specifying transport network improvements with the Area Transport Strategy for Mid Sussex, providing the priority listing for improvements in the district. The District Plan and the IDP will assist the District Council and WSCC as Highway Authority in identifying transport network infrastructure requirements and how they can be delivered. The Mid Sussex Transport Study will identify a potential mitigation package to ensure the sites can be delivered without any severe impacts on the performance and safety of the network. Proposed mitigation will prioritise sustainable transport measures with residual impacts being addressed through physical highway mitigation.</p>

<b>RAIL SERVICES</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• Network Rail</li> </ul>

	<p>Network Rail is responsible for operating and developing railway infrastructure. Therefore, they are responsible for maintenance and investment in track, bridges, tunnels and viaducts, signalling systems, level crossing and rail station buildings.</p> <ul style="list-style-type: none"> <li>• Department for Transport</li> </ul> <p>The Department for Transport (DfT) has the overarching strategic and financial responsibilities for railways and awards the franchises for passenger rail services to Train Operating Companies. Train Operating Companies run passenger train services and lease and manage stations from Network Rail.</p> <ul style="list-style-type: none"> <li>• Office of Rail and Road</li> </ul> <p>The Office of Rail and Road (ORR) is a non-ministerial governmental department responsible for the economic and safety regulation of Britain's railways.</p> <ul style="list-style-type: none"> <li>• Govia Thameslink Railway</li> </ul> <p>Gavia Thameslink Railway (trading as Thameslink, Southern and Gatwick Express) manages the 6 train stations located within the district and operates all trains serving them.</p>
<b>Source of Information</b>	<p><a href="#">2023 Period Review Final Determination</a>, ORR, 2023</p> <p><a href="#">CP6 Route Settlement Document South East Route</a>, ORR, 2018</p> <p><a href="#">South East Route: Sussex Area Route Study</a>, Network Rail, 2015</p> <p><a href="#">London and South Coast Rail Corridor Study</a>, DfT, 2016</p> <p><a href="#">West Sussex Local Transport Plan 2022 to 2036</a>, WSCC</p> <p><a href="#">Burgess Hill Western Gateway and Stations Improvement Schemes</a> June 2022-2023, WSCC</p>
<b>Key Issues</b>	<p>Capacity on Brighton Main Line services, coverage of earlier/late evening services to Gatwick Airport, later evening and Sunday leisure services and need for better integration with other modes of transport.</p>
<b>Existing Provision</b>	<p>There are six mainline railway stations in Mid Sussex, five of which are on the main Brighton to London line: Hassocks, Burgess Hill, Wivelsfield, Haywards Heath and Balcombe. East Grinstead railway station is on the East Grinstead to London line.</p>
<b>Planned Provision</b>	<p>Rail usage is increasing and on most routes is now at or close to Pre-Covid levels with increasing commuter journeys being made and a significant growth in leisure travel. Network Rail are in the process of updating work</p>

	<p>relating to the Brighton Main Line which impacts the route and stations through Mid Sussex. Growth in rail will also increase due to the decision made to expand capacity at Gatwick Airport.</p> <p>New development will need to be suitable for cycling and bus connectivity to existing railway stations. Improvements will need to be delivered to accommodate additional development, in particular from the significant sites, both in terms of capacity at stations and accessibility to these. Wivelsfield station is identified for Access for All improvements for which additional funding is required to ensure a scheme can be delivered.</p> <p>As part of the Mid Sussex Growth Deal, the Burgess Hill Western Gateway and Stations Improvements schemes include delivering sustainable transport and improvement to Burgess Hill and Wivelsfield Stations. This is a priority project within the ongoing delivery of the wider Burgess Hill Place and Connectivity Programme and is being delivered by both MSDC and WSCC to deliver safe, direct and attractive walking and cycling routes and high-quality public spaces.</p>
<b>Future provision</b>	Improvement to existing cycle storage and related access to them at Hassocks, Haywards Heath and Burgess Hill Station
<b>Source of Funding</b>	<p>The rail network is funded primarily by the DfT. Network Rail receives funding every five years for the maintenance and operation of the railway. To deliver infrastructure priorities identified for investment on the rail network, Network Rail need to develop and submit business cases to DfT.</p> <p>Where possible, Network Rail is encouraged to secure third party funding to increase DfT funding, including through franchise agreement with the Train Operating Companies, for the provision of the service.</p> <p>Local authorities also have the ability to fund improvements to rail services and facilities, such as new stations, interchanges and improved access, where funding can be secured through mechanisms such as developer contributions.</p>

<b>BUS SERVICES</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• West Sussex County Council</li> </ul> <p>WSCC as the Local Transport Authority has a discretionary duty to secure additional bus service provision (with the exception of certain school services) where it considers the public transport needs of the local population would otherwise not be met.</p>

	<p>WSCC is responsible for delivering highway measures including lay-bys, clearways, bus lanes, lighting and accessibility measures, alongside the Real Time Passenger Information System (RTPI), including displays at bus stops. Bus operators are able to provide their bus flag and are responsible for printed information at bus stops.</p> <ul style="list-style-type: none"> <li>• Bus operators</li> </ul> <p>In terms of service provision, the key providers are Compass Travel, Metrobus and Sussex Coaches. The community transport operator Handcross District Community Bus also provides some bus services.</p>
<b>Source of Information</b>	<p><a href="#">West Sussex Transport Plan 2022 to 2036</a>, WSCC</p> <p><a href="#">West Sussex Walking and Cycling Strategy 2016-2026</a>, WSCC</p> <p><a href="#">West Sussex Bus Service Improvement Plan</a>, WSCC</p>
<b>Key Issues</b>	<p>Bus services in the towns are not frequent enough.</p> <p>No bus services over large parts of the rural areas of the district.</p> <p>Bus journey times are slow at peak times due to congestion.</p>
<b>Existing Provision</b>	<p>Private bus operators run services connecting the three towns with many of the District's villages and larger regional centres such as Horsham, Crawley and Brighton, although some services are infrequent and many do not operate in the evening or at weekends. Low passenger numbers have meant several bus services have been lost in recent years due to not being economically viable. Several community transport services also run in the District.</p> <p>In terms of access to bus stops, 91% of the District's households are within a 5 minute walk (approximately 400m) from a bus stop. Whilst this is an encouraging figure, this does not account for the frequency of bus service as many of the rural bus stops have an infrequent service (less than 3 an hour and in some cases less than 3 a day).</p>
<b>Planned Provision</b>	<p>Bus Priority at signal-controlled junctions and in towns</p> <p>Bus and rail interchange improvements at Burgess Hill and Wivelsfield stations</p> <p>Flexible shared transport services</p> <p>Corridor enhancements to the Brighton-Hassocks-Crawley or East Grinstead (services 270/ 271/ 272 and 273)</p>
<b>Future Provision</b>	
<b>Source of Funding</b>	<p>WSCC</p> <p>Other sources of funding include development contributions, bids to Local Enterprise Partnership and Central government Bidding opportunities that sometimes occur.</p>

	The Council will continue to work in partnership with WSCC, bus operators and other key partners to secure funding to improve bus infrastructure and services.
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<b>WALKING, CYCLING AND EQUESTRIAN ROUTES AND OTHER PROW</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• West Sussex County Council</li> </ul> <p>WSCC is responsible for managing and maintaining footpaths and rights of way along with footways provided within the highway. The maintenance of existing cycling infrastructure located alongside the highway, or physical delivery of new routes on or adjacent to the highway lies with WSCC.</p> <ul style="list-style-type: none"> <li>• Mid Sussex District Council</li> </ul> <p>The District Council is responsible for ensuring that the needs of pedestrians are considered in all new development schemes and that cycling infrastructure is secured through the planning process as well as the delivery of off-road routes including those through existing parks and green spaces.</p> <ul style="list-style-type: none"> <li>• Sustrans</li> </ul> <p>Sustrans is the registered charity responsible for the creation, maintenance and promotion of the National Cycle Network.</p>
<b>Source of Information</b>	<p><a href="#">Cycling and Walking Investment Strategy</a>, DfT, 2017</p> <p><a href="#">West Sussex Walking and Cycling Strategy 2016-2026</a>, WSCC</p> <p><a href="#">Local Cycling and Walking Infrastructure Plan (LCWIP)</a>, MSDC, 2023</p>
<b>Key Issues</b>	<p>As the Highway Authority, West Sussex County Council is responsible for recording, protecting and maintaining public rights of way. Some of the key issues identified in the Rights of Way Improvement Plan include maintenance of the existing network, information provision, more multi-user routes required to link new development with the countryside, and difficulty in access to the countryside. For both rights of way and urban footway networks issues of severance can occur where there is a need to cross busy main roads, resolved or mitigated by the provision of formal crossing facilities.</p> <p>Increase cycling and walking and make them the natural choices in particular for shorter journeys</p>
<b>Existing Provision</b>	Mid Sussex district benefits from an extensive network of public rights of way totalling around 600km including footpaths, bridleways, byways and restricted byways.

	<p><u>Walking:</u></p> <p>There is an extensive network of footpaths and pedestrian routes, with walking a popular pastime. Most routes are rural in character providing access to and within the District's attractive Wealden landscape but these can be difficult to use due to the dominant clay soil within the District. Many footpaths also provide local communication links, whether to services, or for recreation or commuting. Footway provision is extensive within urban areas enabling walking for utility purposes, but can vary in the quality and width of both footways and crossings. Footways are less extensive and less likely to meet current design standards in rural areas.</p> <p><u>Cycling:</u></p> <p>National Cycle Network (NCN) Route 21 connects East Grinstead and Forest Row to Crawley as part of a longer route from London to the south coast. An interurban cycle route travels through the west of the district along the A23 corridor connecting Crawley to Brighton. This was previously designated as NCN Route 20 but Sustrans has since removed this designation due to the route not meeting NCN design standards. A number of significant cycle routes exist including Worth Bay (connecting Crawley and East Grinstead) and Forest Way in East Grinstead, which form part of NCN route 21. A cycle track links Burgess Hill to Hassocks in the verge of the A273. A further cycle route on quiet roads linked by short sections of cycle track links the west of Burgess Hill to Hickstead, to connect with the route alongside the A23. The District contains a number of other cycle routes, but like equestrians (see below), cyclists have only a few bridleways available to use. At present there is limited provision of segregated cycle tracks and lanes within towns for urban utility journeys.</p> <p><u>Horse riding:</u></p> <p>There are a few public bridleways or routes otherwise usable by horses within the District. This is very limiting for the significant horse and rider population of the District, which generally need to connect disparate bridleways along roads and/or through developed areas, which can deter riders and create situations of conflicts.</p>
<b>Planned Provision</b>	<p>The Burgess Hill Place and Connectivity Programme (PCP) sits within the Mid Sussex Growth Programme and is considered as one of the most ambitious programmes in the region. The programme continues to attract significant investment from both private and public sectors, transforming Burgess Hill through the delivery of 5000 new homes and new commercial space, and through supporting social, education, highway, transport, and public realm infrastructure. The PCP has already delivered approximately 11km of off-highway and Public Rights of Way pedestrian and cycle improvements through the Growth Deal's partnership work with Mid Sussex District Council (MSDC). Further improvements, such as more mobility corridors through Homes England, flagship Northern Arc and further PCP phases, are being delivered by West Sussex County Council (WSCC).</p>

<b>Future Provision</b>	<p>The Mid Sussex LCWIP identifies proposed urban cycling networks for Burgess Hill, Haywards Heath and East Grinstead, but most of these routes are not yet funded or programmed, so only a small proportion can be expected to be implemented within the Plan period.</p> <p>Significant sites will need to fund safe and convenient active travel routes linking to key local facilities including their nearest employment areas, schools town centres and main railway stations to meet targets for sustainable mode share, but further design work will be needed to achieve timely implementation. Notable projects include the provision of the cycle routes Sayers Common – Burgess Hill and Sayers Common – Hassocks for DPSC1 and DPSC2.</p> <p>Other sites will also make local improvements to active travel identified through their transport assessments. Any planned improvements for Public Rights of Way must be in the freehold of the landowner or have express permission from the freehold landowner for the dedication to take place.</p>
<b>Source of Funding</b>	<p>WSCC</p> <p>Organisations such as Natural England, National Trust, Forestry Commission and Sustrans</p> <p>Developer contributions</p>

<b>PARKING FACILITIES AND ELECTRIC VEHICLE CHARGING</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>West Sussex County Council</li> </ul> <p>WSCC is responsible for the management and control of on-street parking through Civil Parking Enforcement. MSDC are part of the consultation process on on-street locations.</p> <ul style="list-style-type: none"> <li>Mid Sussex District Council and private operators</li> </ul> <p>Off-street parking is managed and maintained by Mid Sussex District Council and private operators. These are located in MSDC car parks.</p> <ul style="list-style-type: none"> <li>Connected Kerb</li> </ul> <p>CK are the approved installers for the West Sussex Chargepoint Network, for which MSDC is a delivery partner. CK propose locations for car parks in consultation with WSCC and MSDC, and their location selection tools determine the precise location of on-street sites chosen through consultation.</p>

