MID SUSSEX
DISTRICT COUNCIL

Mid Sussex District Plan 2021-2040

Infrastructure Delivery Plan

2026

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Abbreviations and Acronyms

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

1.5 A significant part this IDP update is the inclusion of potential additional housing sites. Following the examination hearings in early 2026, the Inspector provided his interim conclusions. He instructed the Council to undertake further work with the goal to achieving a higher housing target. In May 2026 the Council published a list of 35 potential additional sites for further in-combination testing. Further information on this process can be found in the Council's MS-TP5: In-combination Testing – Conclusions.

1.6 Alongside this IDP update, the Council has also prepared a supplementary IDP that focusses on the Sayers Common Sustainable Community (SCSC). Eight sites make up the SCSC and will deliver approximately 3,000 dwellings. The majority of dwellings and infrastructure to support this growth will be delivered on the significant site DPSC3: Land to the south of Reeds Lane with the smaller sites either delivering supporting infrastructure or financial contributions towards the strategic infrastructure on DPSC3 (i.e. all-through school). Where possible, the Sayers Common IDP provides further details under the relevant infrastructure types. Given the challenges of bringing forward development of this scale across several sites with different site promoters, the Council, developers and local community agreed that a bespoke

approach would be beneficial. The Sayers Common IDP can be found here and should be read alongside the District Plan IDP.

Purpose of this document

1.7 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 2040, 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.

1.8 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 do.
- To provide evidence for the funding mechanism

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

Structure of this document

1.10 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?

1.11 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.

1.12 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.

1.13 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
	Parking facilities, including Electric Vehicle Charging
Education	Early years
	Primary education
	Secondary education including sixth form
	Further and Higher education
	Adult education
	Special educational needs
Health	Primary healthcare
	Secondary healthcare
	Social care
	Mental Healthcare
	Dental healthcare
	Acute healthcare
Community facilities	Community buildings including village halls
	Libraries
	Places of worship
	Youth facilities
	Cemeteries
	Cultural facilities including arts centres and museums
	Other infrastructure such as benches and litter bins

Open Space, Sport and recreation	Outdoor Sports including sports pitches and pavilions
	Playspace
	Other Outdoor Provision such as MUGA and skateboard parks
	Parks, Gardens, recreation grounds and other open space
Green infrastructure	Green infrastructure including green walls
	Allotments
	Biodiversity and nature conservation
Habitats Regulations Assessment mitigation	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 overstretching 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[1]. 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.

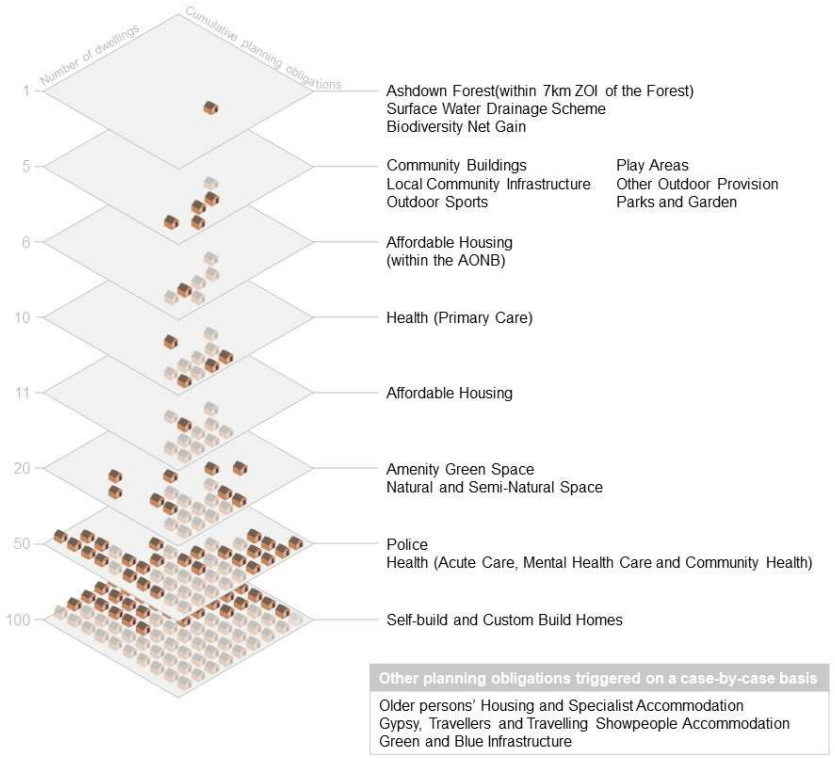


Figure 1 District Council planning obligations requirements for new developments

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

[1] 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.

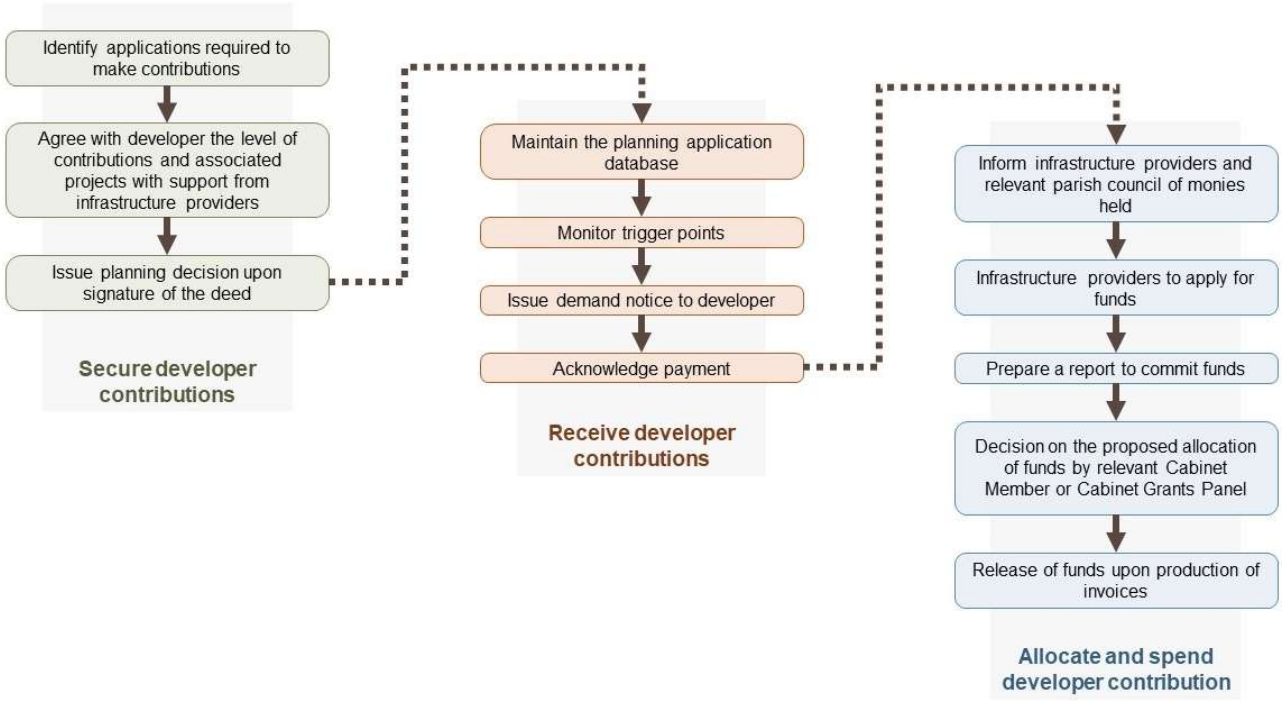


Figure 2 Section 106 agreement process

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
West Sussex County Council	▪ Education (early years, primary, secondary, sixth form, adult education and special educational needs) ▪ Road networks (as highways authority) ▪ Cycling and Walking ▪ Public Rights of Way ▪ Libraries ▪ Fire and Rescue Services ▪ Sustainable Drainage Systems (as Local Lead Flood Authority) ▪ Waste and recycling
Mid Sussex District Council	▪ Parks, recreation and other open space ▪ Sport and Leisure ▪ Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) ▪ Waste and recycling
National Highways	▪ Strategic Road Network (SRN)
NHS Surrey and Sussex Integrated Care Board	▪ Health care services

Infrastructure Provider	Infrastructure Area
South East Coast Ambulance	▪ Emergency health care service ▪ Urgent health care and advice (NHS 111)
Environment Agency	▪ Flood defences ▪ Flood management schemes
Sussex Police	▪ Policing ▪ Automatic Number Plate Recognition ▪ Closed Circuit Television Cameras ▪ Community Safety Partnerships
National Gas Transmission[2]	▪ Owns and operates the gas transmission system across the UK
Southern Gas Network	▪ Gas pipe system operator
Southern Water	▪ Wastewater collection and treatment (majority of district)
South East Water	▪ Water supply and system operator
Thames Water	▪ Wastewater collection and treatment (northwest part of district)
National Grid	▪ Owns and operates the electricity transmission system in England and Wales
UK Power Networks	▪ Electricity distribution operator and network upgrades
Network Rail	▪ Owns and operates railway track, bridges, tunnels, viaducts, level crossings, signals and some stations.
Openreach, EE, VMO2 and Vodafone3	▪ Operates the broadband infrastructure

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 Further engagement took place in August 2025 and May 2026, to capture any updates. In May 2026, the Council informed infrastructure providers of the potential 35 additional housing sites and invited comments on any infrastructure requirements as a result of these additional sites both on an individual and in-combination basis. 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

[2] As of February 2023, National Grid Gas plc divided its operation into two: National Grid and National Gas Transmission

relevant provider intermittently as projects tend to be of such a scale and complexity that progress occurs over longer timescales. Nonetheless, the Council encourages 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 In June 2026, the Council invited the Town and Parish Councils where the additional housing sites are proposed to update the Council on local infrastructure needs and input to the draft Policy wording.

3.9 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.

3.10 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

3.11 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.

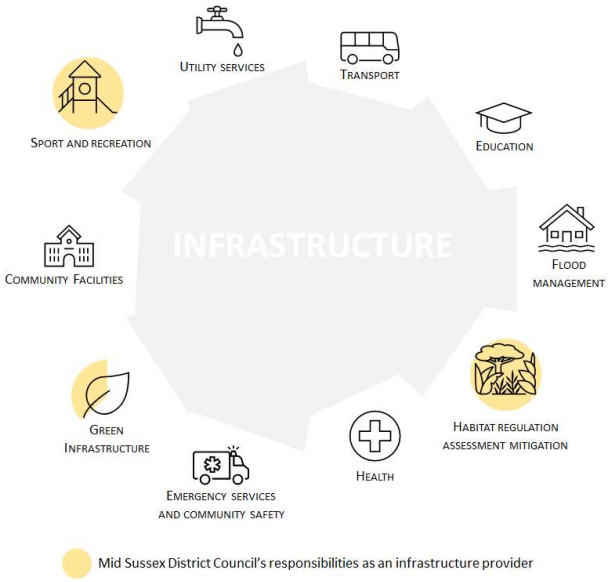


Figure 3 Mid Sussex key infrastructure responsibilities

3.12 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

3.13 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.

3.14 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

3.15 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.

3.16 The District Plan includes a set of indicators to reflect the infrastructure that will be needed to support development over the Plan period.

3.17 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 (1st April to 31st 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[3].

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.

[3] Paragraph 56 of the NPPF

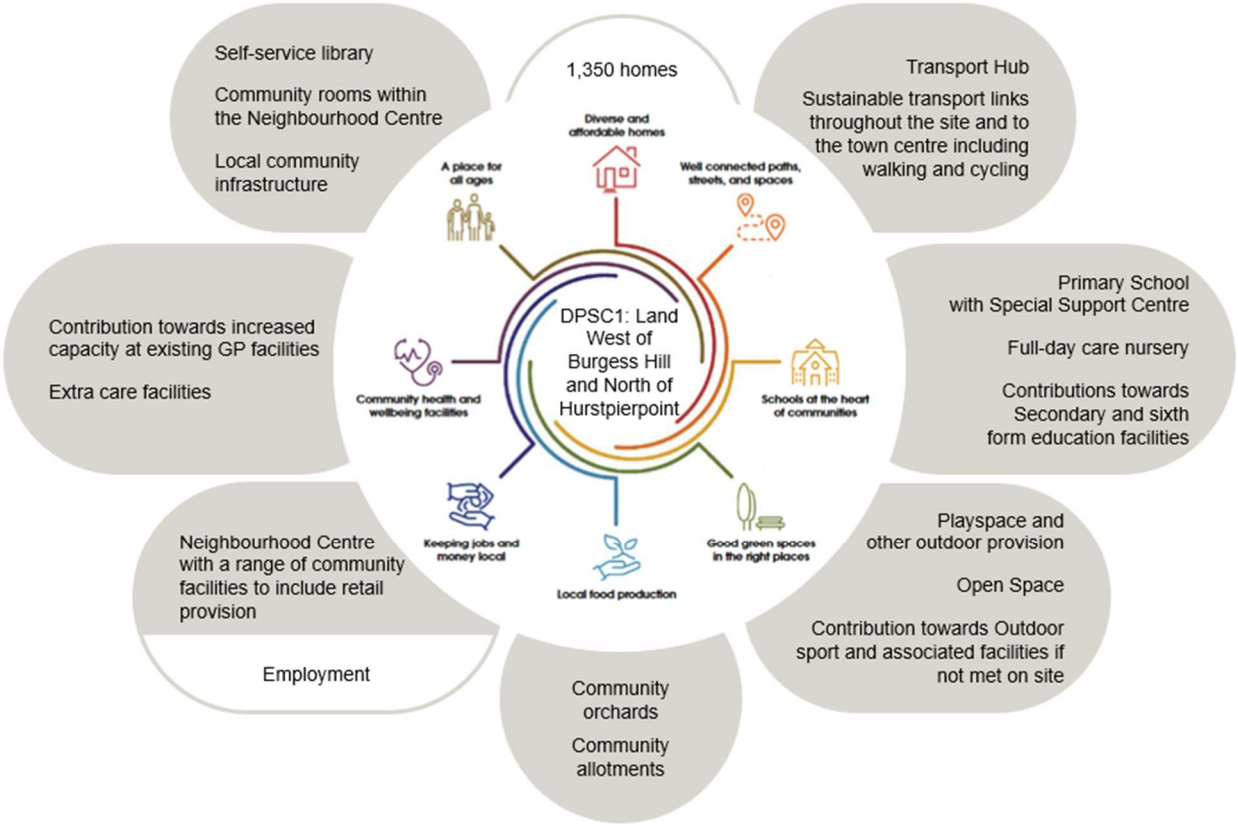
5. Summary of key infrastructure requirements

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 2021-2040. Each of the proposed site allocations will be contributing towards infrastructure through direct provision and/or via financial contributions.

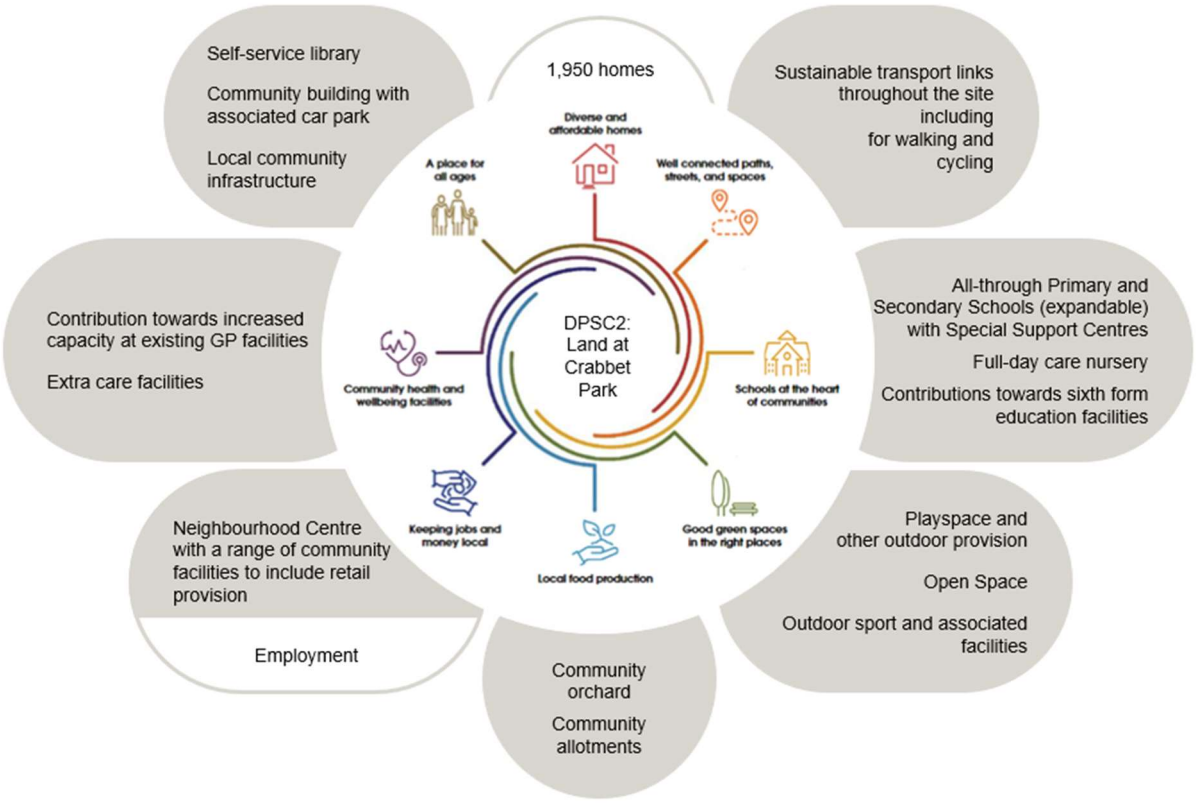
5.2 In order to achieve sustainable development and promote sustainable communities, the District Plan aligns with the concept of 20-minute Neighbourhoods. This is about creating attractive, interesting, safe, inclusive, walkable environments in which people of all ages and levels of fitness are happy 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.

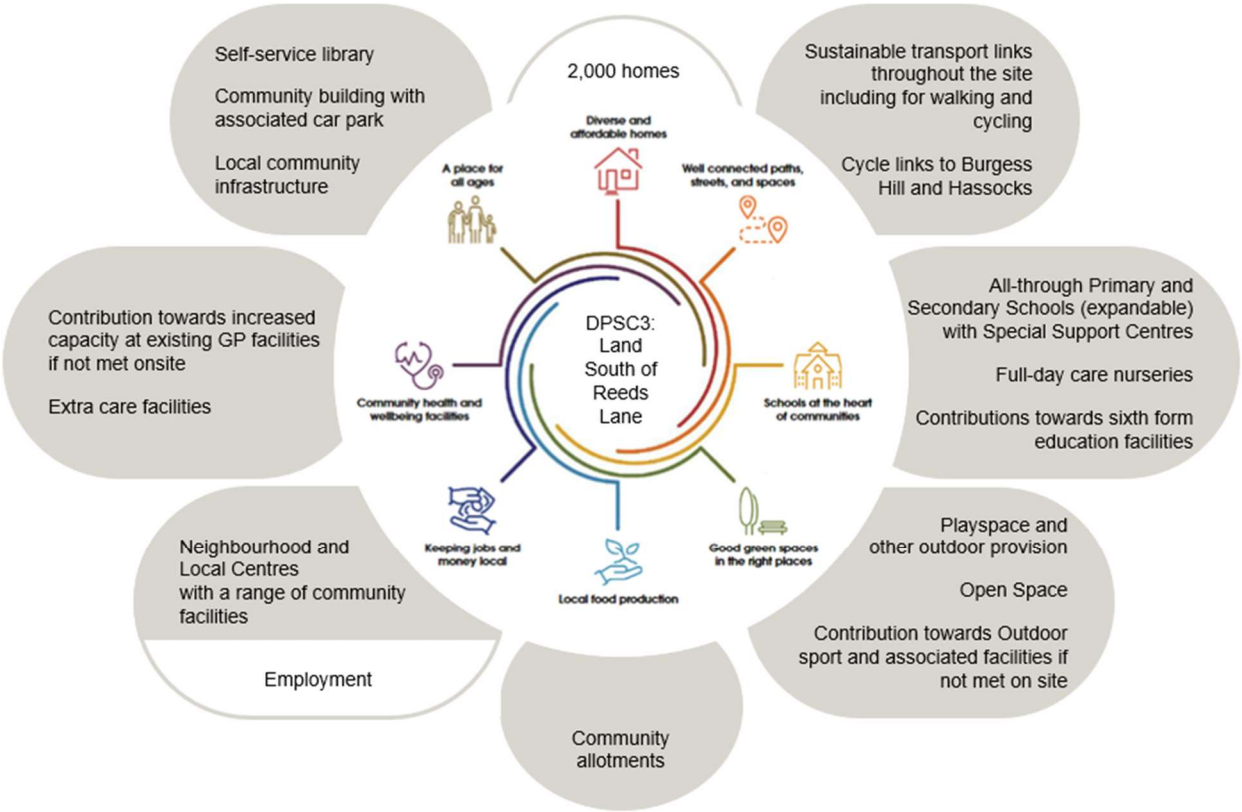
DPSC1: Land West of Burgess Hill and North of Hurstpierpoint



DPSC2 Land at Crabbet Park



DPSC3: Land South of Reeds Lane



5.4 Seven 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/ Site Ref	Site	Yield
DPSC4	Land at Chesapeke and Meadow View, Reeds Lane	**26**
DPSC5	Land at Coombe Farm, London Road	**210**
DPSC6	Land to west of Kings Business Centre, Reeds Lane	**80**
DPSC7	Land south of LVS Hassocks, London Road	**210**
1124	West House Farm, Henfield Road	**325**
786	Land east of Avtrade, Reeds Lane	**75**
787	Land at Kingsland Lodge, London Road	**75**

5.5 All other housing allocations and proposed further allocations, as summarised in Table 5 and 6, 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	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	Crawley Down	**350**
DPA10	Hurst Farm, Turners Hill Road, Crawley Down		**37**
DPA11	Land rear of 2 Hurst Road, Hassocks	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**