<b>Source of Information</b>	<p><a href="#">West Sussex Transport Plan 2022 to 2036</a>, WSCC</p> <p><a href="#">Mid Sussex Parking Strategy 2021-2030</a>, MSDC</p>
<b>Key Issues</b>	<p>The District Council is working with the County Council to facilitate and enable a transition of the private vehicle fleet from fossil fuel power to electricity with as high a proportion of renewable sources as practicable, to reduce carbon use and vehicular emissions which have public health impacts. Provision of on street parking for residential and other users remains a divisive subject and the installation of EV charging points, both on-street and in car parks, can currently result in criticism due to the loss of parking space for fuel powered vehicles. Balance must be struck on the number of bays and charging points installed under the scheme, as well as the decision within WSCC as to how many on-street bays will be enforceable as EV parking only. This issue can be expected to reduce over time as more of the vehicle fleet is electrified and occupancy of electric vehicle charging points and parking places naturally increases.</p> <p>MSDC is committed to ensuring that sites installed have MSDC backing as well as reduced likelihood of receiving public criticism.</p> <p>The scheme has to be conscious that many people do want EVCPs and that this proportion may increase in future as prices and insurance costs may reduce and availability of new fossil fuel vehicles may also reduce. The point of the scheme is to encourage uptake as well as provide a service. We are aware that some sites may be underutilised for some time and criticisms may arise.</p> <p>Funding from government is uncertain and therefore there is also appetite to make the most of it while it is available.</p>
<b>Existing Provision</b>	<p>There are 34 Council owned car parks providing over 2,200 spaces across the district.</p> <p>On-street parking is regulated in a number of areas, in particular within the towns, across the district. Some areas of East Grinstead are subject to parking permits.</p> <p>There are 39 EVCPs (each with 2 sockets) in Mid Sussex:</p> <ul style="list-style-type: none"> <li>• 6 are on-street locations at Grove Road, Burgess Hill and Priory Way, Haywards Heath.</li> <li>• 33 are spread across 11 car park sites across the District. The sites are: Chequer Mead, Denmans Lane, Franklyn Road, Hazelgrove Road, Norton House, Orion, Queensway, Station Road, Trinity Road, Vicarage Cyprus Road car parks.</li> </ul>

<b>Planned Provision</b>	<p>Work has begun on two further sites - The Wilderness in Lindfield and Mt Noddy in East Grinstead. Phase 2 of the car park sites is due to begin very soon, with numerous further sites to be proposed by Connected Kerb in consultation with MSDC, WSCC and the Energy Savings Trust. The consultation for Phase 2 of the on-street scheme has also recently ended, meaning works on proposed sites can begin soon too once site analysis is complete.</p> <p>It is unknown at this stage exactly how many further sites this phase will lead to as Connected Kerb do not have specific KPIs for each District but they do have a lengthy contract with West Sussex (and the Districts and Boroughs within) for this work so there will be many more phases to come.</p>
<b>Future Provision</b>	<p>Policy DPT4 of the District Plan set out level of expectations from future development.</p> <p>WSCC and MSDC will continue to work together on vehicle decarbonisation and to securing appropriate EV provision from site promoter.</p>
<b>Source of Funding</b>	<p>A mixture of central government sources. Office for Zero Emissions Vehicles (OZEV) and the On-street Residential ChargePoint Scheme (ORCS). New funding is coming also via the Low Emissions Vehicle Infrastructure (LEVI) funding. Funding for the first wave of the scheme was secured by MSDC, but funding for all current and future phases is being applied for and secured by WSCC, with MSDC playing a coordination role in the placement and development of sites.</p>

## Education

<b>EARLY YEARS</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>West Sussex County Council</li> </ul> <p>WSCC has a statutory duty to ensure that there is access to a free high-quality early education place for all eligible two, three and four-year olds whose parents would like to take up a place for their child.</p> <ul style="list-style-type: none"> <li>Office for Standards in Education, Children's Services and Skills (Ofsted)</li> </ul> <p>Ofsted is responsible for inspecting a range of educational institutions, including state schools and some independent schools, up to and including further education institutions.</p>
<b>Source of Information</b>	<p><a href="#">West Sussex Education and Learning Strategy 2023-25, WSCC</a></p> <p>School Effectiveness Strategy 2018-2022, WSCC</p>

	<a href="#"><u>West Sussex Childcare Sufficiency Assessment 2023-2024</u></a> , WSCC
<b>Key Issues</b>	<p>The demand for early years places is reviewed regularly and refreshed annually due to the different factors that can cause an increase or decrease in demand.</p> <p>Due to planned housing developments and the Government expansion of years of funded entitlements, there is likely to be an increase in the number of children needing an early years place in the long term.</p>
<b>Existing Provision</b>	<p>There are various providers of early years' education in Mid Sussex such as day nurseries, sessional pre-schools, extended day preschools, nursery units of independent schools, school-run nursery classes and childminders.</p> <p>Data shows that across the district, there is currently sufficient childcare which includes early years provision, in most areas, to meet the needs of the families needing and wanting it.</p>
<b>Planned Provision</b>	<p>Currently, there is one site with outline planning permission for a new primary school including early years facility:</p> <ul style="list-style-type: none"> <li>Land north of Clayton Mills, Hassocks</li> </ul>
<b>Future Provision</b>	<p>Across the Plan period, 476 additional early years places will be required to address the need which will arise from the housing allocations including from significant sites.</p> <p>West Sussex County Council has identified the following provision that should be delivered to support growth at the proposed significant sites:</p> <ul style="list-style-type: none"> <li>DPSC1: West of Burgess Hill and north of Hurstpierpoint = 90 place full-day care nursery</li> <li>DPSC2: Land at Crabbet Park, Copthorne = 130 place full-day care nursery</li> <li>DPSC3: Land to the South of Reeds Lane, Sayers Common = 100 place and 30 place full-day care nurseries</li> </ul> <p>Other smaller proposed site allocations will be expected to make a financial contribution towards provision of wider schemes across the district above and beyond the delivery on significant sites.</p>
<b>Source of Funding</b>	<p>Planning obligations</p> <p>Organisations such as private providers</p>

<b>COMPULSORY SCHOOL AGE</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>West Sussex County Council</li> </ul>

	<p>WSCC has a statutory duty to ensure there is sufficient capacity to meet current and future demand for early years, primary, secondary and special needs school places.</p> <ul style="list-style-type: none"> <li>• Office for Standards in Education, Children's Services and Skills (Ofsted)</li> </ul> <p>Ofsted is responsible for inspecting a range of educational institutions, including state school and some independent schools, up to and including further education institutions.</p>																												
<b>Source of Information</b>	<p><a href="#">Planning for School Places 2025</a>, WSCC</p> <p>School Effectiveness Strategy 2018-2022, WSCC</p> <p><a href="#">West Sussex Education and Learning Strategy 2023-25</a>, WSCC</p>																												
<b>Key Issues</b>	<p>The demand for school places is reviewed regularly and refreshed annually due to the different factors that can cause an increase or decrease in demand.</p> <p>Due to planned housing developments, there is likely to be an increase in the number of children and young people needing a school place in the long term.</p>																												
<b>Existing Provision</b>	<p>There are 42 primary schools in Mid Sussex:</p> <table> <tr> <td>Burgess Hill</td> <td>East Grinstead</td> </tr> <tr> <td>Birchwood Grove Community Primary School</td> <td>Ashurst Wood Primary school</td> </tr> <tr> <td>Gattons Infant School</td> <td>Baldwins Hill Primary school</td> </tr> <tr> <td>London Meed Community Primary School</td> <td>Blackwell Primary school</td> </tr> <tr> <td>Manor Field Primary School</td> <td>Copthorne CE Junior School</td> </tr> <tr> <td>Sheddingdean Community Primary School</td> <td>Crawley Down Village C of E School Primary school</td> </tr> <tr> <td>Southway Junior School</td> <td>Estcots Primary school</td> </tr> <tr> <td>St Wilfrid's Catholic Primary School</td> <td>Halsford Park Primary school</td> </tr> <tr> <td></td> <td>Meads Primary school</td> </tr> <tr> <td>Hassocks</td> <td>St Mary's CEP school</td> </tr> <tr> <td>Albourne CE. Primary school</td> <td>St Peter's Catholic Primary school</td> </tr> <tr> <td>Hassocks Infant School</td> <td>Turners Hill CE Primary school</td> </tr> <tr> <td>St Lawrence CE, Primary school</td> <td>West Hoathly CE Primary school</td> </tr> <tr> <td>Windmills Junior School</td> <td>West of Copthorne/ Heath Wood (Fairway Infant School)</td> </tr> </table>	Burgess Hill	East Grinstead	Birchwood Grove Community Primary School	Ashurst Wood Primary school	Gattons Infant School	Baldwins Hill Primary school	London Meed Community Primary School	Blackwell Primary school	Manor Field Primary School	Copthorne CE Junior School	Sheddingdean Community Primary School	Crawley Down Village C of E School Primary school	Southway Junior School	Estcots Primary school	St Wilfrid's Catholic Primary School	Halsford Park Primary school		Meads Primary school	Hassocks	St Mary's CEP school	Albourne CE. Primary school	St Peter's Catholic Primary school	Hassocks Infant School	Turners Hill CE Primary school	St Lawrence CE, Primary school	West Hoathly CE Primary school	Windmills Junior School	West of Copthorne/ Heath Wood (Fairway Infant School)
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	<p><b>Haywards Heath</b></p> <p>Balcombe CE Controlled Primary school Blackthorns Community Primary school Bolney CE Primary school Bolnore Village Primary School Handcross, Primary school Harlands, Primary school Holy Trinity CE, Primary school Lindfield Primary Academy Northlands Wood Community Primary school</p>	<p>St Augustine's CE Primary school St Giles CE Primary school St Joseph's Catholic, Primary school St Mark's CE Primary School St Peter's CE Primary School St Wilfrid's CEP Primary school Twineham CE Primary school<sup>14</sup> Warden Park Primary Academy Woodgate Primary School</p>
<p>There are 7 secondary schools in MSDC, of which three have post-16 provision.</p>		
	<p><b>Burgess Hill</b></p> <p>Burgess Hill Academy St Paul's Catholic College</p>	<p><b>East Grinstead</b></p> <p>Imberhorne School Sackville School</p>
	<p><b>Hassocks</b></p> <p>Downlands Community School</p>	<p><b>Haywards Heath</b></p> <p>Oathall Community College Warden Park</p>
<p>The above list does not include other private and independent schools such as Hurstpierpoint College, Ardingly College, which also have a role in education provision within the district.</p>		
<b>Planned Provision</b>	<p>WSCC Planning School Places documents provides details on planning education provision for primary and secondary school places:</p>	
	<p>Burgess Hill</p>	<p>East Grinstead</p>

<sup>14</sup> WSCC consulting on potential future options for school

	<p>Brookleigh Primary – New Primary School (2032)</p> <p>St Wilfrid's Primary School – Relocation to St Paul's Catholic College (dependant on development at the Brow)</p> <p>Bedelands All-Through School – New all-through school (Primary and embryo secondary 2026+, secondary 2027)</p> <p><b>Hassocks</b></p> <p>Hassocks (Land North of Clayton Mills) – New Primary School</p> <p>Downlands Secondary School – Permanent expansion</p>	<p>West of Copthorne/ Heathy Wood (Fairway Infant and Copthorne CE Junior) – relocation and change of age range of Fairway Infant, and change of age range of Copthorne CE Junior</p> <p>West of Imberhorne Lane – New Primary School.</p> <p>West of Imberhorne Lane – Relocation from Lower School to Upper School site and expansion by 1FE</p> <p><b>Haywards Heath</b></p> <p>Warden Park Primary Academy – Bulge Class (2024)</p> <p>Hurst Farm Free Primary – New Primary School (2027+)</p> <p>Scamps Hill, Lindfield Primary – New Primary School</p>
<b>Future Provision</b>	<p>Discussions are ongoing with the developers of the significant sites identified within the District Plan as to land availability, suitability and appropriateness of their sites to incorporate new education facilities. An additional 7,000 homes will generate the need for a significant number of new primary and secondary school places.</p> <p>The County Council favours campus arrangements in an appropriate configuration to cover primary, secondary, sixth form, early years and for children with SEND. Therefore the following provision has been identified:</p> <ul style="list-style-type: none"> <li>- DPSC1: West of Burgess Hill and north of Hurstpierpoint – 2FE Primary School, with Special Support Centre</li> <li>- DPSC2: Land at Crabbet Park, Copthorne – all-through school with 2FE (expandable to 3FE) at Primary and 4FE at Secondary (expandable to 6FE), with Special Support Centres</li> <li>- DPSC3: Land to the South of Reeds Lane, Sayers Common – all-through school with 2FE at Primary (expandable to 3FE) and 4FE at Secondary (expandable to 6FE), with Special Support Centres</li> </ul> <p>Other allocated sites will be expected to contribute financially towards the cost of land and building of the new schools or any expansion of existing education facilities in the vicinity of their development.</p> <p>There are caveats around the above which is broad-brush at this stage and dependent on demographic changes and forecasts. Projects planned to be undertaken in order to cater for the increase in pupil numbers may be subject to change, particularly if they are more than five years away and the children are not yet born.</p>	