Table 6: Proposed additional housing sites

SHLAA ID	Site	Settlement	Yield
775	Grange View House, London Road, Albourne	Albourne	**10**
789	Phase 1 Swallows Yard, London Road, Albourne		**46**
1124	West House Farm, Henfield Road		**325**
1173	Land east of London Road		**250**
1178	Land north of Henfield Road		**20**
1175	Land at Brambletye School, Lewes Road	Ashurst Wood	**25**
28	Area south of Redbridge Lane at junction with London Road	Balcombe	**15**
165	Land south of Oldlands Avenue (Vintens Nursery)		**20**
802	Foxhole Farm Buildings, Foxhole Lane	Bolney	**20**
1191	Land north of Foxhole Farm buildings		**13**
1105	Land east and west of Malthouse Lane	Burgess Hill	**750**
990	Courthouse Farm Copthorne Common Road	Copthorne	**86**
686	Land to the rear of The Martins (south of Hophurst Lane)	Crawley Down	**150**
961	1-5 Queens Walk and 22-26 London Road	East Grinstead	**100**
1024	Land at Brook House Farm, Turners Hill Road		**45**
1060	Land north of Hill Place Farm Buildings, Turners Hill Road		**50**
1181	Land east of West Hoathly Road		**20**
181	Land west of Truggers	Handcross	**105**
680	Field rear of North Colwell Barn, Lewes Road	Haywards Heath	**9**
844	Land at North Colwell Farm, Lewes Road		**80**
988	Land to the North of Old Wickham Lane		**49**
1136	Land at Lunce's Hill, Fox Hill		**14**
1137	Land west of Ockley Lane	Hassocks	**250**
19	Land east of College Lane	Hurstpierpoint	**75**
575	Land north east of Hurstpierpoint		**150**
582	South of Hurst Wickham Barn, College Lane		**9**
1075	Land north of Willow Way and Talbot Mead, Cuckfield Road		**150**
1172	Land to the south of Hurst Wickham Barn, College Lane		**35**
29	Land off Snowdrop Lane, Lindfield, Haywards Heath	Lindfield	**50**
1006	Land to the north of Lyoth Lane		**30**
603	Land to the West of Woodhurst Farm, Old Brighton Road South	Pease Pottage	**700**
818	Land north of the Former Golf House, Horsham Road		**41**
1188	Land at Pease Field		**196**
786	Land east of Avtrade, Reeds Lane	Sayers Common	**75**
787	Land at Kingsland Lodge, London Road		**75**

5.6 A summary of how each housing allocation will be contributing to infrastructure provision is provided in Table 6 and 7.

Table 6: Summary of infrastructure contributions per site

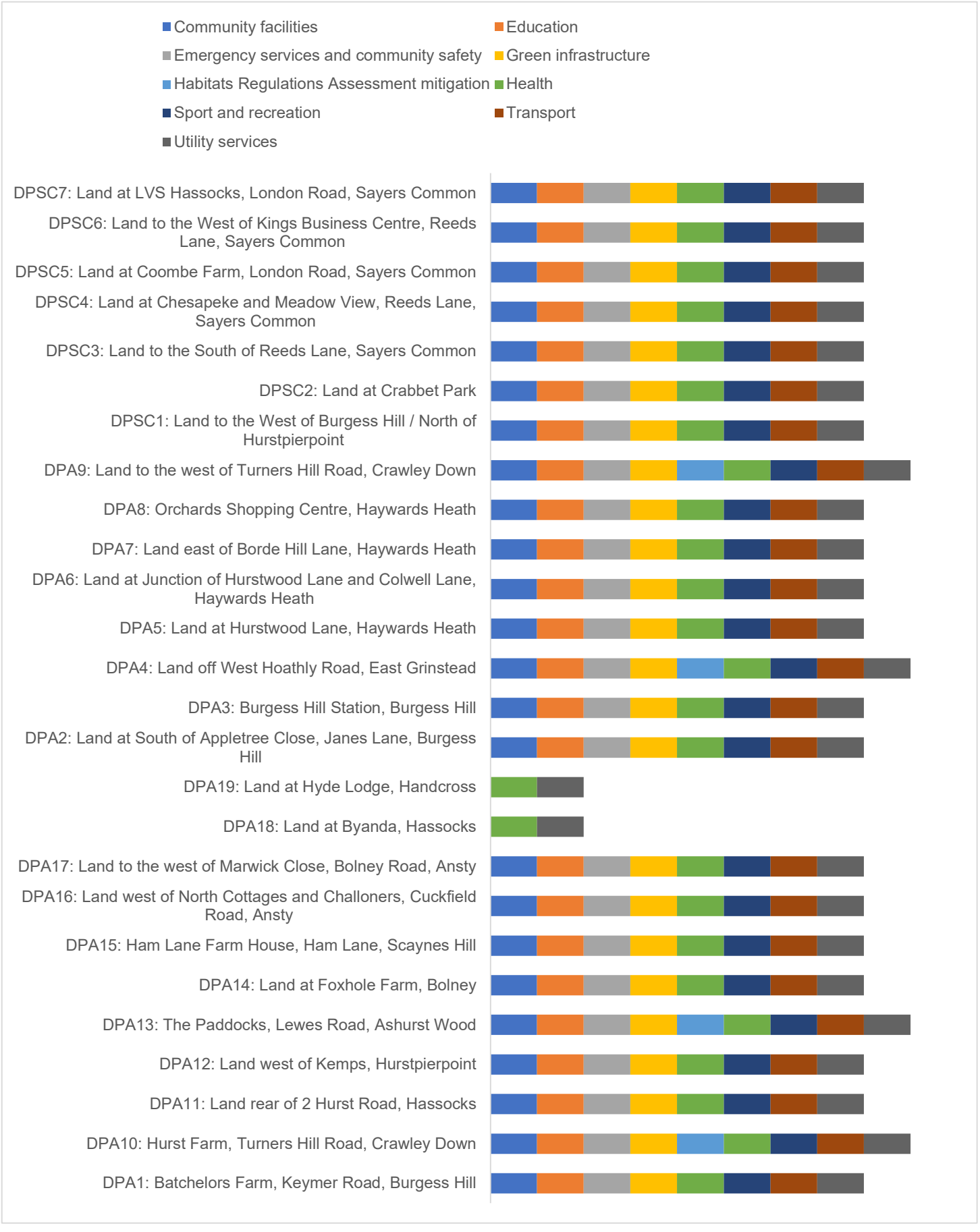
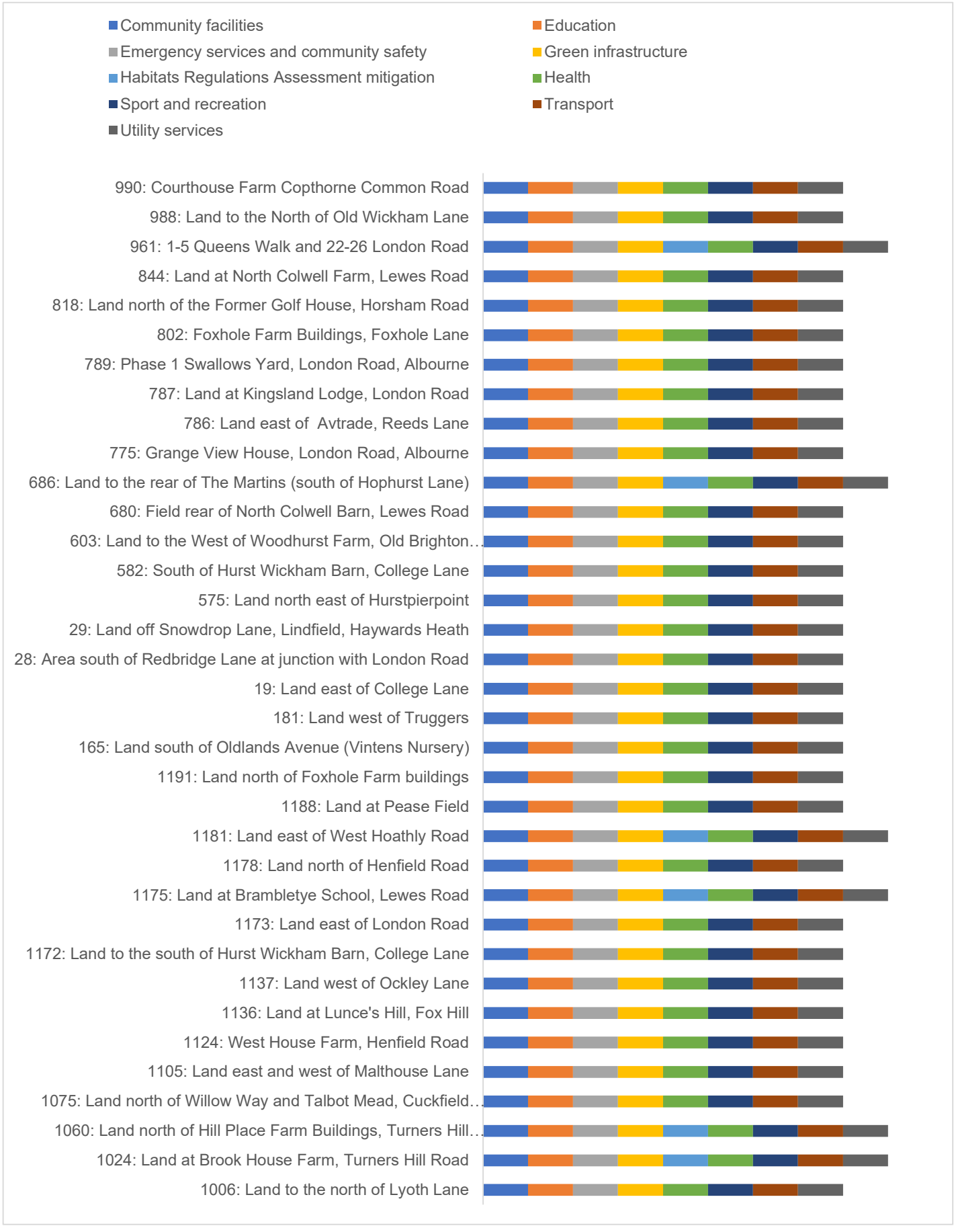


Table 7: Summary of infrastructure contributions per site



6. Infrastructure Position Statements

Transport

STRATEGIC ROAD NETWORK	
Lead Organisation(s)	• National Highways 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. 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.
Source of Information	Circular 01/2022: The strategic road network and the delivery of sustainable development, DfT, 2022 Road Investment Strategy 2: 2020 to 2025, DfT, 2020 South Coast Central Route Strategy, NH, 2017 South Coast Central Route Strategy Initial Overview Report, NH, 2023 Highways England Delivery Plan 2020-2025, NH, 2020 National Highways Interim Period Delivery Plan 2025-2026, NH 2025
Key Issues	Sections of the A23/M23 and junctions associated with this stretch of the network can experience heavy congestion at peak times of the day.
Existing Provision	The M23/A23, which links the M25 to the A27/M27, runs north to south through the western part of the district.

Planned Provision	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.
Future Provision	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.
Source of Funding	The delivery of improvements to the SRN that are necessary to support the planned growth in the Local Plan will be funded by developers.
Further Information	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. A 'monitor and manage' approach will be used to monitor actual demand on the network alongside delivery and occupation of developments and delivery of highways and sustainable transport network interventions. A Transport Infrastructure Management Group (TIMG) involving National Highways, West Sussex County Council and Mid Sussex District Council will keep this under review as part of the process.

MAJOR AND LOCAL ROAD NETWORKS	
Lead Organisation(s)	• West Sussex County Council 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.
Source of Information	Mid Sussex District Plan 2021 – 2039 Transport modelling and reporting (2022 – 2026) West Sussex Transport Plan 2022 to 2036, WSCC WSCC Highway Infrastructure Management Strategy 2024 Highways, Transport and Planning Delivery Programme 2025-2026

	Transport evidence base for 2018 District Plan Transport evidence base for Site Allocations DPD East Grinstead Traffic Management Stage 3 Study "the Atkins Study", May 2012 Burgess Hill Transport Investment Plan (AECOM for West Sussex County Council, January 2016)
Key Issues	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. Traffic congestion within Burgess Hill is concentrated on the two bridges over the Brighton Main Line. The cycle network is mainly on the highway, is discontinuous and does not meet users' needs.
Existing Provision	The key components of the major and local road network in Mid Sussex are: - The A264 and A22 (PRN/MRN) are to the north of the district and converge to the northwest of East Grinstead; the A264link 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. - 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. - The recently dualled A2300 (MRN) which runs east to west and links the west of Burgess Hill to the A23. - 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. The remainder of the road network in the district comprises primarily of B roads and rural roads. Note: PRN – defined as Primary Road Network and MRN as Major Road Network.
Planned Provision	Enhancement to A2300 and Ansty junctions arising from the allocated Science and Technology Park mitigation strategy.

	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.
Future Provision	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 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. Physical capacity interventions have been identified at the following locations: • Hickstead Junction • Copthorne Hotel Roundabout junction • A23/B2118 northbound on-slip merge junction • A23/B2118 southbound off-slip diverge junction • A23/A272 southbound on-slip merge junction Safety interventions have been identified at the following locations: • Cuckfield Road/ Gatehouse Lane/ Bishopstone Lane • A281/ B2117/ Shaves Wood Lane • Sussex/ Franklynn Road/ South Road roundabout • B2036 London Road/ Victoria Way • A23/ A272 southbound off-slip
Source of Funding	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. 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.

	For the purposes of the identified physical capacity and safety interventions, the financial contributions required to deliver these measures have been apportioned across the proposed site allocations and 35 additional sites. Contributions have been allocated based on the proximity of each site to the intervention, the relevance of the intervention to the site, and the anticipated development yield of those sites.
Further Information	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. A 'monitor and manage' approach will be used to monitor actual demand on the network alongside delivery and occupation of developments and delivery of highways and sustainable transport network interventions. A Transport Infrastructure Management Group (TIMG) involving National Highways, West Sussex County Council and Mid Sussex District Council will keep this under review as part of the process.

RAIL SERVICES	
Lead Organisation(s)	• Network Rail 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. • Department for Transport 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. • Office of Rail and Road The Officer of Rail and Road (ORR) is a non-ministerial governmental department responsible for the economic and safety regulation of Britain's railways. • Govia Thameslink Railway

	Govia Thameslink Railway (trading as Thameslink, Southern and Gatwick Express) manages the 6 train stations located within the district and operates all trains serving them. As of 31 May 2026, GTR transferred into public ownership and is now managed by Department for Transport Operator (DfTO). This is on the way towards unifying track and train as part of Great British Railway (GBR).
Source of Information	2023 Period Review Final Determination, ORR, 2023 CP7 Settlement for the Southern Region ORR, 2023 South East Route: Sussex Area Route Study, Network Rail, 2015 Brighton Main Line Summary, Network Rail, 2026 London and South Coast Rail Corridor Study, DfT, 2016 West Sussex Local Transport Plan 2022 to 2036, WSCC Burgess Hill Western Gateway and Stations Improvement Schemes June 2022-2023, WSCC
Key Issues	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.
Existing Provision	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.
Planned Provision	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 have published the latest strategic position on the Brighton Main Line (BML summary 2026) which continues to show significant constraints on the BML and the need for interventions. Growth in rail will also increase due to the decision made to expand capacity at Gatwick Airport. 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. 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. Development at or around Burgess Hill station could contribute towards delivering station improvements.
Future provision	Improvement to existing cycle storage and related access to them at Hassocks, Haywards Heath and Burgess Hill Station. Accessibility improvements at Wivelsfield station.
Source of Funding	The maintenance and renewal of the rail network is funded primarily by DfT. Network Rail receives funding every five years for the maintenance and operation of the railway. Funding for enhancements and improvements to the rail network is significantly reduced and there is an increasing need for third party funding. To deliver infrastructure priorities identified for investment on the rail network, Network Rail need to develop and submit business cases to DfT. 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. 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.

BUS SERVICES	
Lead Organisation(s)	• West Sussex County Council 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. 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. • Bus operators 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.
Source of Information	West Sussex Transport Plan 2022 to 2036, WSCC West Sussex Walking and Cycling Strategy 2016-2026, WSCC

	West Sussex Bus Service Improvement Plan, WSCC
Key Issues	Bus services in the towns are not frequent enough. No bus services over large parts of the rural areas of the district. Bus journey times are slow at peak times due to congestion.
Existing Provision	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. 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. Whist 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).
Planned Provision	Bus Priority at signal-controlled junctions and in towns Bus and rail interchange improvements at Burgess Hill and Wivelsfield stations Flexible shared transport services Corridor enhancements to the Brighton-Hassocks-Crawley or East Grinstead (services 270/ 271/ 272 and 273)
Future Provision	
Source of Funding	WSCC Other sources of funding include development contributions, bids to Local Enterprise Partnership and Central government Bidding opportunities that sometimes occur. 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.

WALKING, CYCLING AND EQUESTRIAN ROUTES AND OTHER PROW	
Lead Organisation(s)	• West Sussex County Council

	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. • Mid Sussex District Council 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. • Sustrans Sustrans is the registered charity responsible for the creation, maintenance and promotion of the National Cycle Network.
Source of Information	Cycling and Walking Investment Strategy, DfT, 2017 West Sussex Walking and Cycling Strategy 2016-2026, WSCC Local Cycling and Walking Infrastructure Plan (LCWIP), MSDC, 2023
Key Issues	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 proads, resolved or mitigated by the provision of formal crossing facilities. Increase cycling and walking and make them the natural choices in particular for shorter journey
Existing Provision	Mid Sussex district benefits from an extensive network of public rights of way totalling around 600km including footpaths, bridleways, byways and restricted byways. Walking: 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.

	Cycling: 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. Horse riding: 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.
Planned Provision	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).
Future Provision	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. 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. 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.
Source of Funding	WSCC Organisations such as Natural England, National Trust, Forestry Commission and Sustrans Developer contributions

PARKING FACILITIES AND ELECTRIC VEHICLE CHARGING	
Lead Organisation(s)	• West Sussex County Council 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. • Mid Sussex District Council and private operators Off-street parking is managed and maintained by Mid Sussex District Council and private operators. These are located in MSDC car parks. • Connected Kerb 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.
Source of Information	West Sussex Transport Plan 2022 to 2036, WSCC Mid Sussex Parking Strategy 2021-2030, MSDC Burgess Hill Parking Study 2026-2040, MSDC
Key Issues	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. MSDC is committed to ensuring that sites installed have MSDC backing as well as reduced likelihood of receiving public criticism. 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. Funding from government is uncertain and therefore there is also appetite to make the most of it while it is available.
Existing Provision	There are 34 Council owned car parks providing over 2,200 spaces across the district. 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. There are 132 public EV charging sockets in Mid Sussex: • 46 are at 11 different on-street locations across the district • 86 are spread across 15 MSDC-owned 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, The Wilderness, Mounty Noddy, King Street, and Railway Approach car parks.
Planned Provision	There is current work to bring a further car park site online at Church Road, Burgess Hill. Following this, utilisation rates of the EVCPs in MSDC car parks will be monitored and consideration given as to whether the existing provision at these sites could be expanded as demand grows, funding permitting.

	A further phase of installs is planned to take place in 2027 using government funding from the LEVI (Local Electric Vehicle Infrastructure) fund, which will fund on-street installs only. The exact number of sites and their locations will be determined by the amount of funding received by WSCC and a public consultation.
Future Provision	Policy DPT4 of the District Plan set out level of expectations from future development. WSCC and MSDC will continue to work together on vehicle decarbonisation and to securing appropriate EV provision from site promoter. The contract between WSCC, the District and Borough Councils and Connected Kerb lasts until 2036.
Source of Funding	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. Some private finance is provided by Connected Kerb.

Education

EARLY YEARS	
Lead Organisation(s)	• West Sussex County Council 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. • Office for Standards in Education, Children's Services and Skills (Ofsted) Ofsted is responsible for inspecting a range of educational institutions, including state schools and some independent schools, up to and including further education institutions.
Source of Information	West Sussex Education and Learning Strategy 2023-25, WSCC School Effectiveness Strategy 2018-2022, WSCC West Sussex Childcare Sufficiency Assessment 2024-25, WSCC

Key Issues	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. 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.
Existing Provision	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. 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.
Planned Provision	Currently, there is one site with outline planning permission for a new primary school including early years facility: • Land north of Clayton Mills, Hassocks
Future Provision	Across the Plan period, approximately 720 additional early years places will be required to address the need which will arise from the housing allocations including from significant sites. West Sussex County Council has identified the following provision that should be delivered to support growth at the proposed significant sites: • DPSC1: West of Burgess Hill and north of Hurstpierpoint = 90 place full-day care nursery • DPSC2: Land at Crabbet Park, Copthorne = 130 place full-day care nursery • DPSC3: Land to the South of Reeds Lane, Sayers Common = 100 place and 30 place full-day care nurseries • 603: Land to the west of Woodhurst Farm, Pease Pottage = 44 places in a new full-day care setting(s) • 1105: Land east and west of Malthouse Lane, Burgess Hill = 47 place in a new full-day care setting(s) 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.
Source of Funding	Planning obligations Organisations such as private providers

COMPULSORY SCHOOL AGE

<table>
<tr><td>Lead Organisation(s)</td><td>
West Sussex County Council
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.
Office for Standards in Education, Children’s Services and Skills (Ofsted)
Ofsted is responsible for inspecting a range of educational institutions, including state school and some independent schools, up to and including further education institutions.
</td></tr>
<tr><td>Source of Information</td><td>
Planning for School Places 2025 , WSCC
School Effectiveness Strategy 2018-2022, WSCC
West Sussex Education and Learning Strategy 2023-25, WSCC
</td></tr>
<tr><td>Key Issues</td><td>
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.
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.
</td></tr>
<tr><td>Existing Provision</td><td>
There are 41[4] primary schools in Mid Sussex:
<table>
<tr><td>Burgess Hill</td><td>East Grinstead</td></tr>
<tr><td>Birchwood Grove Community Primary School
Gattons Infant School
London Meed Community Primary School
Manor Field Primary School
Sheddingdean Community Primary School
Southway Junior School
St Wilfrid’s Catholic Primary School</td><td>Ashurst Wood Primary school
Baldwins Hill Primary school
Blackwell Primary school
Copthorne CE Junior School
Crawley Down Village C of E School Primary school
Estcots Primary school
Halsford Park Primary school
Meads Primary school
St Mary’s CEP school</td></tr>
<tr><td>Hassocks</td><td></td></tr>
</table>
</td></tr>
</table>

[4] WSCC consulted on potential future options for Twineham primary school in 2025. The school permanently closed on the 31 August 2026.