<b>Source of Funding</b>	WSCC receives basic need grant funding from the Education and Skills Funding Agency (ESFA) to help with the cost of providing additional early years, primary and secondary school places. The funding is based on annual submission to the ESFA of predicted numbers of pupils.  Other sources of funding are used to supplement the basic need funding, including WSCC's own capital programme and developer contributions.
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<b>SPECIAL EDUCATION NEEDS</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• West Sussex County Council</li> </ul> <p>WSCC has a statutory duty to ensure there is sufficient capacity to meet current and future demand for early years, primary, secondary and special needs school places.</p>
<b>Source of Information</b>	<p><a href="#">Planning for School Places 2025</a>, WSCC</p> <p>School Effectiveness Strategy 2018-2022, WSCC</p> <p><a href="#">Special Educational Needs and Disability (SEND) and Inclusion Strategy 2019-2024</a>, WSCC</p> <p><a href="#">West Sussex County Council: SEND Developer Contribution Requirements as a Statutory Education Provider</a>, WSCC</p>
<b>Key Issues</b>	<p>Due to Special Educational Needs and Disabilities (SEND) and the need for personalised curriculums, some pupils travel across West Sussex to attend a school that best meets their needs.</p> <p>Due to planned housing developments, there will be an increase in the number of pupils with SEND that will require a specialist school placement.</p>
<b>Existing Provision</b>	<p>The County Council provides a range of provision for children and young people with SEND including in mainstream schools, Special Support Centres (SSCs) based in mainstream schools, special schools, and services for pre-school children with special educational needs or disabilities.</p> <p>There are currently 2 SEND Schools in Mid Sussex:</p> <ul style="list-style-type: none"> <li>• Woodlands Meed, Burgess Hill</li> <li>• Brantridge School, Haywards Heath</li> </ul>

<b>Future Provision</b>	Across the Plan period, 67 additional specialist school placements will be required to address the need which will arise from the housing allocations including from significant sites.  WSCC is looking for a site/land for a new SEND school with 120 on roll within Mid Sussex district, preferably in the northern part of the district.  Contributions will be required from all development for SEND.
<b>Source of Funding</b>	WSCC receives basic need grant funding from the Education and Skills Funding Agency (ESFA) to help with the cost of providing additional early years, primary and secondary school places. The funding is based on annual submission to the ESFA of predicted numbers of pupils.  Other sources of funding are used to supplement the basic need funding, including WSCC's own capital programme and developer contributions.

## Health

<b>OVERALL PROVISION</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>NHS Sussex</li> </ul>
<b>Source of Information</b>	NHS Sussex
<b>Key Issues</b>	<p>Mid Sussex benefits from a good cohort of GP practices that cover the whole area but have been under pressure due to large volumes of housing growth to date, with more planned.</p> <p>A number of GP surgeries across the district are unable to accept new patients unless assigned to the practice by NHS Sussex.</p> <p>Premises are not always ideally placed to accommodate increased patient demand as a result of new housing development, although the Council has aimed at facilitating housing allocations adjacent to existing settlements.</p> <p>Premises in densely populated areas of the district are up to 25 years old and are constrained in delivery by size as they are land locked or have restrictions on extending.</p> <p>A small number of practices are finding new funding pressures and may struggle to keep branch surgeries open.</p>
<b>Provision</b>	There are 20 GP surgeries across the district across 4 primary care networks. Future provision is detailed below for each surgery.

The District Plan will require new developments of 10 or more unit to contribute towards the provision of primary care facilities.

Estimated costs of the overall planning obligations likely to be collected across the district over the plan period have been included in this document, within the Infrastructure Schedule. This is to provide interested parties with a general idea of potential funds that may become available in the future to provide primary care facilities in the district. The estimate was calculated using Appendix 5 of the District Plan 2021-2039 based on an average occupancy of 2.5 people.

Settlement	Practice	Future provision
<b>Burgess Hill and Villages</b>		
Burgess Hill	Brow Medical Centre	New premises at Brookleigh
Burgess Hill	Silverdale Surgery	Enhance site / add clinical room capacity
Burgess Hill	The Avenue Surgery	Enhance site
Burgess Hill	The Meadows Surgery	
Hassocks and Ditchling	Mid Sussex Health Care	Reviewing options for the area. Potential new or enhance existing premises
<b>East Grinstead</b>		
Cophorhne	Pound Hill GP Surgery	
Crawley Down and East Grinstead	Crawley Down Health Centre incorporating: <ul style="list-style-type: none"> <li>- Park View Health Partnership</li> <li>- Judges Close Surgery</li> <li>- Ship Street Surgery</li> </ul>	Reviewing options for the area. Potential new or enhance existing premises
Crawley Down	Browers Place Health Centre	
East Grinstead	Moatfield Surgery	New premises at Imberhorne
<b>Haywards Heath Central</b>		
Haywards Heath	Dolphins Health Centre	Enhance site

	Haywards Heath	Newton's Health Centre	Enhance site		
	Haywards Heath	Northlands Wood Practice	Enhance site		
	Haywards Heath	The Vale Surgery	Add additional space		
	<b>Haywards Heath Villages</b>				
	Balcombe	Ouse Valley Practice – Gillets Surgery	Enhance site		
	Handcross	Ouse Valley Practice – Dumbledore Surgery			
	Cuckfield	Cuckfield Medical Practice	Add additional space		
	Lindfield	Lindfield Medical Centre	Enhance site		
<b>Source of Funding</b>	NHS Sussex  Developer contributions (direct build provision by the development and/or financial contributions to support the extension of GP practices) will be used for the provision, improvement and/expansion of premises.				

## Community Facilities

<b>LIBRARIES</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>West Sussex County Council</li> </ul>
<b>Source of Information</b>	West Sussex County Council
<b>Key Issues</b>	<p>New development within the District is likely to increase demand on library services and will serve to maintain existing assets.</p> <p>The network of physical locations is a powerful locally-based tool for the County Council in delivering its priorities in communities. Libraries are increasingly developing as community hubs; a cost-effective way to deliver an increasing range of County and partnership services.</p> <p>The modernisation includes a new model for delivering services from additional access points. This offer (referred to as 'tier 7') consists of a small selection of books with a pick-up point for requested items (a 'click and collect' service). This is not staffed by library staff, but is likely to be in a shared facility, where staff already employed by partner organisations can provide the very limited supervision needed.</p>
<b>Existing Provision</b>	There are five libraries in the district at Burgess Hill, East Grinstead, Hassocks, Haywards Heath and Hurstpierpoint.

<b>Future Provision</b>	Significant sites will be required to identify space within a community building to provide Tier 7 Libraries. Other allocated sites will make financial contributions to support library provision across the district.
<b>Source of Funding</b>	West Sussex County Council Developer contributions

<b>COMMUNITY BUILDINGS INCLUDING VILLAGE HALLS</b>																																	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• Town and Parish Councils</li> <li>• Mid Sussex District Council</li> <li>• Voluntary Sector</li> </ul>																																
<b>Source of Information</b>	Mid Sussex District Council																																
<b>Key Issues</b>	<p>New development within the District will create additional need for community buildings to sustain both the quality and quantity of existing provision.</p> <p>The maintenance, provision and enhancement of community buildings are critical to create suitable spaces for residents and support strong and resilient communities.</p>																																
<b>Existing Provision</b>	<p>A study in 2019 identified 111 community buildings in Mid Sussex District.</p> <table border="1"> <thead> <tr> <th rowspan="2">Type of community building</th> <th colspan="4">Area</th> </tr> <tr> <th>East Grinstead</th> <th>Haywards Heath &amp; Lindfield</th> <th>Burgess Hill</th> <th>Rural</th> </tr> </thead> <tbody> <tr> <td>Activity Halls*</td> <td>2</td> <td>7</td> <td>10</td> <td>19</td> </tr> <tr> <td>Church Halls</td> <td>3</td> <td>8</td> <td>5</td> <td>12</td> </tr> <tr> <td>Community Centres and Cultural Venues</td> <td>1</td> <td>6</td> <td>5</td> <td>0</td> </tr> <tr> <td>Parish, Village and Town Halls</td> <td>1</td> <td>2</td> <td>1</td> <td>29</td> </tr> </tbody> </table>				Type of community building	Area				East Grinstead	Haywards Heath & Lindfield	Burgess Hill	Rural	Activity Halls*	2	7	10	19	Church Halls	3	8	5	12	Community Centres and Cultural Venues	1	6	5	0	Parish, Village and Town Halls	1	2	1	29
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	Total	7	23	21	60
<i>*associated with a member group such as scouts and guides, older persons' day activities</i>					
On average across the district as a whole there is a current provision of 0.23 square metres of floorspace of community builds per person within Mid Sussex					
<b>Future Provision</b>	<p>The District Plan will require new development to contribute towards the provision of community buildings. Larger buildings and significant sites will provide facilities on-site where necessary.</p> <p>Expected requirements for each site have been detailed within allocation policies reflecting the position currently applied by the Council and provide a clear framework for developers. Final provision will be agreed at the planning application stage in order to direct funds and projects where most needed.</p> <p>Where on-site provision is not expected, the estimated costs of the overall planning obligations likely to be collected at each settlement over the plan period have been included in this document, within the Infrastructure Schedule. This is to provide interested parties with a general idea of potential funds that may become available in the future to provide community buildings within specific areas of the District. The estimate was calculated using Appendix 5 of the District Plan 2021-2039 based on an average occupancy of 2.5 people.</p>				
<b>Source of Funding</b>	<p>Developer contributions</p> <p>Revenue funding</p> <p>Town and Parish Councils</p> <p>Community fund raising</p>				

<b>ALLOTMENTS</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• Town and Parish Councils</li> </ul> <p>Local councils are the main providers for allotments in Mid Sussex.</p> <ul style="list-style-type: none"> <li>• Mid Sussex District Council</li> </ul> <p>The Council currently manages 2 allotment sites</p>
<b>Source of Information</b>	Town and Parish Councils' website

<b>Key Issues</b>	<p>The maintenance, provision and enhancement of allotments are critical to support the delivery of green networks between areas of open space. Along with providing land to grow produce, they also act as important areas of biodiversity and attract abundance of wildlife.</p> <p>There is a recognised shortfall of allotments in Mid Sussex.</p>																																				
<b>Existing Provision</b>	<p>There are 34 allotments sites in the district amounting to 23.14 ha or 0.16ha/1000 population. This is below the current adopted Mid Sussex standard of 0.175ha/1000 population and the Green Flag criteria of 0.20ha/1000 population.</p> <p><i>Table 7 Allotment sites per parish</i></p> <table border="1"> <tbody> <tr> <td>Albourne</td><td>1</td> <td>Hassocks</td><td>1</td> <td>Poynings</td><td>1</td> </tr> <tr> <td>Ardingly</td><td>1</td> <td>Haywards Heath</td><td>4</td> <td>Slaugham</td><td>3</td> </tr> <tr> <td>Balcombe</td><td>2</td> <td>Horsted Keynes</td><td>1</td> <td>Turners Hill</td><td>2</td> </tr> <tr> <td>Burgess Hill</td><td>5</td> <td>Hurstpierpoint and Sayers Common</td><td>3</td> <td>West Hoathly</td><td>1</td> </tr> <tr> <td>Cuckfield</td><td>3</td> <td>Lindfield</td><td>1</td> <td>Worth</td><td>2</td> </tr> <tr> <td>East Grinstead</td><td>2</td> <td>Lindfield Rural</td><td>1</td> <td></td><td></td> </tr> </tbody> </table> <p>There is generally good access to allotments across the district with many allotments being within a 15-minute walk from properties. However, there are some significant gaps in access in Haywards Heath, East Grinstead and Ashurst Wood parish.</p>	Albourne	1	Hassocks	1	Poynings	1	Ardingly	1	Haywards Heath	4	Slaugham	3	Balcombe	2	Horsted Keynes	1	Turners Hill	2	Burgess Hill	5	Hurstpierpoint and Sayers Common	3	West Hoathly	1	Cuckfield	3	Lindfield	1	Worth	2	East Grinstead	2	Lindfield Rural	1		
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<b>Future Provision</b>	<p>The Council will continue to request Local Community Infrastructure Contributions from development of 5 or more units which can be used for allotments provision.</p> <p>Large development, such as significant sites, will be encouraged to provide allotments on-site.</p> <p>The District Plan 2021-2039 includes an allocation at Burgess Hill Station (DPA3) for a mixed-use development. This allocation includes the Chanctonbury Road allotments with 63 pitches of various sizes. This land is owned by Network Rail and leased to Burgess Hill Town Council, however the allotments do not have statutory status and the lease can be terminated with a year's notice. A site for alternative provision at Nightingale Lane has been identified in the Plan (DPA3a). The site is larger than the existing site, providing an opportunity to increase allotment provision in the town. The new allotments will be statutory, securing their long-term future.</p>																																				
<b>Source of Funding</b>	<p>The Local Community Infrastructure Contributions collected for all development of 5 or more dwellings can be used to fund allotment provision.</p>																																				

	Revenue funding
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## Open Space, Sport and Recreation