	Albourne CE. Primary school Hassocks Infant School St Lawrence CE, Primary school Windmills Junior School St Peter's Catholic Primary school Turners Hill CE Primary school West Hoathly CE Primary school West of Copthorne/ Heath Wood (Fairway Infant School) **Haywards Heath** 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 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 Warden Park Primary Academy Woodgate Primary School There are 7 secondary schools in MSDC, of which three have post-16 provision. **Burgess Hill** Burgess Hill Academy St Paul's Catholic College **East Grinstead** Imberhorne School Sackville School **Hassocks** Downlands Community School **Haywards Heath** Oathall Community College Warden Park 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.
Planned Provision	WSCC Planning School Places documents provides details on planning education provision for primary and secondary school places: **Burgess Hill** **East Grinstead**

	Brookleigh Primary – New Primary School (2032) St Wilfrid's Primary School – Relocation to St Paul's Catholic College (dependant on development at the Brow) Bedelands All-Through School – New all-through school (Primary and embryo secondary 2026+, secondary 2027)	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 West of Imberhorne Lane – New Primary School. West of Imberhorne Lane – Relocation from Lower School to Upper School site and expansion by 1FE
	Hassocks	Haywards Heath
	Hassocks (Land North of Clayton Mills) – New Primary School Downlands Secondary School – Permanent expansion	Warden Park Primary Academy – Bulge Class (2024) Hurst Farm Free Primary – New Primary School (2027+) Scamps Hill, Lindfield Primary – New Primary School
Future Provision	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 11,500 homes will generate the need for a significant number of new primary and secondary school places. 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: - DPSC1: West of Burgess Hill and north of Hurstpierpoint – 2FE Primary School, with Special Support Centre - DPSC2: Land at Crabbet Park, Copthorne – all-through school with 2FE at Primary and 4FE at Secondary (expandable to 6FE), with Special Support Centres - DPSC3: Land to the South of Reeds Lane, Sayers Common – all-through school with 3FE at Primary) and 4FE at Secondary (expandable to 6FE), with Special Support Centres - 603: Land to the west of Woodhurst Farm, Pease Pottage – 1FE (expandable to 2FE) Primary School plus Special Support Centre. 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.	

	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.
Source of Funding	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.

SPECIAL EDUCATION NEEDS	
Lead Organisation(s)	• West Sussex County Council 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.
Source of Information	Planning for School Places 2026, WSCC School Effectiveness Strategy 2018-2022, WSCC Special Educational Needs and Disability (SEND) and Inclusion Strategy 2019-2024, WSCC West Sussex County Council: SEND Developer Contribution Requirements as a Statutory Education Provider, WSCC
Key Issues	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. Due to planned housing developments, there will be an increase in the number of pupils with SEND that will require a specialist school placement.
Existing Provision	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. There are currently 2 SEND Schools in Mid Sussex: • Woodlands Meed, Burgess Hill

	• Brantridge School, Haywards Heath
Future Provision	Across the Plan period, 104 additional specialist school placements will be required to address the need which will arise from the housing allocations including from significant sites. Contributions will be required from all development for SEND.
Source of Funding	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

OVERALL PROVISION	
Lead Organisation(s)	• NHS Surrey and Sussex
Source of Information	NHS Surrey and Sussex
Key Issues	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. A number of GP surgeries across the district are unable to accept new patients unless assigned to the practice by NHS Surrey and Sussex. 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. 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. A small number of practices are finding new funding pressures and may struggle to keep branch surgeries open.
Provision	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
Burgess Hill and Villages		
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
East Grinstead		
Copthorne	Pound Hill GP Surgery	
Crawley Down and East Grinstead	Crawley Down Health Centre incorporating: - Park View Health Partnership - Judges Close Surgery - Ship Street Surgery	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
Haywards Heath Central		
Haywards Heath	Dolphins Health Centre	Enhance site
Haywards Heath	Newtons Health Centre	Enhance site

	Haywards Heath	Northlands Wood Practice	Enhance site
	Haywards Heath	The Vale Surgery	Add additional space
	Haywards Heath Villages		
	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
Source of Funding	NHS Surrey and 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

LIBRARIES	
Lead Organisation(s)	• West Sussex County Council
Source of Information	West Sussex County Council
Key Issues	New development within the district is likely to increase demand on library services and will serve to maintain existing assets. 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. 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.
Existing Provision	There are five libraries in the district at Burgess Hill, East Grinstead, Hassocks, Haywards Heath and Hurstpierpoint.
Future Provision	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.
Source of Funding	West Sussex County Council Developer contributions

COMMUNITY BUILDINGS INCLUDING VILLAGE HALLS	
Lead Organisation(s)	• Town and Parish Councils • Mid Sussex District Council • Voluntary Sector
Source of Information	Mid Sussex District Council
Key Issues	New development within the District will create additional need for community buildings to sustain both the quality and quantity of existing provision. The maintenance, provision and enhancement of community buildings are critical to create suitable spaces for residents and support strong and resilient communities.
Existing Provision	A study in 2019 identified 111 community buildings in Mid Sussex District.

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
Total	**7**	**23**	**21**	**60**

**associated with a member group such as scouts and guides, older persons' day activities*

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

Future Provision	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. 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. 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.
Source of Funding	Developer contributions Revenue funding Town and Parish Councils Community fund raising

ALLOTMENTS	
Lead Organisation(s)	• Town and Parish Councils Local councils are the main providers for allotments in Mid Sussex. • Mid Sussex District Council The Council currently manages 2 allotment sites
Source of Information	Town and Parish Councils' website
Key Issues	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. There is a recognised shortfall of allotments in Mid Sussex.

<table>
<tr><td>Existing Provision</td><td>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.
Table 6 Allotment sites per parish
<table>
<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>
</table>
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.</td></tr>
<tr><td>Future Provision</td><td>The Council will continue to request Local Community Infrastructure Contributions from development of 5 or more units which can be used for allotments provision.
Large development, such as significant sites, will be encouraged to provide allotments on-site.
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.</td></tr>
<tr><td>Source of Funding</td><td>The Local Community Infrastructure Contributions collected for all development of 5 or more dwellings can be used to fund allotment provision.
Revenue funding</td></tr>
</table>

Open Space, Sport and Recreation

OVERALL PROVISION	
Lead Organisation(s)	• Mid Sussex District Council 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. • Town and Parish Councils • Private Sports Clubs
Source of Information	Mid Sussex District Council
Key Issues	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. 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.
Existing Provision	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. 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. 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. In 2025, a new outdoor sporting facility, named The Arc, opened in Burgess Hill providing accessible, high-quality spaces for sport and recreation for communities and sports clubs both in the local area, and more widely across Mid Sussex. Facilities maintained by Mid Sussex District Council include: • 3 leisure centres • 20 parks • 3 bowling greens

	• 5 skate parks • 26 senior, 23 junior and 18 mini soccer football sites • 5 rugby pitches • 3 cricket pitches • 15 tennis court sites • Over 130 equipped playgrounds
Future provision	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. 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. 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.
Source of Funding	Developer contributions

Green Infrastructure

GREEN INFRASTRUCTURE	
Lead Organisation(s)	Mid Sussex District Council, Developers
Key Issues	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.
Existing Provision	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;

	vegetated SuDS; allotments; and green walls and green roofs. Green infrastructure also incorporates 'blue infrastructure' such as watercourses, ponds and lakes. 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.
Future Provision	Green infrastructure will need to be incorporated into development in line with Policy DPN3.
Source of Funding	Direct provision, planning obligations

BIODIVERSITY AND NATURE CONSERVATION	
Lead Organisation(s)	• Mid Sussex District Council • Natural England
Key Issues	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. 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.
Existing Provision	The District has a number of valued landscapes, habitats and species that need to be protected and enhanced. There are: • 13 Sites of Special Scientific Interest (SSSI) • 50 Local Wildlife Sites (LWS) • 6 Local Nature Reserves (LNR) • Over 1,400 areas of ancient woodland covering over 5,200Ha. • Priority habitats found in Mid Sussex including ancient woodland, coastal & floodplain grazing marsh, deciduous woodland, ghyll woodland, lowland calcareous grassland, lowland fen, lowland heathland, lowland meadow, reedbed, traditional orchard, and wood-pasture & parkland.

Future Provision	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.
Source of Funding	Direct provision, planning obligations
Further Information	Local Nature Recovery Strategy (when published)

Habitats Regulations Assessment

SUITABLE ALTERNATIVE NATURAL GREENSPACE (SANG)	
Lead Organisation(s)	Mid Sussex District Council
Source of Information	Mid Sussex District Council
Key Issues	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. 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. 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

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

STRATEGIC ACCESS MANAGEMENT AND MONITORING (SAMM)	
Lead Organisation(s)	The Ashdown Forest SAMM Partnership comprises local authorities, including Mid Sussex District Council, and the Conservators of Ashdown Forest
Source of Information	SAMM Strategy (emerging)
Key Issues	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. 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. 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

	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.
Existing Provision	Ashdown Forest Code of Conduct for Dog Walkers
Planned Provision	Ongoing SAMM projects in line with the SAMM Strategy
Source of Funding	Planning obligations from new residential development within the 7km zone of influence
Further Information	Protecting Ashdown Forest, Mid Sussex District Council website

Emergency Services and Community Safety

FIRE & RESCUE	
Lead Organisation(s)	• West Sussex County Council 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. • West Sussex Fire and Rescue Service (WSFRS) WSFRS provides the fire and rescue services for the County.
Source of Information	West Sussex Community Risk Management Plan 2022-2026, WSCC
Key Issues	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. Additional development will need to be designed appropriately to allow fire and rescue services to carry out their duty.
Existing Provision	Burgess Hill, East Grinstead and Haywards Heath Fire Stations have a variable crewing system wholetime and retained. This provides day crewing wholetime (Monday-Friday) and on-call firefighters providing 24-hour cover. There are on-call firefighters providing 24-hour cover at Hurstpierpoint Fire Station and Turners Hill Fire Station.

	The control rooms of East Sussex Fire & Rescue and West Sussex Fire & Rescue were brought together in May 2014 in a new combined operation at Haywards Heath – the Sussex Control Centre.
Future provision	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.
Source of Funding	Funding for the fire service is provided by West Sussex County Council and comes from two main sources: • Grant funding from central Government • Council tax 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. 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.

AMBULANCE	
Lead Organisation(s)	• South East Coast Ambulance Service 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.
Source of Information	Five Year Strategic Plan 2024-2029, SECAmb Annual Report and Accounts, SECAmb
Key Issues	The demand on the ambulance service has been increasing in recent years and it is predicted that this will continue to rise.

Existing Provision	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: • covers a geographical area of 9,400 square kilometres • Provides service to 4.7 million people. • operates across 110 sites ranging from ambulance stations and ambulance community response posts to three Emergency Dispatch Centres, where 999 calls are received, clinical advice provided and emergency vehicles dispatched. • utilise a fleet of 398 vehicles. • received 1,044,787 emergency calls during 21/22 – an 18.6% increase from the previous financial year • employs more than 3,500 staff. There are Ambulance stations located in Burgess Hill and Haywards Heath, and an Ambulance Community Response Post in East Grinstead.
Planned Provision	The Council is not aware of any plans or proposals for new or expanded ambulance stations within the District.
Source of Funding	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.

POLICE	
Lead Organisation(s)	• Sussex Police Sussex Police serve East and West Sussex and the City of Brighton and Hove. • Sussex Police and Crime Commissioner The Sussex Police and Crime Commissioner is responsible for policing and crime across the Sussex Police area.
Source of Information	Medium Term Financial Strategy 2026-2030, Sussex Police, 2025 Sussex Police & Crime Plan 2024/28 , Sussex Police Sussex Police Estate Transformation Strategy 2025-2036, Sussex Police

Key Issues	Policing is a population-based service and therefore the District's growing population would inevitably place significant additional demands on existing policing services. 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. 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.
Existing Provision	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. 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. The Sussex Police Head Quarters is based in Lewes. Sussex Police operate the following premises in Mid Sussex: • Burgess Hill Police Station • Haywards Heath Police Station • Chequers Meads art centre – East Grinstead Police Station 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 a new drop-in office within the Chequer Meads Arts Centre. There are currently operated by 351 staff, which include both officer and support staff.
Planned Provision	Refurbishment of Haywards Heath police station Redevelopment of Burgess Hill police station Uplift and movement toward a sustainable estate through utilising renewable energy, EV charging, battery storage, rainwater harvesting.

Future Provision	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. 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. The following infrastructure is required and can be secured via planning obligations for the police service in Mid Sussex: • 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. • 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. • 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. • 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. • Other capital infrastructure as appropriate, to facilitate prisoner detention and processing at custody suites in core locations.

Source of Funding	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. 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. 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. 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.

Flood Management

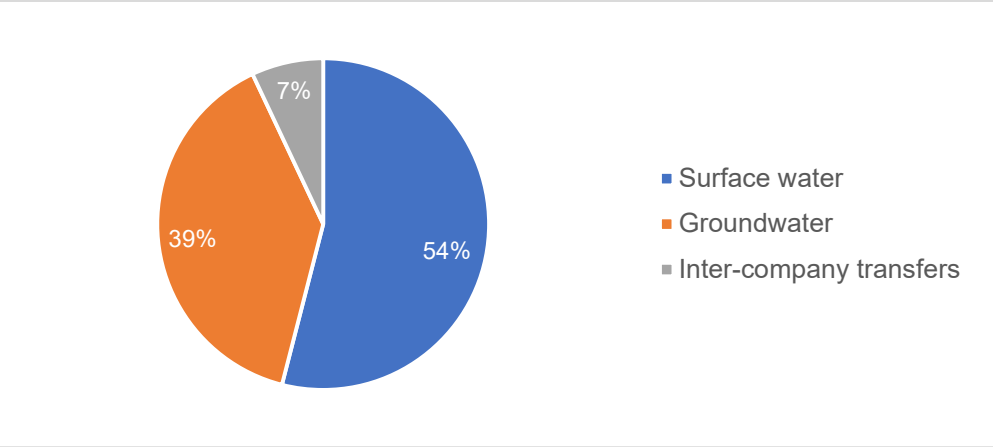
FLOOD DEFENCES AND FLOOD MANAGEMENT	
Lead Organisation(s)	The Environment Agency is the lead authority for flood and coastal erosion risk management, providing strategic oversight for all flood sources. West Sussex County Council is the Lead Local Flood Authority for Mid Sussex District.
Source of Funding	Planning obligations
Further Information	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

ELECTRICITY	
Lead Organisation(s)	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. 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. 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.
Source of Information	Electricity Ten Year Statement, National Grid, 2021 Long Term Development Statement South Eastern Power Networks, UK Power Networks, 2022
Key Issues	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.
Existing Provision	UK Power Networks confirm that the existing network capacity for the Mid Sussex area is adequate for meeting existing customer demand.
Future Provision	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.
Source of Funding	Replacement and maintenance of the network is funded by UKPN's development programmes. 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.

	Ofgem can also offer financial allowances to UKPN for replacing overhead lines in sensitive areas, such as AONB, with underground cables.

GAS	
Lead Organisation(s)	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.
Source of Information	Long Term Development Statement 2021, SGN
Key Issues	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.
Existing Provision	There are currently no specific capacity issues in Mid Sussex
Planned Provision	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.
Future Provision	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.
Source of Funding	The main funding sources for gas supply are Ofgem and SGN. Some reinforcements are part funded by developers.

WATER SUPPLY	
Lead Organisation(s)	South East Water is responsible for providing the District Plan area with a clean, safe supply of drinking water. The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment. The Water Services Regulation Authority (Ofwat) is the body responsible for economic regulation of the privatised water and sewerage industry in England and Wales.
Source of Information	Water Resources Management Plan 2025 to 2075, South East Water, 2024
Key Issues	Capacity will need to be increased through investment to the network to accommodate further development across the district.
Existing Provision	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:  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. 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.
Planned Provision	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:

	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.
Future provision	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.
Source of Funding	The main funding sources for water supply include Ofwat, South East Water and developer contributions.

WASTEWATER TREATMENT AND SEWERAGE	
Lead Organisation(s)	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.
Source of Information	Southern Water Regional Drainage and Wastewater Management Plan (DWMP) 2025-2030 Southern Water Catchment Drainage and Wastewater Management Plans
Key Issues	The sewerage system has limited capacity across the district. Goddards Green Wastewater Treatment Works (WTW) may require upgrading within the Plan period (Southern Water)
Existing Provision	There are a number of facilities through the District that serve the three main towns and rural areas,

<table>
<tr><td></td><td>The sewerage system operates mainly under gravity in Mid Sussex.</td></tr>
<tr><td>Future Provision</td><td>Wastewater sewerage system

Southern Water will be undertaking the following wastewater treatment works through their capital programme of works within the Mid Sussex District Council area:

<table>
<tr><th>Provision</th><th>Wastewater Treatment Works</th><th>Delivery Timescale</th></tr>
<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 & Resilience Enhancements</td><td>Goddards Green Wastewater Treatment Works</td><td>2026-2036</td></tr>
</table>

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.

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.</td></tr>
</table>

	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 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. **Odour mitigation** 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. 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.
Source of Funding	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. Reinforcement of the sewerage network that is required as a result of individual development will be funded by developers through planning obligations.
Further Information	-

WASTE MANAGEMENT AND DISPOSAL INCLUDING RECYCLING FACILITIES	
Lead Organisation(s)	• West Sussex County Council • Mid Sussex District Council 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.

	• Environment Agency The Environment Agency regulates waste management through a series of licences/permits.
Source of Information	-
Key Issues	New development within the District has a cumulative effect on waste infrastructure. Housing growth as currently forecasted may result in a need for improvements to Household Waste Recycling Sites and Transfer Stations.
Existing Provision	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. East Grinstead and surrounding villages are served by the East Grinstead Household Waste Recycling Site which is co-located with a Waste Transfer Station. 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.
Planned Provision	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.
Source of Funding	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

Given that a number of transport interventions are required to support growth across the District Plan area and may benefit multiple development sites, an apportionment methodology has been applied to ensure that costs are distributed fairly and proportionately. For the purposes of the identified physical capacity and safety interventions, the financial contributions required to deliver these measures have been apportioned across the proposed site allocations and 35 additional sites. Contributions have been allocated based on the proximity of each site to the intervention, the relevance of the intervention to the site, and the anticipated development yield of those sites.

Specific Transport infrastructure requirements identified by West Sussex County Council Highways for each site is contained in Appendix 2.

Provision	Where	When				Who	Development dependant on output	Estimate cost	Potential funds	Funding source	Importance to strategy
		21/26	26/31	31/36	36/40						
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
Mobility Hub	Burgess Hill			✓	✓	Developer	DPSC1	£275,000		Developer direct provision	Important
Active travel improvements	Copthorne		✓	✓	✓	WSCC Developer	DPSC2			Developer direct provision	Critical
Public transport improvements linking to key destinations	Copthorne		✓	✓	✓	WSCC Developer	DPSC2			Developer direct provision	Critical
Mobility Hub	Copthorne			✓	✓	Developer	DPSC2	£275,000		Developer direct provision	Important
Active travel improvements	Sayers Common		✓	✓		WSCC Developer	DPSC3			Developer direct provision	Critical
Public transport improvements linking to key destinations[5]	Sayers Common			✓	✓	WSCC Developer	DPSC3			Developer direct provision	Critical
Mobility Hubs (1 with each neighbourhood	Sayers Common			✓	✓	Developer	DPSC3	£550,000		Developer direct provision	Important

[5] See Sayers Common Sustainable Communities IDP for potential products

and local centre)											
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-DPA1735 Additional Sites		£3.2m	Planning obligations	Critical
Sayers Common to Burgess Hill Cycle Route (via DPSC1)			✓	✓		WSCC Developer	DPSC1 (contributions to be made for Burgess Hill section of cycle route) DPSC3-7, 786, 787, 1124 (contributions to be made for Sayers Common section of cycle route)	£380,900 (phase 1) (DPSC1 apportionment-£TBC)		Developer direct provision	Critical
Sayers Common to Burgess Hill			✓			WSCC Developer	DPSC3 DPSC4-7, 786, 787, 1124	£1.99m		Developer direct provision	Critical

Cycle Route (via A2300)											
Sayers Common to Hassocks Cycle Route[6] (Western Road)			✓	✓		WSCC	DPSC3 DPA12 1178, 775, 789, 1173, 19, 582, 1075, 1172, 575	£1m		Developer direct provision	Critical
Improvements to cycle storage and accessibility at the station including improved ramped and walking access from the station entrance to the public highway	Hassocks Station		✓	✓	✓	Network Rail	DPA11 DPA12 DPSC3 DPSC4 DPSC5 DPSC6 DPSC7 1137, 19, 1172, 582, 575, 1075, 1173, 775, 789, 1178, 1124, 786, 787	£1,050,000		Planning obligations	Important
Improvements to cycle storage and access	Haywards Heath Station		✓	✓	✓	Network Rail	DPA5 DPA6 DPA7 DPA8 DPA15 DPA16 DPA17 988, 1006, 29, 844, 680, 1136	£150,000		Planning obligations	Important

[6] Project completes the route between B2116/B2118 junction to Western Road, Hurstpierpoint.

Improvements to cycle storage and access	Burgess Hill Station		✓	✓	✓	Network Rail	DPA1 DPA3 DPSC1 1105	£150,000		Planning obligations	Important
Improvements to accessibility via access for all/step free access costs	Wivelsfield Station			✓	✓	Network Rail	DPA2	£1m		Planning obligations	Important
P1. Physical capacity intervention at Hickstead Junction	Burgess Hill				✓	Developer	DPSC1, DPSC3-7, DPA2, DPA3,1105, 1124, 786, 787, 1178, 775, 789, 1173	£2.2m		Planning obligations	Critical
P2. Physical capacity intervention at Copthorne Hotel Roundabout Junction	Copthorne				✓	Developer	DPSC2, DPA4, DPA10, DPA13, 990, 961, 1024, 1060, 1181, 686, 1175	£403,800		Planning obligations	Critical
P3. Physical capacity intervention at A23/B2118 NB On-slip Merge Junction	Sayers Common				✓	Developer	DPSC1, DPSC3-7, DPA2, DPA3, DPA11, DPA12, 1105, 1124, 786, 787, 1178, 775, 789, 1173, 1137,	£1.5m		Planning obligations	Critical

							19, 582, 1075,1172, 575				
P4. Physical capacity intervention at A23/B2118 SB Off-slip Diverge Junction	Sayers Common				✓	Developer	DPSC1, DPSC3-7, DPA2, DPA3, DPA11, DPA12, 1105, 1124, 786, 787, 1178, 775, 789, 1173, 1137, 19, 582, 1075, 1172, 575	TBC		Planning obligations	Critical
P5. Physical capacity intervention at A23/A272 SB On-slip Merge Junction	Bolney				✓	Developer	DPA5-8, DPA16, DPA17, 680, 844, 988, 1136, 802, 1191	£1.1m		Planning obligations	Critical
P6. Safety intervention at Cuckfield Road/ Gatehouse Lane/ Bishopstone Lane	Burgess Hill				✓	Developer	DPSC1, DPA12, 1105, 1075, 575	£265,000		Planning obligations	Critical
P7. Safety intervention at A281/ B2117/ Shaves Wood Lane	Albourne				✓	Developer	DPSC3-7, DPA11, DPA12, 1124, 786, 787, 1178, 775,	£343,000		Planning obligations	Critical