<b>OVERALL PROVISION</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• Mid Sussex District Council</li> </ul> <p>The Council needs to ensure that there is sufficient indoor and outdoor leisure activities and premises to cater for both residents and visitors' requirements in the future.</p> <ul style="list-style-type: none"> <li>• Town and Parish Councils</li> <li>• Private Sports Clubs</li> </ul>
<b>Source of Information</b>	Mid Sussex District Council
<b>Key Issues</b>	<p>There have been improvements in the deficiencies of outdoor provision in terms of quality and quantity, particularly in artificial pitches, play and skatepark areas. There are, however, deficiencies in most areas and new residential development is likely to increase demand and further burden current provision.</p> <p>The Sport England Active People survey demonstrates that Mid Sussex has a comparatively high level of club membership and sports participation. It is likely that demand for leisure facilities will increase in the future, so it is important that this demand is met.</p>
<b>Existing Provision</b>	<p>There is a wide range of sport and recreation facilities across the District including health and fitness clubs, sports halls, swimming pools, golf courses, synthetic turf pitches, grass pitches and bowls facilities.</p> <p>There are leisure centres in Burgess Hill, East Grinstead, Hassocks and Haywards Heath offering a range of sporting activities. The area also offers opportunities for a large number of outdoor pursuits such as walking, cycling, sailing, fishing, canoeing, climbing and horse riding.</p> <p>The District Council has ensured the provision of locally equipped play areas and kickabout facilities within walking distance of most residential areas to make sure there are adequate recreational opportunities for children and young people.</p> <p>Facilities maintained by Mid Sussex District Council include:</p> <ul style="list-style-type: none"> <li>• 3 leisure centres</li> <li>• 20 parks</li> </ul>

	<ul style="list-style-type: none"> <li>• 3 bowling greens</li> <li>• 5 skate parks</li> <li>• 26 senior, 23 junior and 18 mini soccer football sites</li> <li>• 5 rugby pitches</li> <li>• 3 cricket pitches</li> <li>• 15 tennis court sites</li> <li>• Over 130 equipped playgrounds</li> </ul>
<b>Future provision</b>	<p>The District Plan will require new development to contribute towards the provision of open space on-site, as well as financial contributions towards sports and recreation facilities via planning obligations. Larger development, such as significant sites, will provide those facilities on-site where necessary.</p> <p>Expected requirements for each site have been detailed within allocation policies reflecting the position currently applied by the Council and provide a clear framework for developers. Final provision will be agreed at the planning application stage in order to direct funds and projects where most needed.</p> <p>Where on-site provision is not expected, estimated costs of the overall planning obligations likely to be collected at each settlement over the plan period have been included in this document, within the Infrastructure Schedule. This is to provide interested parties with a general idea of potential funds that may become available in the future to provide sport and recreation facilities within specific areas of the district. The estimate was calculated using Appendix 5 of the District Plan 2021-2039 based on an average occupancy of 2.5 people.</p>
<b>Source of Funding</b>	Developer contributions

## Green Infrastructure

<b>GREEN INFRASTRUCTURE</b>	
<b>Lead Organisation(s)</b>	Mid Sussex District Council, Developers
<b>Key Issues</b>	Green infrastructure (including blue infrastructure) delivers a range of environmental, social and economic benefits including resilience to the effects of climate change, positive health and wellbeing effects, nature-based solutions and supporting nature recovery.
<b>Existing Provision</b>	There are different types of green infrastructure to be found in Mid Sussex District. Green infrastructure functions at a variety of scales from individual street trees to large woodlands; it is found from the local to the landscape scale. Green infrastructure can also be formed of linear features such as roadside verges and rights of way. There are parks and gardens; amenity green space; natural and semi-natural urban green spaces; green corridors;

	<p>vegetated SuDS; allotments; and green walls and green roofs. Green infrastructure also incorporates 'blue infrastructure' such as watercourses, ponds and lakes.</p> <p>Policy DPN3: Green Infrastructure safeguards important green infrastructure assets and links. The Burgess Hill Green Circle is identified and allocated as informal open space along with other areas in Haywards Heath and East Grinstead.</p>
<b>Future Provision</b>	Green infrastructure will need to be incorporated into development in line with Policy DPN3.
<b>Source of Funding</b>	Direct provision, planning obligations

<b>BIODIVERSITY AND NATURE CONSERVATION</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• Mid Sussex District Council</li> <li>• Natural England</li> </ul>
<b>Key Issues</b>	<p>Biodiversity and geodiversity are important natural capital assets and provide benefits as part of ecosystem services. Nature recovery is important for delivering improvements to nature, ecological networks and green infrastructure.</p> <p>The requirement for mandatory biodiversity net gain was introduced by the Environment Act 2021. Biodiversity net gain seeks to deliver measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be delivered on-site, off-site or through a combination of on-site and off-site measures, however, the implementation of biodiversity net gain should align with the local objectives and priorities for biodiversity improvements and nature recovery.</p>
<b>Existing Provision</b>	<p>The District has a number of valued landscapes, habitats and species that need to be protected and enhanced. There are:</p> <ul style="list-style-type: none"> <li>• 13 Sites of Special Scientific Interest (SSSI)</li> <li>• 50 Local Wildlife Sites (LWS)</li> <li>• 6 Local Nature Reserves (LNR)</li> <li>• Over 1,400 areas of ancient woodland covering over 5,200Ha.</li> <li>• Priority habitats found in Mid Sussex including ancient woodland, coastal &amp; floodplain grazing marsh, deciduous woodland, ghyll woodland, lowland calcareous grassland, lowland fen, lowland heathland, lowland meadow, reedbed, traditional orchard, and wood-pasture &amp; parkland.</li> </ul>

<b>Future Provision</b>	All development can contribute to biodiversity improvements and nature recovery and it is expected that development incorporates biodiversity features; restores, enhances and creates ecological networks; and delivers green infrastructure.  Development proposals will need to take into account Policy DPN1: Biodiversity, Geodiversity and Nature Recovery; DNP2: Biodiversity Net Gain; and DPN3: Green Infrastructure; and DPN4: Trees, Woodland and Hedgerows.
<b>Source of Funding</b>	Direct provision, planning obligations
<b>Further Information</b>	Local Nature Recovery Strategy (when published)

## Habitats Regulations Assessment

<b>SUITABLE ALTERNATIVE NATURAL GREENSPACE (SANG)</b>	
<b>Lead Organisation(s)</b>	Mid Sussex District Council
<b>Source of Information</b>	Mid Sussex District Council
<b>Key Issues</b>	<p>Increased recreational activity arising from new residential development and related population growth is likely to disturb the protected near-ground and ground nesting birds at Ashdown Forest. Mitigation measures are necessary to counteract the effects of potential increasing recreational pressure on the Ashdown Forest SPA arising from new residential development within a 7km zone of influence around the Ashdown Forest SPA. Mitigation measures will help to ensure that the conservation objectives for the Ashdown Forest SPA and SAC are met, which will prevent a deterioration of the conservation status of qualifying species for which the SPA has been classified and the qualifying habitats and species for which the SAC has been designated.</p> <p>There are two parts to the mitigation: Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM). The SANG and SAMM mitigation approach set out in Policy DPC6 aligns with the strategic solution for recreational disturbance on the Ashdown Forest SPA which is supported by Natural England. This strategic solution ensures the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Ashdown Forest SPA arising from new residential development.</p> <p>The purpose of SANG is to provide alternative greenspace to attract visitors away from the Ashdown Forest SPA. It aims to reduce overall visitor and recreational pressure on Ashdown Forest, and to provide for the needs of dog</p>

	walkers in particular. Relevant development will need to either provide a SANG or make a financial contribution to a strategic SANG.
<b>Existing Provision</b>	East Court & Ashplats Wood SANG, East Grinstead – strategic SANG at full capacity Hill Place Farm SANG, East Grinstead – strategic SANG with capacity
<b>Planned Provision</b>	Imberhorne SANG – a strategic SANG to be delivered as part of allocation SA20 in the Site Allocations DPD
<b>Source of Funding</b>	Planning obligations from new residential development within the 7km zone of influence
<b>Further Information</b>	<a href="#">Protecting Ashdown Forest</a> , Mid Sussex District Council website

<b>STRATEGIC ACCESS MANAGEMENT AND MONITORING (SAMM)</b>	
<b>Lead Organisation(s)</b>	The Ashdown Forest SAMM Partnership comprises local authorities, including Mid Sussex District Council, and the Conservators of Ashdown Forest
<b>Source of Information</b>	SAMM Strategy (emerging)
<b>Key Issues</b>	<p>Increased recreational activity arising from new residential development and related population growth is likely to disturb the protected near-ground and ground nesting birds at Ashdown Forest. Mitigation measures are necessary to counteract the effects of potential increasing recreational pressure on the Ashdown Forest SPA arising from new residential development within a 7km zone of influence around the Ashdown Forest SPA. Mitigation measures will help to ensure that the conservation objectives for the Ashdown Forest SPA and SAC are met which will prevent a deterioration of the conservation status of qualifying species for which the SPA has been classified and the qualifying habitats and species for which the SAC has been designated.</p> <p>There are two parts to the mitigation: Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM). The SANG and SAMM mitigation approach set out in Policy DPC6 aligns with the strategic solution for recreational disturbance on the Ashdown Forest SPA which is supported by Natural England. This strategic solution ensures the requirements of the Habitats Regulations are met with regard to the in combination effects of increased recreational pressure on the Ashdown Forest SPA arising from new residential development.</p> <p>The second part of mitigation is to provide a financial contribution towards a SAMM strategy. This aims to manage visitors on-site at Ashdown Forest. The Joint SAMM Strategy is a strategic co-ordinated approach to mitigation in</p>

	partnership with Lewes, Sevenoaks, Tandridge and Wealden District Councils, Tunbridge Wells Borough Council, Natural England, and the Conservators of Ashdown Forest. The SAMM Partnership for Ashdown Forest is actively working to deliver access management projects to address issues arising from visitor pressure and undertake monitoring at both Ashdown Forest and the four operational SANG sites.
<b>Existing Provision</b>	Ashdown Forest Code of Conduct for Dog Walkers
<b>Planned Provision</b>	Ongoing SAMM projects in line with the SAMM Strategy
<b>Source of Funding</b>	Planning obligations from new residential development within the 7km zone of influence
<b>Further Information</b>	<a href="#">Protecting Ashdown Forest</a> , Mid Sussex District Council website

## Emergency Services and Community Safety

<b>FIRE &amp; RESCUE</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>West Sussex County Council</li> </ul> <p>West Sussex County Council is the Fire Authority for the Mid Sussex area. It is responsible for making sure that the West Sussex Fire and Rescue Service performs efficiently and in the best interest of the public and community it serves.</p> <ul style="list-style-type: none"> <li>West Sussex Fire and Rescue Service (WSFRS)</li> </ul> <p>WSFRS provides the fire and rescue services for the County.</p>
<b>Source of Information</b>	<a href="#">West Sussex Community Risk Management Plan 2022-2026</a> , WSCC
<b>Key Issues</b>	<p>West Sussex Fire and Rescue Service now deal with fewer fires but an increasing number of vehicle collisions and floods. Greater emphasis is also now placed on undertaking work on fire prevention and community safety.</p> <p>Additional development will need to be designed appropriately to allow fire and rescue services to carry out their duty.</p>
<b>Existing Provision</b>	Burgess Hill, East Grinstead and Haywards Heath Fire Stations have a variable crewing system wholetime and retained. This provides day crewing wholetime (Monday-Friday) and on-call firefighters providing 24-hour cover. There are on-call firefighters providing 24-hour cover at Hurstpierpoint Fire Station and Turners Hill Fire Station.

	<p>The control rooms of East Sussex Fire &amp; Rescue and West Sussex Fire &amp; Rescue were brought together in May 2014 in a new combined operation at Haywards Heath – the Sussex Control Centre.</p>
<b>Future provision</b>	<p>The impact of new development will necessitate full modelling along with the review of the current response standard as part of the Community Risk Management Plan. Developers will need to continue to liaise with West Sussex County Council Highways Department to ensure that suitable access to new development is provided. There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available.</p>
<b>Source of Funding</b>	<p>Funding for the fire service is provided by West Sussex County Council and comes from two main sources:</p> <ul style="list-style-type: none"> <li>• Grant funding from central Government</li> <li>• Council tax</li> </ul> <p>There is no additional precept for fire and rescue services on council tax bills in West Sussex. The fire and rescue budget is considered as part of the wider provision of county council services.</p> <p>Developers should provide the infrastructure required to serve new development at no cost to the emergency service. They will be required to contribute towards works that may be needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for firefighting. In addition, they may be required to make a proportionate contribution towards the provision of new firefighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area. The costs are based on the additional population coming from the new development.</p>

<b>AMBULANCE</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• South East Coast Ambulance Service</li> </ul> <p>Ambulance services within the District are provided by the South East Coast Ambulance Service NHS Foundation Trust (SECAmb). SECAmb operates over a wider geographical area covering Kent, Medway, Surrey, Sussex and a part of North East Hampshire.</p>
<b>Source of Information</b>	<p><a href="#">Five Year Strategic Plan 2024-2029</a>, SECAmb</p> <p><a href="#">Annual Report and Accounts</a>, SECAmb</p>
<b>Key Issues</b>	<p>The demand on the ambulance service has been increasing in recent years and it is predicted that this will continue to rise.</p>

<b>Existing Provision</b>	<p>The Trust responds to 999 calls from the public, urgent calls from healthcare professionals, provides NHS 111 services across the region, and in Surrey provides non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities). The Service:</p> <ul style="list-style-type: none"> <li>• covers a geographical area of 9,400 square kilometres</li> <li>• Provides service to 4.7 million people.</li> <li>• operates across 110 sites ranging from ambulance stations and ambulance community response posts to three Emergency Dispatch Centres, where 999 calls are received, clinical advice provided and emergency vehicles dispatched.</li> <li>• utilise a fleet of 398 vehicles.</li> <li>• received 1,044,787 emergency calls during 21/22 – an 18.6% increase from the previous financial year</li> <li>• employs more than 3,500 staff.</li> </ul> <p>There are Ambulance stations located in Burgess Hill and Haywards Heath, and an Ambulance Community Response Post in East Grinstead.</p>
<b>Planned Provision</b>	The Council is not aware of any plans or proposals for new or expanded ambulance stations within the District.
<b>Source of Funding</b>	The majority of the Trust's funding comes from one key Accident and Emergency service level agreement with the region's Integrated Care Boards. The Patient Transport Service and Commercial Services are another source of income. Funding may be sought through developer contributions.