							789, 1173, 1137, 19, 582, 1075, 1172, 575				
P8. Safety intervention at Sussex/ Franklynn Road/ South Road Roundabout	Haywards Heath				✓	Developer	DPA5-8, 680, 844, 988, 1136, 29, 1006	£40,000		Planning obligations	Critical
P9. Safety intervention at B2036 London Road/ Victoria Way	Burgess Hill				✓	Developer	DPSC1, DPA2, DPA3, 1105	£107,000		Planning obligations	Critical
P10. Safety intervention at A23/A272 SB Off-slip	Bolney				✓	Developer	DPA5, DPA6, DPA8, DPA16, DPA17, 680, 844, 988, 1136, 802, 1191	£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	36/40						
Land for education provision (2.15ha)	Burgess Hill					Developer	DPSC1			Developer direct provision	Critical
2FE Primary School, with Special Support Centre	Burgess Hill			✓		WSCC Developer	DPSC1*	£12.2m		Developer direct provision Planning obligations	Critical
Land for education provision (9ha)	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			✓	✓	WSCC Developer	DPSC2*	£46.68m		Developer direct provision Planning obligations	Critical

Land for education provision (9.85ha)	Sayers Common					Developer	DPSC3			Developer direct provision	
All-through school with 3FE at Primary and 4FE at Secondary (expandable to 6FE), with Special Support Centres	Sayers Common		✓	✓		WSCC Developer	DPSC3* DPSC4* DPSC5* DPSC6* DPSC7* 786* 787* 1124*	£51.9m		Developer direct provision Planning obligations	Critical
Land for education provision (2.15ha)	Pease Pottage			✓	✓	WSCC Developer	603			Developer direct provision	
1FE (expandable to 2FE) Primary School with Special Support Centre	Pease Pottage			✓	✓	WSCC Developer	603	£8.76m		Developer direct provision	Critical
Provision of new Sixth Form facilities or expansion of	District Wide	✓	✓	✓	✓	WSCC	DPSC1-7 DPA1-17 35 Additional Sites	£15.4m		Planning obligations	Critical

existing facilities											
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 686, 990, 1060, 1181, 961, 1024, 1175			Planning obligations	Critical
	Haywards Heath School Planning Area	✓	✓	✓	✓	WSCC	DPA5 DPA6 DPA7 DPA8 DPA14 DPA15 DPA16 DPA17 28, 165, 802, 1191, 181, 680, 844, 988, 1136, 29, 1006, 818, 1188, 603			Planning obligations	Critical
	Burgess Hill School Planning Area	✓	✓	✓	✓	WSCC	DPSC1 DPA1 DPA2 DPA3 1105			Planning obligations	Critical
	Hassocks School	✓	✓	✓	✓	WSCC	DPSC3 DPSC4 DPSC5			Planning obligations	Critical

	Planning Area						DPSC6 DPSC7 DPA11 DPA12 19, 575, 582, 775, 789, 1075, 1137, 1172, 1173, 1178				
Land for education provision	Bolney					Developer	DPA14			Developer direct provision	
Provision of new SEND facilities or expansion of existing facilities	District wide	✓	✓	✓	✓	WSCC	DPSC4-7 DPA1-17 35 additional sites		£2.7m	Planning obligations	Critical
Full-day care nursery (86 places)	Burgess Hill			✓		Developer WSCC	DPSC1*	£3.6m		Developer direct provision Planning obligations Private provider	Critical
Full-day care nursery (123 places)	Copthorne			✓		Developer WSCC	DPSC2*	£4.2m		Developer direct provision Planning obligations Private provider	Critical

Full-day care nurseries (126 places across 2 sites)	Sayers Common		✓	✓	✓	Developer WSCC	DPSC3*	£4.34m		Developer direct provision Planning obligations Private provider	Critical
Full-day care nursery (44 places)	Pease Pottage			✓	✓	Developer WSCC	603	£2.2m		Developer direct provision Planning obligations Private provider	Critical
Full-day care nursery (47 places)	Burgess Hill			✓	✓	Developer WSCC	1105	£2.4m		Developer direct provision Planning obligations Private provider	Critical
Provision of new Early Years facilities or expansion facilities	District wide	✓	✓	✓	✓	WSCC	DPSC4-7 DPA1-17 33 additional sites (excluding 603 and 1105)		£6.45m	Planning obligations	Critical

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	36/40						

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[7]	Burgess Hill		✓	✓	✓	WSCC	DPA1 DPA2 DPA3 1105		£ 513,000	Planning obligations	Important
	East Grinstead		✓	✓	✓	WSCC	DPA4 DPA9 DPA10 DPA13, 1175, 961, 1024 1060, 1181, 603, 818, 1188, 686, 990		£ 876,900	Planning obligations	Important
	Hassocks		✓	✓	✓	WSCC	DPA11 1137		£ 149,900	Planning obligations	Important

[7] 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

	Haywards Heath		✓	✓	✓	WSCC	DPA5 DPA6 DPA7 DPA8 DPA14 DPA15 DPA16 DPA17 28, 165, 802, 1191, 680, 844, 988, 1136,29, 1006, 181		£ 434,320	Planning obligations	Important
	Hurstpierpoint		✓	✓	✓	WSCC	DPA12 DPSC4 DPSC5 DPSC6 DPSC7 775, 789, 1124, 1173, 1178, 19, 575, 582, 786, 787, 1075, 1172		£1m	Planning obligations	Important
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 1105		£1,580,000	Planning obligations	Important
	East Grinstead		✓	✓	✓	MSDC	DPA4 961, 1024, 1060, 1181		£370,800	Planning obligations	Important
	Haywards Heath		✓	✓	✓	MSDC	DPA5 DPA6 DPA7 DPA8 680, 844, 988, 1136		£540,600	Planning obligations	Important
	Crawley Down		✓	✓		MSDC	DPA10 686		£266,700	Planning obligations	Important
	Hassocks		✓	✓	✓	MSDC	DPA11 1137		£392,600	Planning obligations	Important
	Hurstpierpoint		✓	✓	✓	MSDC	DPA12 19, 575, 582, 1075, 1172		£726,000	Planning obligations	Important

	Ashurst Wood		✓			MSDC	DPA13 1175		£47,100	Planning obligations	Important
	Bolney		✓	✓		MSDC	DPA14 802, 1191		£335,300	Planning obligations	Important
	Sayers Common (if not pooled to DPSC3)		✓	✓	✓	MSDC	DPSC4 DPSC5 DPSC6 DPSC7 1124, 786, 787		£ 1,428,000	Planning obligations	Important
	Scaynes Hill		✓			MSDC	DPA15		£42,000	Planning obligations	Important
	Albourne		✓	✓		MSDC	775, 789, 1173, 1178		£465,030	Planning obligations	Important
	Ansty		✓	✓		MSDC	DPA16 DPA17		£99,000	Planning obligations	Important
	Balcombe			✓	✓	MSDC	28, 165		£49,926	Planning obligations	Important
	Copthorne		✓	✓		MSDC	990		£122,700	Planning obligations	Important
	Handcross		✓	✓		MSDC	181		£149,800	Planning obligations	Important
	Lindfield		✓	✓		MSDC	29, 1006		£114,100	Planning obligations	Important
	Pease Pottage		✓	✓	✓	MSDC	603, 818, 1188		£1,300,000	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, including retention and enhancement of existing public rights of way through the site	Burgess Hill			✓	✓	Developer	DPSC1			Developer direct provision	Important
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 way through the site	Copthorne		✓	✓	✓	Developer	DPSC2			Developer direct provision	Important
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
Allotments	Hassocks			✓	✓	Developer	1137			Developer direct provision	Important
Allotments	Hurstpierpoint		✓	✓		Developer	575			Developer direct provision	Important
Allotments	Balcombe			✓	✓	Developer	28, 165			Developer direct provision	Important
Allotments	Handcross		✓	✓		Developer	181			Developer direct provision	Important
Provision of local community infrastructure	Burgess Hill		✓	✓	✓	Town Council Voluntary sector organisations	DPA1 DPA2 DPA3 1105		£1,100,000	Planning obligations	Critical

East Grinstead		✓	✓	✓	Town Council Voluntary sector organisations	DPA4 961, 1024, 1060, 1181		£264,700	Planning obligations	Critical
Haywards Heath		✓	✓	✓	Town Council Voluntary sector organisations	DPA5 DPA6 DPA7 DPA8 680, 844, 988, 1136		£385,800	Planning obligations	Critical
Crawley Down		✓	✓		Parish Council Voluntary sector organisations	DPA9 DPA10 686		£546,100	Planning obligations	Critical
Hassocks		✓	✓	✓	Parish Council Voluntary sector organisations	DPA11 1137		£280,200	Planning obligations	Critical
Hurstpierpoint		✓	✓	✓	Parish Council Voluntary sector organisations	DPA12 19, 575, 582, 1075, 1172		£518,000	Planning obligations	Critical
Ashurst Wood		✓			Parish Council Voluntary sector organisations	DPA13 1175		£33,600	Planning obligations	Critical

Bolney		✓	✓		Parish Council Voluntary sector organisations	DPA14 802, 1191		£238,500	Planning obligations	Critical
Sayers Common		✓	✓	✓	Parish Council Voluntary sector organisations	DPSC4 DPSC5 DPSC6 DPSC7 775, 789, 1124, 1173, 1178, 786, 787		£1,400,000	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
Balcombe			✓	✓	Parish Council Voluntary sector organisations	28, 165		£35,636	Planning obligations	Critical
Copthorne		✓	✓		Parish Council Voluntary sector organisations	990		£87,600	Planning obligations	Critical

	Handcross		✓	✓		Parish Council Voluntary sector organisations	181		£106,900	Planning obligations	Critical
	Lindfield		✓	✓		Parish Council Voluntary sector organisations	29, 1006		£81,500	Planning obligations	Critical
	Pease Pottage		✓	✓	✓	Parish Council Voluntary sector organisations	603, 818, 1188		£954,000	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	36/40						
FIRE & RESCUE											
Provision towards expansion of fire and rescue capacity which could be built infrastructure or investment	District wide	✓	✓	✓	✓	West Sussex Fire & Rescue Services	All new development		£1m	Planning obligations	Essential

in new technology/ equipment											
POLICE											
Personal equipment for officer/staff	District wide	✓	✓	✓	✓	Sussex Police	All new development		£238,600	Planning obligations Revenue and capital funding	Essential
Vehicles	District wide	✓	✓	✓	✓	Sussex Police	All new development		£120,000	Planning obligations Revenue and capital funding	Essential
Premises	Haywards Heath and Burgess Hill	✓	✓	✓	✓	Sussex Police	All new development		£798,000	Planning obligations Revenue and capital funding	Essential
Automatic Number Plate Recognition cameras	District wide	✓	✓	✓	✓	Sussex Police	All new development[8]			Planning obligations Revenue and capital funding	Essential

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	36/40						

[8] Whether contributions are sought is determined on a case-by-case basis

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		£2,521,440 The SANG contribution depends on the strategic SANG[9]	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		£971,100 The current SAMM contribution is £1,170 per unit	Planning obligations	Critical

Health

PROVISION	WHERE	WHEN				WHO	DEVELOPMENT DEPENDANT ON OUTPUT	ESTIMATE COST	POTENTIAL FUNDS	FUNDING SOURCE	IMPORTANCE TO STRATEGY
		21/26	26/31	31/36	36/40						
Increase capacity at existing GP facilities	District wide	✓	✓	✓	✓	NHS Surrey and Sussex ICB	All new development		£12m	Planning obligations NHS funding	Essential

[9] Calculated on cost of current SANG (£5,253/unit).