<b>POLICE</b>	
<b>Lead Organisation(s)</b>	<ul style="list-style-type: none"> <li>• Sussex Police</li> </ul> <p>Sussex Police serve East and West Sussex and the City of Brighton and Hove.</p> <ul style="list-style-type: none"> <li>• Sussex Police and Crime Commissioner</li> </ul> <p>The Sussex Police and Crime Commissioner is responsible for policing and crime across the Sussex Police area.</p>
<b>Source of Information</b>	<p><a href="#">Medium Term Financial Strategy (2025/29)</a> , Sussex Police, 2025</p> <p><a href="#">Sussex Police &amp; Crime Plan 2024/28</a> , Sussex Police,</p>

<b>Key Issues</b>	<p>Policing is a population-based service and therefore the District's growing population would inevitably place significant additional demands on existing policing services.</p> <p>Like many other public sector organisations, Sussex Police have seen a real terms reduction in grant funding in recent years, which has necessitated changes to the policing model.</p> <p>At the same time the demands placed on the police service increase, whilst the service has to deal with the changing nature of crime at both the national and local level, for example, cybercrime, child sexual exploitation and terrorism are areas of particular concern.</p>
<b>Existing Provision</b>	<p>At March 2025, Sussex Police employ over 3,200 officers in active duty delivering policing to the residents of Sussex. These roles can be categorized into dedicated policing teams delivering neighbourhood and response policing; divisional policing delivering specialist services such as investigations; and Force-wide policing teams delivering specialist policing services across the county such as Firearms, Major crime and counter terrorism.</p> <p>The force also has over 2,200 support staff in either dedicated, divisional and force-wide roles. Policing involves a wide range of different functions, many of which are not visible to the public but are nonetheless an essential part of policing.</p> <p>The Sussex Police Head Quarters is based in Lewes.</p> <p>Sussex Police operate the following premises in Mid Sussex:</p> <ul style="list-style-type: none"> <li>• Burgess Hill Police Station</li> <li>• Haywards Heath Police Station</li> <li>• Chequers Meads art centre – East Grinstead Police Station</li> </ul> <p>There are currently operated by 351 staff, which include both officer and support staff.</p>
<b>Planned Provision</b>	<p>Refurbishment of Haywards Heath police station</p> <p>Redevelopment of Burgess Hill police station</p> <p>Uplift and movement toward electric/ hydrogen fleet</p>
<b>Future Provision</b>	<p>Where additional development is proposed, the police service will seek to deploy additional staffing and additional infrastructure at the same level that is required to deliver services to the locality. Without additional support unacceptable pressure will be put on existing staff and capital infrastructures, which would seriously undermine their ability to meet the needs of the District and Sussex as a whole.</p>

	<p>The impacts of the proposed quantum of development in the development plan is so significant that they cannot be addressed without additional staff deployed at a level consistent with the current policing of Mid Sussex.</p> <p>The following infrastructure is required and can be secured via planning obligations for the police service in Mid Sussex:</p> <ul style="list-style-type: none"> <li>• Personal equipment for staff/officers – This includes workstations, radios, protective equipment, uniforms and bespoke training in the use of these. Sussex Police try to retain equipment when existing staff leave our service and are replaced. However, additional staff require additional equipment. There are also practical limits to the extent to which existing equipment can be re-used. E.g. with uniforms or where technology has moved on.</li> <li>• Police vehicles of varying types and functions covering existing patterns of development and community demand. The fully equipped fleet of vehicles consists of 38 force-wide vehicles and 25 Divisional vehicles. Vehicles are retained to meet the existing patterns of demand from the district, with reduction made wherever possible. Divisional vehicles are required for our NRT (Neighbourhood Response Teams), NPT (Neighbourhood Patrol Teams), Investigations, Local Command and other fleet uses. Force-wide vehicles are used by SoC (Scene of Crime) teams, Crime Support Command, Forensics and Dogs Section.</li> <li>• Premises sufficient to accommodate the staff delivering policing to the district. At present, Neighbourhood policing in Mid Sussex is delivered from Burgess Hill, Haywards Heath and East Grinstead Police stations. Burgess Hill and Haywards Heath are the main operational bases for Neighbourhood Policing Teams (NPT) and Neighbourhood Response Teams (NRT) in the District. East Grinstead police station is the new drop-in office within the Chequer Meads arts centre.</li> <li>• Automatic Number Plate Recognition (ANPR) and Closed Circuit Television cameras are used by Sussex Police to identify and apprehend criminals. CCTV cameras are owned and operated in partnership with the local authority and private businesses. New development will require investment in this infrastructure to identify criminals and can act as a preventative measure against crime.</li> <li>• Other capital infrastructure as appropriate, to facilitate prisoner detention and processing at custody suites in core locations.</li> </ul>
<b>Source of Funding</b>	<p>Funding for police services comes from Central Government through the Revenue Support Grant, Home Office Grant and specific limited grants, from the Police Precept taken from Council Tax, and from the Community Safety Grant.</p>

	<p>Police funding is divided into revenue and capital funding. The revenue funding stream related broadly to the day-to-day running costs of the Police Force. The capital funding stream relates to the provision of additional buildings, information technology, vehicles, equipment and other items required as assets.</p> <p>Despite the recent increase in revenue from the Council Tax precept and additional investment from Central Government, Sussex Police have identified a growing funding gap. This is due to inflation and other cost pressures, meaning that the funding gap is likely to continue increasing.</p> <p>Whilst national and local funding must continue to cover salary and maintenance costs, there is insufficient funding to provide the infrastructure required for officers to carry out their jobs effectively. The District Council will require developer contributions towards police service infrastructure where necessary.</p>
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## Flood Management

<b>FLOOD DEFENCES AND FLOOD MANAGEMENT</b>	
<b>Lead Organisation(s)</b>	The Environment Agency is the lead authority for flood and coastal erosion risk management, providing strategic oversight for all flood sources.  West Sussex County Council is the Lead Local Flood Authority for Mid Sussex District.
<b>Source of Funding</b>	Planning obligations
<b>Further Information</b>	Flood mitigation may be required as part of development. The Lead Local Flood Authority (LLFA) has undertaken a high-level assessment of the proposed development sites in conjunction with Mid Sussex Drainage Engineers, and there is a Strategic Flood Risk Assessment for the District Plan Review. Policies in the plan set out site-specific requirements for flood management, where appropriate. Delivery and funding will be secured through planning obligations.

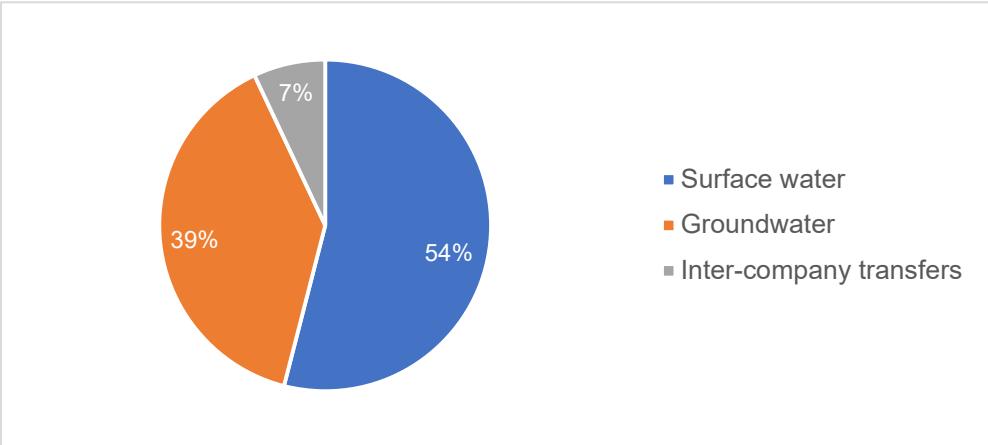
## Utility Services

<b>ELECTRICITY</b>
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<b>Lead Organisation(s)</b>	<p>National Grid System Operator (NGESO) operates the national electricity transmission system across Great Britain. National Grid Electricity Transmission plc (NGET) owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. It manages the supply of electricity to meet the demand across the country by generating or transferring supplies of electricity from one region to another.</p> <p>UK Power Networks (UKPN) operates and maintains the electricity distribution network. Local electricity suppliers pay UKPN to transport their customers' electricity. Independent operators can own and operate a network within a new development but will still connect to the UKPN network via a metered circuit breaker.</p> <p>The Office of Gas and Electricity Markets (Ofgem), supporting the Gas and Electricity Markets Authority, is the government regulator for the electricity and downstream natural gas markets in Great Britain.</p>
<b>Source of Information</b>	<p><a href="#">Electricity Ten Year Statement</a>, National Grid, 2021</p> <p><a href="#">Long Term Development Statement South Eastern Power Networks</a>, UK Power Networks, 2022</p>
<b>Key Issues</b>	UK Power Networks assesses new proposals when they come forward to avoid investing speculatively in their infrastructure ahead of confirmed requirements. However, housing trajectories allow the company to inform load forecasts which feed into the reinforcement plan.
<b>Existing Provision</b>	UK Power Networks confirm that the existing network capacity for the Mid Sussex area is adequate for meeting existing customer demand.
<b>Future Provision</b>	UK Power Networks responds to applications for a new connection (or supply upgrade) from developers, which normally occurs once planning permission has been granted. This involves examining the proposal, assessing the impact on the existing network and providing economic design for connection within the context of the company objectives of supporting growth in the economy whilst minimising the impact of climate change and providing an electricity network that can support new technologies, such as renewable generation and electric vehicles.
<b>Source of Funding</b>	<p>Replacement and maintenance of the network is funded by UKPN's development programmes.</p> <p>Developers apply directly to UK Power Networks for a connection to the network, where required the company designs and quotes for the associated works and reinforcements, the cost of which is apportioned between the entity requesting the connection and other customers.</p> <p>Ofgem can also offer financial allowances to UKPN for replacing overhead lines in sensitive areas, such as AONB, with underground cables.</p>

<b>GAS</b>	
<b>Lead Organisation(s)</b>	National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system in England, Scotland and Wales.  Southern Gas Network (SGN) is the gas distribution network operator for South East England.  The Office of Gas and Electricity Markets (Ofgem), supporting the Gas and Electricity Markets Authority, is the government regulator for the electricity and downstream natural gas markets in Great Britain.
<b>Source of Information</b>	<a href="#">Long Term Development Statement 2021</a> , SGN
<b>Key Issues</b>	Capacity can be increased through reinforcements to the network to the extent required.  The location, scale and timing of development will be key to be included in the SGN future development plans.
<b>Existing Provision</b>	There are currently no specific capacity issues in Mid Sussex
<b>Planned Provision</b>	SGN has identified a requirement for reinforcement to ensure security of supply to SGN customers following the adoption of the District Plan which will go ahead when deemed necessary.  SGN have an ongoing replacement programme of iron mains to polyethylene (PE) to increase the safety of infrastructure.
<b>Future Provision</b>	New gas transmission developments are periodically required to meet increases in regional demand and changes in pattern of supply. Developments to the network occur as a result of specific connection requests. Generally, network developments to provide supplies to the local gas distributions network are as a result of overall regional demand growth rather than site specific developments.  Although there are currently no specific capacity issues in Mid Sussex, each new development will require to be assessed both individually and also cumulatively along with any other developments in the area and, where necessary, reinforcement of the gas system (change in pipe size) may be required in particular to ensure security of supply.
<b>Source of Funding</b>	The main funding sources for gas supply are Ofgem and SGN. Some reinforcements are part funded by developers.

<b>WATER SUPPLY</b>	
<b>Lead Organisation(s)</b>	South East Water is responsible for providing the District Plan area with a clean, safe supply of drinking water.

	<p>The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment.</p> <p>The Water Services Regulation Authority (Ofwat) is the body responsible for economic regulation of the privatised water and sewerage industry in England and Wales.</p>								
<b>Source of Information</b>	<a href="#">Water Resources Management Plan 2025 to 2075</a> , South East Water, 2024								
<b>Key Issues</b>	Capacity will need to be increased through investment to the network to accommodate further development across the district.								
<b>Existing Provision</b>	<p>Mid Sussex District falls within 'Water Resources Zone 2' (WRZ02) which include the key urban areas of Haywards Heath, East Grinstead, Uckfield and Newhaven. Clean water within the zone is supplied as follows:</p>  <table border="1"> <thead> <tr> <th>Source</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Surface water</td> <td>54%</td> </tr> <tr> <td>Groundwater</td> <td>39%</td> </tr> <tr> <td>Inter-company transfers</td> <td>7%</td> </tr> </tbody> </table> <p>South East Water operates in an area classified as seriously water stressed and must therefore prepare a water resource management plan to ensure adequate provision to meet the demand from development.</p> <p>The existing system works under pressure which allows flexibility in the provision of new mains required to serve next development. There is limited spare capacity.</p>	Source	Percentage	Surface water	54%	Groundwater	39%	Inter-company transfers	7%
Source	Percentage								
Surface water	54%								
Groundwater	39%								
Inter-company transfers	7%								
<b>Planned Provision</b>	<p>The Water Resource Management Plan sets out measures that will be implemented over a 60-year period to improve water efficiency and supply. Within WRZ2 Haywards Heath, these measures are as follow:</p> <table border="1"> <tr> <td>2020-2025</td> <td>Leakage reductions Water efficiency</td> </tr> <tr> <td>2025-2045</td> <td>Leakage reductions</td> </tr> </table>	2020-2025	Leakage reductions Water efficiency	2025-2045	Leakage reductions				
2020-2025	Leakage reductions Water efficiency								
2025-2045	Leakage reductions								

		Water efficiency Increase connectivity with WRZ7 Cranbrook
	2045-2080	Leakage reductions Water efficiency Increase connectivity with WRZ3 Eastbourne
These requirements will be reviewed through the next iterations of the Water Resource management Plan every 5 years.		
<b>Future provision</b>	It is likely that investment will be required to serve the development proposed in the District Plan 2021-2039. Where capacity is insufficient, developers will need to requisition a connection to the nearest point of adequate capacity.	
<b>Source of Funding</b>	The main funding sources for water supply include Ofwat, South East Water and developer contributions.	

<b>WASTEWATER TREATMENT AND SEWERAGE</b>	
<b>Lead Organisation(s)</b>	Southern Water is responsible for sewerage and wastewater treatment across the district, except in the north-western area of Mid Sussex which is managed by Thames Water.  The Environment Agency is responsible for monitoring the operation of sewage and wastewater treatment works as well as setting limits on discharges to watercourses.  The Water Services Regulations Authority (Ofwat) is the body responsible for economic regulation of the privatised water and sewerage industry in England and Wales.
<b>Source of Information</b>	<a href="#">Southern Water Regional Drainage and Wastewater Management Plan (DWMP) 2025-2030</a> <a href="#">Southern Water Catchment Drainage and Wastewater Management Plans</a>
<b>Key Issues</b>	The sewerage system has limited capacity across the district.  Goddards Green Wastewater Treatment Works (WTW) may require upgrading within the Plan period (Southern Water)
<b>Existing Provision</b>	There are a number of facilities through the District that serve the three main towns and rural areas,  The sewerage system operates mainly under gravity in Mid Sussex.
<b>Future Provision</b>	<b>Wastewater sewerage system</b>

	<p>Southern Water will be undertaking the following wastewater treatment works through their capital programme of works within the Mid Sussex District Council area:</p> <table border="1"> <thead> <tr> <th>Provision</th><th>Wastewater Treatment Works</th><th>Delivery Timescale</th></tr> </thead> <tbody> <tr> <td rowspan="4">Improvements to river water quality in terms of relevant WFD Driver</td><td>Scaynes Hill Wastewater Treatment Works</td><td>2026-2031</td></tr> <tr> <td>Fulking Wastewater Treatment Works</td><td>2026-2031</td></tr> <tr> <td>Slaugham Wastewater Treatment Works</td><td>2026-2031</td></tr> <tr> <td>Staplefield Wastewater Treatment Works</td><td>2026-2031</td></tr> <tr> <td>Additional treatment capacity at the treatment works (growth) including Capital Maintenance &amp; Resilience Enhancements</td><td>Goddards Green Wastewater Treatment Works</td><td>2026-2036</td></tr> </tbody> </table> <p>Developments should connect to the sewerage system at the nearest point of adequate capacity so that the risk of foul water flooding is not increased. The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to adverse amenity impacts for existing or future users in the form of internal and external sewer flooding, pollution of land and watercourses and/or issues with water supply in the form of no or low water pressure.</p> <p>In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of existing water and/or wastewater infrastructure. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered.</p> <p>It is recommended to liaise with wastewater companies at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential</p>				Provision	Wastewater Treatment Works	Delivery Timescale	Improvements to river water quality in terms of relevant WFD Driver	Scaynes Hill Wastewater Treatment Works	2026-2031	Fulking Wastewater Treatment Works	2026-2031	Slaugham Wastewater Treatment Works	2026-2031	Staplefield Wastewater Treatment Works	2026-2031	Additional treatment capacity at the treatment works (growth) including Capital Maintenance & Resilience Enhancements	Goddards Green Wastewater Treatment Works	2026-2036
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	<p>network upgrades to accommodate future development/s. Failure to do so will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</p> <p><b>Odour mitigation</b></p> <p>Where development is delivered in close proximity to wastewater treatment works the cost of odour mitigation measures required to protect amenity of residents sensitive to odour shall be met by the development. This reflects the Ofwat view that the cost of mitigation should be met by the development and not passed to existing customers through increased charges.</p> <p>Where development is being proposed within 800m of a Thames Water sewage treatment works, the developer or local authority should liaise with Thames Water to consider whether an odour impact assessment is required as part of the promotion of the site and potential planning application submission. The odour impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a sewage treatment works.</p>
<b>Source of Funding</b>	<p>Funding for wastewater treatment works provision or improvements come from the water rates charged. These are based on the 5 yearly water company price review carried out by Ofwat setting price caps based on the infrastructure improvements required to be delivered. The planning certainty of the future allocated sites will support this bidding process.</p> <p>Reinforcement of the sewerage network that is required as a result of individual development will be funded by developers through planning obligations.</p>
<b>Further Information</b>	

<b>WASTE MANAGEMENT AND DISPOSAL INCLUDING RECYCLING FACILITIES</b>	
<b>Lead Organisation(s)</b> <ul style="list-style-type: none"> <li>• West Sussex County Council</li> <li>• Mid Sussex District Council</li> </ul> <p>WSCC is the Waste Disposal Authority, responsible for arranging the safe disposal of household and other waste collected by Mid Sussex District Council. WSCC is also the Waste Planning Authority for the District.</p> <ul style="list-style-type: none"> <li>• Environment Agency</li> </ul> <p>The Environment Agency regulates waste management through a series of licences/permits.</p>	

Source of Information	
<b>Key Issues</b>	<p>New development within the District has a cumulative effect on waste infrastructure.</p> <p>Housing growth as currently forecasted may result in a need for improvements to Household Waste Recycling Sites and Transfer Stations.</p>
<b>Existing Provision</b>	<p>Both Haywards Heath and Burgess Hill, along with surrounding villages are served by the Burgess Hill Household Waste Recycling Site which is co-located with a Waste Transfer Station.</p> <p>East Grinstead and surrounding villages are served by the East Grinstead Household Waste Recycling Site which is co-located with a Waste Transfer Station.</p> <p>There is a Waste Management Depot at Bridge Road in Haywards Heath. It provides the base for Mid Sussex District Council's refuse, recycling, garden waste collection services, and all street cleansing operations.</p>
<b>Planned Provision</b>	<p>The cumulative impact from the housing numbers identified within the District Plan will have an impact on the waste infrastructure, in particular the Burgess Hill Transfer Station and Recycling Centre. As the plan is finalised, West Sussex County Council will seek to clarify what mitigations, contributions and land may be required. Site allocation policies include requirements for developer contributions towards improved waste infrastructure, where necessary. Should an expansion of the site be a solution during the plan period to mitigate the impacts of new development, contributions will be required to ensure the land is suitable and the extension/reconfiguration of the facilities can be delivered.</p>
<b>Source of Funding</b>	West Sussex County Council, Mid Sussex District Council and planning obligations.

## 7. Infrastructure Delivery Schedule

7.1 The infrastructure Delivery Schedule sets out the key items of additional infrastructure that are considered necessary to deliver the District Plan and identifies possible costs, funding, timescale for delivery and the responsible body for provision. Overtime, the Schedule will also provide a monitoring tool against which progress, and delivery can be assessed.

7.2 Potential infrastructure investments (in kind or monies) have been identified for certain infrastructure categories, where known. They reflect in most cases estimated contributions to be provided by development. Additional sources of funding are not included at this stage and may become known as the plan progresses. It should be noted that it is likely that infrastructure investment will be higher than that currently shown in the Schedules.

### Transport

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
Sustainable transport measures and provision	District wide					WSCC Developer	All development			Developer direct provision	Critical
Active travel improvements	Burgess Hill					WSCC Developer	DPSC1			Developer direct provision	Critical
Public transport improvements linking to key destinations	Burgess Hill					WSCC Developer	DPSC1			Developer direct provision	Critical
Active travel improvements	Cophorhne					WSCC Developer	DPSC2			Developer direct provision	Critical

Public transport improvements linking to key destinations	Copthorne				WSCC Developer	DPSC2			Developer direct provision	Critical
Active travel improvements	Sayers Common				WSCC Developer	DPSC3			Developer direct provision	Critical
Public transport improvements linking to key destinations	Sayers Common				WSCC Developer	DPSC3			Developer direct provision	Critical
Local public transport user improvements to be added for medium and smaller sites	District wide				WSCC Developer	All development			Developer direct provision	Critical
Highways works	District wide				WSCC Developer	All development			Developer direct provision	Critical
Sustainable transport (TAD)	District wide				WSCC	DPA1-DPA17		£3.2m	Planning obligations	Critical
Sayers Common to Burgess Hill Cycle Route					WSCC Developer	DPSC1 DPSC3-7			Developer direct provision	Critical
Sayers Common to Hassocks Cycle Route					WSCC	DPSC3-7 DPA12 DPA11			Developer direct provision	Critical
Improvements to cycle storage and accessibility at	Hassocks Station				Network Rail	DPA11 DPA12 DPSC3	£1,050,000		Planning obligations	Important

the station including improved ramped and walking access from the station entrance to the public highway						DPSC4 DPSC5 DPSC6 DPSC7				
Improvements to cycle storage and access	Haywards Heath Station				Network Rail	DPA5 DPA6 DPA7 DPA8 DPA15 DPA16 DPA17	£100,000		Planning obligations	Important
Improvements to cycle storage and access	Burgess Hill Station				Network Rail	DPA1 DPA3 DPSC1	£100,000		Planning obligations	Important
Improvements to accessibility via access for all/step free access costs	Wivelsfield Station				Network Rail				Planning obligations	Important
Physical capacity intervention at Hickstead Junction	Burgess Hill				Developer	All development	£2.2m		Planning obligations	Critical
Physical capacity intervention at Copthorne Hotel Roundabout Junction	Copthorne				Developer	All development	£403,800		Planning obligations	Critical

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Physical capacity intervention at A23/B2118 NB On-slip Merge Junction	Sayers Common				Developer	All development	£1.5m		Planning obligations	Critical
Physical capacity intervention at A23/B2118 SB Off-slip Diverge Junction	Sayers Common				Developer	All development	TBC		Planning obligations	Critical
Physical capacity intervention at A23/A272 SB On-slip Merge Junction	Bolney				Developer	All development	£1.1m		Planning obligations	Critical
Safety intervention at Cuckfield Road/ Gatehouse Lane/ Bishopstone Lane	Burgess Hill				Developer	All development	£265,000		Planning obligations	Critical
Safety intervention at A281/ B2117/ Shaves Wood Lane	Albourne				Developer	All development	£343,000		Planning obligations	Critical
Safety intervention at Sussex/ Franklyn Road/ South Road Roundabout	Haywards Heath				Developer	All development	£40,000		Planning obligations	Critical

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Safety intervention at B2036 London Road/ Victoria Way	Burgess Hill					Developer	All development	£107,000		Planning obligations	Critical
Safety intervention at A23/A272 SB Off-slip	Bolney					Developer	All development	£33,500		Planning obligations	Critical
Improvements at Stonepound crossroad for non-motorised users	Hassocks					Developer	All development			Planning obligations	
Improvements at Turners Hill crossroad for non-motorised users	Turners Hill					Developer	All development			Planning obligations	

## Education

\*Developments will be expected to contribute to this project pro-rata of the need they generate. Shortfall funding will be addressed by the relevant authority.

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
Land for education provision (2.15ha)	Burgess Hill					Developer	DPSC1			Developer direct provision	Critical

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2FE Primary School, with Special Support Centre	Burgess Hill				WSSC Developer	DPSC1*	£12.46m		Developer direct provision Planning obligations	Critical
Land for education provision (9.05ha)	Copthorne				Developer	DPSC2			Developer direct provision	Critical
All-through school with 2FE at Primary and 4FE at Secondary (expandable to 6FE), with attached Special Support Centres	Copthorne				WSSC Developer	DPSC2*	£46.22m		Developer direct provision Planning obligations	Critical
Land for education provision (9.85ha)	Sayers Common				Developer	DPSC3			Developer direct provision	
All-through school with 2.5FE at Primary (expandable to 3FE) and 4FE at Secondary	Sayers Common				WSSC Developer	DPSC3* DPSC4* DPSC5* DPSC6* DPSC7*	£49.61m		Developer direct provision Planning obligations	Critical

(expandable to 6FE), with Special Support Centres										
Provision of new Sixth Form facilities or expansion of existing facilities	District Wide				WSCC	DPSC1-7 DPA1-17	£11m		Planning obligations	Critical
Provision of new Primary and Secondary Education or expansion facilities in the vicinity of proposed development	East Grinstead School Planning Area				WSCC	DPSC2 DPA4 DPA9 DPA10 DPA13			Planning obligations	Critical
	Haywards Heath School Planning Area				WSCC	DPA5 DPA6 DPA7 DPA8 DPA14 DPA15 DPA16 DPA17			Planning obligations	Critical
	Burgess Hill School Planning Area				WSCC	DPSC1 DPA1 DPA2 DPA3			Planning obligations	Critical
	Hassocks School Planning Area				WSCC	DPSC3 DPSC4 DPSC5 DPSC6			Planning obligations	Critical

						DPSC7 DPA11 DPA12				
Land for education provision	Bolney				Developer	DPA14			Developer direct provision	
Land for education provision (2.1ha)	Copthorne					All developments				Critical
SEND School with up to 120 spaces	Copthorne				WSCC	All developments	£14.82m		Planning obligations	Critical
Provision of new SEND facilities or expansion of existing facilities	District wide				WSCC	DPSC1-7 DPA1-17		£2.7m	Planning obligations	Critical
Full-day care nursery (90 places)	Burgess Hill				Developer WSCC	DPSC1*	£3m		Developer direct provision Planning obligations Private provider	Critical
Full-day care nursery (130 places)	Copthorne				Developer WSCC	DPSC2*	£4.5m		Developer direct provision Planning obligations	Critical

									Private provider	
Full-day care nurseries (130 places across 2 sites)	Sayers Common					Developer WSCC	DPSC3*	£5m		Developer direct provision Planning obligations Private provider
Provision of new Early Years facilities or expansion facilities	District wide					WSCC	DPSC4-7 DPA1-17		£6.45m	Planning obligations

## Community Facilities

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
Tier 7 Library (floorspace and contribution)	Burgess Hill					WSCC Developer	DPSC1		£100,000	Developer direct provision Planning obligations	Important
Tier 7 Library (floorspace and contribution)	Copthorne					WSCC Developer	DPSC2		£100,000	Developer direct provision Planning obligations	Important

Tier 7 Library (floorspace and contribution)	Sayers Common				WSCC Developer	DPSC3		£100,000	Developer direct provision Planning obligations	Important
Support library provision <sup>5</sup>	Burgess Hill				WSCC	DPA1 DPA2 DPA3		£160,000	Planning obligations	Important
	East Grinstead				WSCC	DPA4 DPA9 DPA10 DPA13		£200,000	Planning obligations	Important
	Hassocks				WSCC	DPA11		£11,000	Planning obligations	Important
	Haywards Heath				WSCC	DPA5 DPA6 DPA7 DPA8 DPA14 DPA15 DPA16 DPA17		£245,000	Planning obligations	Important
	Hurstpierpoint				WSCC	DPA12 DPSC4 DPSC5 DPSC6 DPSC7		£333,000	Planning obligations	Important

<sup>5</sup> Costings are split between sites to give an indication of how contributions to improvements could be spread. Contributions to libraries in these locations may vary through the planning application process

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Community rooms within the Neighbourhood Centre	Burgess Hill		✓			Developer MSDC Town Council	DPSC1		£1.9m if not provided on site	Developer direct provision	Important
Community building (500sqm) with associated car park	Copthorne					Developer MSDC Parish Council	DPSC2	£1.5m		Developer direct provision	Important
Community building (400sqm) with associated local CCTV and car park	Sayers Common					Developer MSDC Parish Council	DPSC3	£1.2m		Developer direct provision	Important
Community building	Crawley Down					Developer MSDC Parish Council	DPA9			Developer direct provision	Important
Provision of new community buildings or expansion of community buildings in the vicinity of proposed development	Burgess Hill					MSDC Town Council	DPA1 DPA2 DPA3		£503,000	Planning obligations	Important
	East Grinstead					MSDC	DPA4		£64,000	Planning obligations	Important
	Haywards Heath					MSDC	DPA5 DPA6 DPA7 DPA8		£319,000	Planning obligations	Important
	Crawley Down					MSDC	DPA10		£51,000	Planning obligations	Important

	Hassocks				MSDC	DPA11		£34,000	Planning obligations	Important
	Hurstpierpoint				MSDC	DPA12		£126,000	Planning obligations	Important
	Ashurst Wood				MSDC	DPA13		£14,000	Planning obligations	Important
	Bolney				MSDC	DPA14		£282,000	Planning obligations	Important
	Sayers Common				MSDC	DPSC4 DPSC5 DPSC6 DPSC7		£765,000	Planning obligations	Important
	Scaynes Hill				MSDC	DPA15		£42,000	Planning obligations	Important
	Ansty				MSDC	DPA16 DPA17		£99,000	Planning obligations	Important
Allotments	Burgess Hill				Developer	DPSC1			Developer direct provision	Important
Street design and public realm including local signage, traffic calming, footway lighting, litter and dog bins	Burgess Hill				Developer	DPSC1			Developer direct provision	Important
Public rights of way and cycle tracks,	Burgess Hill				Developer	DPSC1			Developer direct provision	Important

including retention and enhancement of existing public rights of way through the site										
Allotments	Burgess Hill				MSDC Town Council	DPA3 DPA3a			Developer direct provision	Critical
Street design and public realm including local signage, traffic calming, footway lighting, litter and dog bins	Copthorne				Developer	DPSC2			Developer direct provision	Important
Public seating	Copthorne				Developer	DPSC2			Developer direct provision	Important
Allotments	Copthorne				Developer	DPSC2			Developer direct provision	Important
Public rights of way and cycle tracks, including retention and enhancement of existing public rights of	Copthorne				Developer	DPSC2			Developer direct provision	Important

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way through the site										
Street design and public realm including local signage, traffic calming, footway lighting, litter and dog bins	Sayers Common				Developer	DPSC3			Developer direct provision	Important
Public rights of way and cycle tracks, including retention and enhancement of existing public rights of way through the site	Sayers Common				Developer	DPSC3			Developer direct provision	Important
Allotments	Sayers Common				Developer	DPSC3			Developer direct provision	Important
Public seating	Sayers Common				Developer	DPSC3			Developer direct provision	Important
Allotments	Crawley Down				Developer	DPA9			Developer direct provision	Important
Allotments	Bolney				Developer	DPA14			Developer direct provision	Important

Provision of local community infrastructure	Burgess Hill					Town Council Voluntary sector organisations	DPA1 DPA2 DPA3		£359,000	Planning obligations	Critical
	East Grinstead					Town Council Voluntary sector organisations	DPA4		£45,000	Planning obligations	Critical
	Haywards Heath					Town Council Voluntary sector organisations	DPA5 DPA6 DPA7 DPA8		£227,000	Planning obligations	Critical
	Crawley Down					Parish Council Voluntary sector organisations	DPA9 DPA10		£389,000	Planning obligations	Critical
	Hassocks					Parish Council Voluntary sector organisations	DPA11		£25,000	Planning obligations	Critical
	Hurstpierpoint					Parish Council Voluntary sector organisations	DPA12		£90,000	Planning obligations	Critical
	Ashurst Wood					Parish Council	DPA13		£10,000	Planning obligations	Critical

						Voluntary sector organisations					
	Bolney					Parish Council Voluntary sector organisations	DPA14		£201,000	Planning obligations	Critical
	Sayers Common					Parish Council Voluntary sector organisations	DPSC4 DPSC5 DPSC6 DPSC7		£546,000	Planning obligations	Critical
	Scaynes Hill					Parish Council Voluntary sector organisations	DPA15		£30,000	Planning obligations	Critical
	Ansty					Parish Council Voluntary sector organisations	DPA16 DPA17		£71,000	Planning obligations	Critical

### Emergency services and community safety

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
<b>FIRE &amp; RESCUE</b>											
Provision towards	District wide					West Sussex Fire &	All new development		£1m	Planning obligations	Essential

expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment	Rescue Services								
<b>POLICE</b>									
Personal equipment for officer/staff	District wide				Sussex Police	All new development		£238,600	Planning obligations Revenue and capital funding
Vehicles	District wide				Sussex Police	All new development		£120,000	Planning obligations Revenue and capital funding
Premises	Haywards Heath and Burgess Hill				Sussex Police	All new development		£798,000	Planning obligations Revenue and capital funding
Automatic Number Plate Recognition cameras	District wide				Sussex Police	All new development <sup>6</sup>			Planning obligations

<sup>6</sup> Whether contributions are sought is determined on a case-by-case basis

										Revenue and capital funding	
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## Habitats Regulations Assessment – Mitigation for the Ashdown Forest SPA and SAC

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
Suitable Alternative Natural Greenspace (SANG) mitigation	Strategic SANGs in Mid Sussex District	✓	✓	✓	✓	MSDC for strategic SANGs or developer-led for direct SANG provision	Development within the 7km zone of influence		£472,000 The SANG contribution depends on the strategic SANG <sup>7</sup>	Planning obligations	Critical
Ashdown Forest Strategic Access Management & Monitoring (SAMM) Strategy	Ashdown Forest	✓	✓	✓	✓	The Ashdown Forest SAMM Partnership (local authorities including MSDC and the Conservators of Ashdown Forest)	Development within the 7km zone of influence		£514,000 The current SAMM contribution is £1,170 per unit	Planning obligations	Critical

<sup>7</sup> Calculated on cost of current SANG (£5,253/unit).

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
Increase capacity at existing GP facilities	District wide					NHS Sussex ICB	All new development		£12m	Planning obligations NHS funding	Essential
Extra Care Housing	Burgess Hill					WSCC Developer	DPSC1			Developer direct provision	Essential
Extra Care Housing	Copthorne					WSCC Developer	DPSC2			Developer direct provision	Essential
Extra Care Housing	Sayers Common					WSCC Developer	DPSC3			Developer direct provision	Essential
Care home (65 beds)	Crawley Down					WSCC Developer	DPA9			Developer direct provision	Essential

## Open Space, Sport and Recreation

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/39						
Contribution towards the expansion/ enhancement of outdoor	Burgess Hill					MSDC	DPSC1		£1.9m	Planning obligations	

sports within the vicinity of the site where not met on-site (requirement 4.81ha)											
Other outdoor provision such as MUGA, bike track, skatepark (0.1ha)	Burgess Hill				Developer	DPSC1	£250,000		Developer direct provision		
3 LEAP (400 sqm each)	Burgess Hill				Developer	DPSC1	£480,000		Developer direct provision		
Informal outdoor space including community orchards (minimum 10.22ha)	Burgess Hill				Developer	DPSC1			Developer direct provision		
4 LEAP (400sqm each)	Copthorne				Developer	DPSC2	£640,000		Developer direct provision		
Other outdoor provision such as	Copthorne				Developer	DPSC2	£250,000		Developer direct provision		

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MUGA, bike track, skatepark (0.1ha)											
Senior 3G football turf pitch with ancillary changing and parking facilities	Copthorne				Developer	DPSC2	£1.2m		Developer direct provision		
Informal outdoor space including community orchards (minimum 15.13ha)	Copthorne				Developer	DPSC2			Developer direct provision		
4 LEAP (400sqm each)	Sayers Common				Developer	DPSC3	£640,000		Developer direct provision		
Other outdoor provision such as MUGA, bike track, skatepark (0.1ha)	Sayers Common				Developer	DPSC3	£250,000		Developer direct provision		
Informal outdoor space	Sayers Common				Developer	DPSC3			Developer direct provision		

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(minimum 15.13ha)										
Contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site where not met on-site (requirement 7.12ha)	Sayers Common				Developer	DPSC3		£2.7m	Developer direct provision	
Informal outdoor space (minimum 1.59ha)	Sayers Common				Developer	DPSC5			Developer direct provision	
Informal outdoor space (minimum 1.52ha)	Sayers Common				Developer	DPSC7			Developer direct provision	
LEAP (400 sqm)	Haywards Heath				Developer	DPA7	£160,000		Developer direct provision	
Play area (0.18ha)	Crawley Down				Developer	DPA9			Developer direct provision	

Informal outdoor space (minimum 2.65ha)	Crawley Down				Developer	DPA9			Developer direct provision	
MUGA and other outdoor provision (0.23ha)	Crawley Down				Developer	DPA9			Developer direct provision	
Outdoor sport provision (1.25ha) or contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site	Crawley Down				Developer	DPA9		£491,000	Developer direct provision Or Planning obligations	
LEAP (400 sqm)	Hurstpierpoint				Developer	DPA12	£160,000		Developer direct provision	
Informal outdoor space (minimum 0.81ha)	Hurstpierpoint				Developer	DPA12			Developer direct provision	
Informal outdoor space including	Bolney				Developer	DPA14			Developer direct provision	

country park and community orchards (1.52ha)										
Expansion/ enhancement of outdoor sports within the vicinity of the site	Burgess Hill			MSDC	DPA1 DPA2 DPA3		£502,000	Planning obligations		
	Sayers Common			MSDC	DPSC4 DPSC5 DPSC6 DPSC7		£760,000	Planning obligations		
	East Grinstead			MSDC	DPA4		£63,000	Planning obligations		
	Bolney			MSDC	DPA14		£282,000	Planning obligations		
	Haywards Heath			MSDC	DPA5 DPA6 DPA7 DPA8		£318,680	Planning obligations		
	Crawley Down			MSDC	DPA10		£51,000	Planning obligations		
	Hassocks			MSDC	DPA11		£35,000	Planning obligations		
	Hurstpierpoint			MSDC	DPA12		£126,000	Planning obligations		
	Ashurst Wood			MSDC	DPA13		£17,000	Planning obligations		
	Scaynes Hill			MSDC	DPA15		£42,000	Planning obligations		

	Ansty				MSDC	DPA16 DPA17		£99,000	Planning obligations	
Expansion/ enhancement of play area within the vicinity of the site	Burgess Hill				MSDC	DPA1 DPA2 DPA3		£651,000	Planning obligations	
	Sayers Common				MSDC	DPSC4 DPSC5 DPSC6 DPSC7		£992,000	Planning obligations	
	East Grinstead				MSDC	DPA4		£83,000	Planning obligations	
	Bolney				MSDC	DPA14		£367,000	Planning obligations	
	Haywards Heath				MSDC	DPA5 DPA6 DPA8		£304,000	Planning obligations	
	Crawley Down				MSDC	DPA10		£66,000	Planning obligations	
	Hassocks				MSDC	DPA11		£46,000	Planning obligations	
	Ashurst Wood				MSDC	DPA13		£19,000	Planning obligations	
	Scaynes Hill				MSDC	DPA15		£55,000	Planning obligations	
	Ansty				MSDC	DPA16 DPA17		£129,000	Planning obligations	
Expansion/ enhancement of other	Burgess Hill				MSDC	DPA1 DPA2 DPA3		£558,000	Planning obligations	

outdoor provision within the vicinity of the site	Sayers Common				MSDC	DPSC4 DPSC5 DPSC6 DPSC7		£849,000	Planning obligations	
	East Grinstead				MSDC	DPA4		£71,000	Planning obligations	
	Bolney				MSDC	DPA14		£313,000	Planning obligations	
	Haywards Heath				MSDC	DPA5 DPA6 DPA7 DPA8		£353,000	Planning obligations	
	Crawley Down				MSDC	DPA10		£57,000	Planning obligations	
	Hassocks				MSDC	DPA11		£39,000	Planning obligations	
	Hurstpierpoint				MSDC	DPA12		£140,000	Planning obligations	
	Ashurst Wood				MSDC	DPA13		£16,000	Planning obligations	
	Scaynes Hill				MSDC	DPA15		£47,000	Planning obligations	
	Ansty				MSDC	DPA16 DPA17		£110,000	Planning obligations	
Expansion/ enhancement of parks and gardens within the	Burgess Hill				MSDC	DPA1 DPA2 DPA3		£696,000	Planning obligations	
	Sayers Common				MSDC	DPSC4 DPSC6		£258,000	Planning obligations	

vicinity of the site	East Grinstead				MSDC	DPA4		£88,000	Planning obligations	
	Haywards Heath				MSDC	DPA5 DPA6 DPA7 DPA8		£440,000	Planning obligations	
	Crawley Down				MSDC	DPA10		£71,000	Planning obligations	
	Hassocks				MSDC	DPA11		£48,000	Planning obligations	
	Ashurst Wood				MSDC	DPA13		£20,000	Planning obligations	
	Scaynes Hill				MSDC	DPA15		£58,000	Planning obligations	
	Ansty				MSDC	DPA16 DPA17		£136,000	Planning obligations	

## Utility services

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY				
21/26 26/31 31/36 36/39															
<b>WASTEWATER TREATMENT AND SEWERAGE</b>															
Provision of foul water infrastructure and pumping station(s)	Burgess Hill					Southern Water Developer	DPSC1			Developer direct provision					

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Sewerage network upgrades	Burgess Hill				Southern Water Developer	DPSC1			Developer direct provision	
Wastewater network and sewerage treatment infrastructure upgrades	Copthorne				Thames Water Developer	DPSC2			Developer direct provision	
Terminal pumping station (on-site)	Sayers Common				Southern Water Developer	DPSC3			Developer direct provision	
Wastewater treatment works (off-site)	Sayers Common				Southern Water Developer	DPSC3			Developer direct provision	
Sewerage network upgrades	Sayers Common				Southern Water Developer	DPSC5			New Infrastructure Charge	
Sewerage network upgrades	Sayers Common				Southern Water Developer	DPSC6			New Infrastructure Charge	
Sewerage network upgrades	Sayers Common				Southern Water Developer	DPSC7			New Infrastructure Charge	
Sewerage network upgrades	Burgess Hill				Southern Water Developer	DPA3			New Infrastructure Charge	

Sewerage network upgrades	Haywards Heath				Southern Water Developer	DPA8			New Infrastructure Charge	
Sewerage and wastewater network upgrades / reinforcement	Crawley Down				Southern Water Thames Water Developer	DPA9			New Infrastructure Charge	
Sewerage network upgrades	Hurstpierpoint				Southern Water Developer	DPA12			New Infrastructure Charge	
Sewerage network upgrades	Bolney				Southern Water Developer	DPA14			New Infrastructure Charge	
<b>GAS</b>										
Reinforcement of the Gas Network	District wide				SGN Developer	DPSC1 DPSC2			Developer direct provision	
Reinforcement of the Gas Network in combination with other sites	District wide				SGN Developer	DPSC4, DPSC6 and DPSC7  DPA9 and DPA10			Developer direct provision	

Construction of new Gas Infrastructure	District wide				SGN	DPA14 DPA16 DPA17			Developer direct provision	
Replacement of iron mains to polyethylene programme – to increase infrastructure safety	District wide				SGN				Capital funding	
<b>WASTE MANAGEMENT AND DISPOSAL INCLUDING RECYCLING FACILITIES</b>										
Contributions to improvements and/ or expansion of Burgess Hill transfer site/HWRS as necessary.					WSCC	DPSC1 DPSC3-7 DPA1 DPA2 DPA3 DPA5 DPA6 DPA7 DPA8 DPA11 DPA12 DPA14 DPA15 DPA16 DPA17		£734,200	Planning Obligations	

## Appendix 1 – Proposals from Town and Parish Councils

TOWN/PARISH COUNCIL	PROPOSED PROJECTS
Albourne Parish Council	<p><b>Transport</b>            Provision of travel corridors from any new development to village centres and Hassocks and Burgess Hill. These corridors should be suitable (hard surfaces) for walking, cycling, prams and Motability scooters and bridleways.</p>
Hurstpierpoint and Sayer Common Parish Council	<p>Infrastructure to improve accessibility and other benefits for residents with disabilities. This should ensure that engagement methods are accessible to those with a physical disability or a mental impairment to ensure that disability is not a barrier to engagement.</p> <p>Provision of a circular electric minibus (Sayers Common, Hurstpierpoint, Hassocks, Burgess Hill): Free to parish residents. Aimed at those with no transport and who wish to stay connected to the local service hierarchy.</p>

### Education

Provision of after school clubs aimed at those pupils from disengaged families: to support the parents (in between school finishing and parents returning home) and the children's re-engagement.

Family educational support: Coaching for parents and children, remedial tutoring.

### Open Space

Provision of play equipment: children, teenagers/young adults, adults. This includes both indoor and outdoor equipment.

Substantial play areas which allow for imaginative, adventurous, collaborative play alongside more directed play areas such as pump tracks, skate parks, MUGAs etc.

A community owned open space for people giving residents the easy access to nature that we know is beneficial for health and wellbeing (and will also increase the value of the new housing – “a nature park on your doorstep”). Attendance at village events such as the Swift Evening, Woodland Flora and Fauna group talks etc show that local residents highly value the countryside and nature. Our area is very nature depleted – well-planned development could make a real difference here rather than causing yet more destruction of habitats etc.

### Community Facilities

A community development team that works with the master-planning team to ensure the significant sites are well planned

Planned village communities around a central hub which include a community centre, café and shop with space for people to sit and chat and is easily accessible by foot.

A multi-use community centre that could be utilised by all sections of the community with flexible space for a wide range of activities. Ideally this would have a large hall for the main space, at least 2 other classroom size spaces, office space, storage space, kitchen and cafe area. This sort of facility could also be used by youth / children's and older people's groups, a place of worship and for other community uses. It would require an anchor tenant for example a pre-school. A community car park would be essential to support the venue.

	<p>Appropriate located and accessible community facilities, local services, open spaces, public realm and transport infrastructure.</p> <p>Infrastructure to improve facilities for residents of all ages. These could include youth facilities, community and sports facilities for all age groups and services for the elderly. Adequate consideration should be given to engaging with young and elderly people to ensure that they can positively input into the consultation process.</p> <p>Plan for an ageing population – places to sit with views of the countryside, pedestrian priority designed roads etc.</p> <p>Community gardens to allow growing of vegetables etc alongside the provision of additional traditional allotment capacity.</p> <p>Burial ground space, benches, litter and dog bins, parish noticeboards and countryside open space interpretation boards and signage.</p> <p><b>Other</b></p> <p>Easy win measures to genuinely enhance biodiversity – hedgehog highways in all garden fences, swift and bat bricks in all buildings, planting around the houses to be chosen to provide food and cover for birds and insects, wildflower friendly verges that are cut and collected annually only.</p> <p>Keeping surface water onsite by putting in ponds that are designed to provide a quality wetland habitat.</p> <p>Developments to be planned in an integrated way with green corridors into and around the development which link in with surrounding hedgerows and woodland. Existing hedgerows, copses etc to be left in situ – wildlife cannot wait 20 years for new planting to grow up.</p> <p>A focus on natural regeneration in larger green areas rather than extensive tree planting - more effective, less maintenance, less plastic, water used.</p> <p>The aspirations above should be achieved by developers and MSDC working with for example Sussex Wildlife Trust/RSPB/ Wilder Horsham to achieve genuine biodiversity net gain.</p>
Albourne Parish Council	<p><b>Open Space</b></p> <p>With regard to outside space, it would be good to have a bike track and an all weather pitch with lighting, similar in size to the one at Downlands school (despite a centre for outdoor sport, more houses mean more football teams).</p> <p>Planned village communities with easy access to nature through extensive publicly owned countryside open space. Open spaces need to be planned to be in the right situation looking at existing features, wildlife etc and adjacent to other areas of countryside to give species such as barn owls the size of territory that they need. This also allows space for children to play in the countryside rather than in small very limited “play parks” which research shows is highly beneficial for development.</p>
Bolney Parish Council	<p><b>Community Facilities</b></p> <p>Creation of a public open space on the Foxhole Farm site with a maintenance fund for 10 years.</p> <p>Community facility for the use of village organisations including storage.</p> <p>Extension/creation of burial ground.</p>

	<p>Traffic calming and traffic noise mitigation.</p> <p>A new shared cycleway and pedestrian route.</p> <p>Extension and enhancement of existing Public Rights of Way and Bridleways in the Parish.</p>
Burgess Hill Town Council	<p><b>Community Facilities</b></p> <p>Community Building</p> <p>Allotments</p> <p>Burial Grounds</p> <p><b>Open Space</b></p> <p>New play facilities</p> <p><b>Health</b></p> <p>Health Facilities (especially east of the railway line)</p>
East Grinstead Town Council	<p><b>Community Facilities</b></p> <p>Enhancement to the old St Barnabas Church</p> <p>Enhancement to the Turners Hill Road Recreation Ground</p>
Hurstpierpoint and Sayers Common Parish Council	<p><b>Transport</b></p> <p>Increased community car parking spaces within Hurstpierpoint.</p> <p><b>Open Space</b></p> <p>Open spaces need to be planned to be in the right situation looking at existing features, wildlife etc and adjacent to other areas of countryside to give species such as barn owls the size of territory that they need.</p> <p>This also allows space for children to play in the countryside rather than in small very limited "play parks" which research shows is highly beneficial for development.</p> <p><b>Community Facilities</b></p> <p>Planned village communities with easy access to nature through extensive countryside open space.</p>
Lindfield Rural Parish Council	<p><b>Community Facilities</b></p> <p>Scaynes Hill - Lindfield Active Travel Scheme</p>

Worth Parish Council	<p><b>Transport</b>  Signalised junctions and crossing on the B2028  Sustainable transport improvement including a cycleway along Turners Hill road and public transport throughout the site  Upgrading footpath surrounding the site including 35w improvements to J10A and M23</p> <p><b>Open Space</b>  3G floodlit football pitch replacing second pitch at the Haven Centre  New cricket Pavilion with facilities for women on Sandy Lane  Provision of a sport centre to include county league championship division standard football pitch (with floodlighting, fencing, spectator stands), hard tennis courts and lawn green bowls, MUGA for netball, basketball, swimming pool, gym and fitness suite, social area with bar  Playspace with variety of equipment for all ages with tables and seating</p> <p><b>Community Facilities</b>  Provision of a community building  Improvement to Crawley Down Pond, including dredging and upgrading the surrounding parkland  Construction of new cricket pavilion with facilities for women at Sandy land cricket ground  Playspace on the village green  Improvement to the village centre to include new commercial units with accommodation, redevelopment of the royal oak and community space  Allotment  Contribution towards CCTV cameras to add to existing system  Improvement upgrading of parish owned streetlights  Provision of EV charging point in the village  Provision of litter, dog bins, benches, planters, new notice boards in the village  Improved connectivity to worth way  Traffic calming such as road tables in Brookhill/Copthorne bank area</p> <p><b>Emergency Services</b>  ANPR cameras  Increase response times to incidents in Crawley Down</p> <p><b>Health</b>  Ensure adequate provision</p>
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