New GP facility (1,000sqm NIA)	Sayers Common			✓	✓	Developer	DPSC3-7, 786, 787, 1124, 775, 789, 1173, 1178	TBC		Developer direct provision	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 (80 units)	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	36/40						
Contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site where not met on-site	Burgess Hill			✓	✓	MSDC	DPSC1		£1.9m	Planning obligations	

(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 MUGA, bike track, skatepark (0.1ha)	Copthorne			✓	✓	Developer	DPSC2	£250,000		Developer direct provision	

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 (minimum 15.13ha)	Sayers Common			✓	✓	Developer	DPSC3			Developer direct provision	

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 country park and community orchards (1.52ha)	Bolney		✓	✓		Developer	DPA14			Developer direct provision	

2 LEAP (400 sqm each)	Pease Pottage		✓	✓	✓	Developer	603	£320,000		Developer direct provision	
2 LEAP (400 each)	Burgess Hill		✓	✓	✓	Developer	1105	£320,000		Developer direct provision	
LEAP (400 sqm)	Sayers Common		✓	✓		Developer	1124	£160,000		Developer direct provision	
Outdoor sport provision (1.18ha) or contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site	Sayers Common		✓	✓		Developer	1124		£460,724	Developer direct provision Or Planning obligations	
Outdoor sport provision (0.91ha) or contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site	Albourne		✓	✓		Developer	1173		£354,403	Developer direct provision Or Planning obligations	

Outdoor sport provision (0.91ha) or contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site	Hassocks			✓	✓	Developer	1137		£354,403	Developer direct provision Or Planning obligations	
Outdoor sport provision (2.72ha) or contribution towards the expansion/ enhancement of outdoor sports within the vicinity of the site	Burgess Hill		✓	✓	✓	Developer	1105		£1.06m	Developer direct provision Or Planning obligations	
Outdoor sport provision (2.54ha) or contribution towards the expansion/ enhancement of outdoor sports within	Pease Pottage		✓	✓	✓	Developer	603		£992,329	Developer direct provision Or Planning obligations	

the vicinity of the site											
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 786, 787		£981,712	Planning obligations	
	East Grinstead		✓	✓	✓	MSDC	DPA4 961, 1024, 1060, 1181		£368,546	Planning obligations	
	Bolney		✓	✓	✓	MSDC	DPA14 802, 1191		£331,054	Planning obligations	
	Haywards Heath		✓	✓	✓	MSDC	DPA5 DPA6 DPA7 DPA8 680, 844, 988, 1136		£617,512	Planning obligations	
	Crawley Down		✓	✓		MSDC	DPA10 686		£264,784	Planning obligations	
	Hassocks		✓	✓	✓	MSDC	DPA11		£35,000	Planning obligations	
	Hurstpierpoint		✓	✓	✓	MSDC	DPA12 19, 575, 582, 1075, 1172		£721,205	Planning obligations	
	Ashurst Wood		✓			MSDC	DPA13 1175		£46,763	Planning obligations	

	Scaynes Hill		✓			MSDC	DPA15		£42,000	Planning obligations	
	Ansty		✓	✓		MSDC	DPA16 DPA17		£99,000	Planning obligations	
	Albourne		✓	✓		MSDC	775, 789, 1178		£107,738	Planning obligations	
	Balcombe			✓	✓	MSDC	28, 165		£49,616	Planning obligations	
	Copthorne		✓	✓		MSDC	990		£121,915	Planning obligations	
	Handcross		✓	✓		MSDC	181		£148,849	Planning obligations	
	Lindfield		✓	✓		MSDC	29, 1006		£113,409	Planning obligations	
	Pease Pottage		✓	✓	✓	MSDC	818, 1188		£335,974	Planning obligations	
Expansion/ enhancement of play area within the vicinity of the site	Burgess Hill		✓	✓	✓	MSDC	DPA1 DPA2 DPA3		£666,600	Planning obligations	
	Sayers Common		✓	✓	✓	MSDC	DPSC4 DPSC5 DPSC6 DPSC7 786 787		£ 1.2m	Planning obligations	
	East Grinstead		✓	✓	✓	MSDC	DPA4 961, 1024, 1060, 1181		£ 485,500	Planning obligations	

Bolney		✓	✓	✓	MSDC	DPA14 802 1191		£486,400	Planning obligations	
Haywards Heath		✓	✓	✓	MSDC	DPA5 DPA6 DPA8, 680, 844, 988, 1136		£ 596,500	Planning obligations	
Crawley Down		✓	✓		MSDC	DPA10 686		£ 348,800	Planning obligations	
Hassocks		✓	✓	✓	MSDC	DPA11 1137[10]		£ 515,900	Planning obligations	
Ashurst Wood		✓			MSDC	DPA13 1175		£ 61,830	Planning obligations	
Scaynes Hill		✓			MSDC	DPA15		£57,000	Planning obligations	
Ansty		✓	✓		MSDC	DPA16 DPA17		£140,630	Planning obligations	
Albourne		✓	✓		MSDC	775 789 1173 1178		£610,180	Planning obligations	
Balcombe			✓	✓	MSDC	28 165		£65,511	Planning obligations	
Copthorne		✓	✓		MSDC	990		£160,900	Planning obligations	
Handcross		✓	✓		MSDC	181		£196,530	Planning obligations	

[10] Provision to be made on-site

	Hurstpierpoint		✓	✓	✓	MSDC	19 575 582 1075 1172		£784,260	Planning obligations	
	Lindfield		✓	✓		MSDC	26 1006		£149,730	Planning obligations	
	Pease Pottage		✓	✓	✓	MSDC	818 1188		£443,600	Planning obligations	
Other outdoor provision (0.22ha) or contribution towards the expansion/ enhancement of other outdoor within the vicinity of the site	Sayers Common		✓	✓		Developer	1124		£514,201	Developer direct provision Or Planning obligations	
Other outdoor provision (0.17ha) or contribution towards the expansion/ enhancement of other outdoor within the	Albourne		✓	✓		Developer	1173		£395,539	Developer direct provision Or Planning obligations	

vicinity of the site											
Other outdoor provision (0.17ha) or contribution towards the expansion/ enhancement of other outdoor within the vicinity of the site	Hassocks		✓	✓	✓	Developer	1137		£395,539	Developer direct provision Or Planning obligations	
Other outdoor provision (0.51ha) or contribution towards the expansion/ enhancement of other outdoor within the vicinity of the site	Burgess Hill		✓	✓	✓	Developer	1105		£1.19m	Developer direct provision Or Planning obligations	
Other outdoor provision (0.48ha) or contribution towards the	Pease Pottage		✓	✓	✓	Developer	603		£1.1m	Developer direct provision Or Planning obligations	

expansion/ enhancement of other outdoor within the vicinity of the site											
Expansion/ enhancement of other outdoor provision within the vicinity of the site	Burgess Hill		✓	✓	✓	MSDC	DPA1 DPA2 DPA3		£558,000	Planning obligations	
	Sayers Common		✓	✓	✓	MSDC	DPSC4 DPSC5 DPSC6 DPSC7 786, 787		£1,095,600	Planning obligations	
	East Grinstead		✓	✓	✓	MSDC	DPA4 961, 1024, 1060, 1181		£411,324	Planning obligations	
	Bolney		✓	✓	✓	MSDC	DPA14 802, 1191		£369,479	Planning obligations	
	Haywards Heath		✓	✓	✓	MSDC	DPA5 DPA6 DPA7 DPA8 680, 844, 988, 1136		£689,186	Planning obligations	
	Crawley Down		✓	✓		MSDC	DPA10 686		£295,518	Planning obligations	
	Hassocks		✓	✓	✓	MSDC	DPA11		£39,000	Planning obligations	

	Hurstpierpoint		✓	✓	✓	MSDC	DPA12 19, 575, 582, 1975, 1172		£804,917	Planning obligations	
	Ashurst Wood		✓			MSDC	DPA13 1175		£52,191	Planning obligations	
	Scaynes Hill		✓			MSDC	DPA15		£47,000	Planning obligations	
	Ansty		✓	✓		MSDC	DPA16 DPA17		£110,000	Planning obligations	
	Albourne		✓	✓		MSDC	775 789 1173 1178		£515,783	Planning obligations	
	Balcombe			✓	✓	MSDC	28 165		£55,375	Planning obligations	
	Copthorne		✓	✓		MSDC	990		£136,066	Planning obligations	
	Handcross		✓	✓		MSDC	181		£166,127	Planning obligations	
	Lindfield		✓	✓		MSDC	26 1006		£126,573	Planning obligations	
	Pease Pottage		✓	✓	✓	MSDC	818 1188		£374,971	Planning obligations	
Parks and gardens provision (0.59ha) or contribution towards the expansion/	Sayers Common		✓	✓		Developer	1124		£641,723	Developer direct provision Or Planning obligations	

enhancement of other parks and gardens within the vicinity of the site											
Parks and gardens provision (0.45ha) or contribution towards the expansion/ enhancement of other parks and gardens within the vicinity of the site	Albourne		✓	✓		Developer	1173		£493,633	Developer direct provision Or Planning obligations	
Parks and gardens provision (0.45ha) or contribution towards the expansion/ enhancement of other parks and gardens within the	Hassocks		✓	✓	✓	Developer	1137		£493,633	Developer direct provision Or Planning obligations	

vicinity of the site											
Parks and gardens provision (1.36ha) or contribution towards the expansion/ enhancement of other parks and gardens within the vicinity of the site	Burgess Hill		✓	✓	✓	Developer	1105		£1.48m	Developer direct provision Or Planning obligations	
Parks and gardens provision (1.27ha) or contribution towards the expansion/ enhancement of other parks and gardens within the vicinity of the site	Pease Pottage		✓	✓	✓	Developer	603		£1.38m	Developer direct provision Or Planning obligations	
Expansion/ enhancement of parks and	Burgess Hill		✓	✓	✓	MSDC	DPA1 DPA2 DPA3		£696,000	Planning obligations	

gardens within the vicinity of the site	Sayers Common		✓	✓	✓	MSDC	DPSC4 DPSC6 786, 787		£558,183	Planning obligations	
	East Grinstead		✓	✓	✓	MSDC	DPA4 961, 1024, 1060, 1181		£513,332	Planning obligations	
	Haywards Heath		✓	✓	✓	MSDC	DPA5 DPA6 DPA7 DPA8 680, 844, 988, 1136		£860,514	Planning obligations	
	Crawley Down		✓	✓		MSDC	DPA10 686		£369,216	Planning obligations	
	Hassocks		✓	✓	✓	MSDC	DPA11		£48,000	Planning obligations	
	Ashurst Wood		✓			MSDC	DPA13 1175		£65,134	Planning obligations	
	Scaynes Hill		✓			MSDC	DPA15		£58,000	Planning obligations	
	Ansty		✓	✓		MSDC	DPA16 DPA17		£136,000	Planning obligations	
	Albourne		✓	✓		MSDC	775 789 1173 1178		£643,698	Planning obligations	
	Balcombe			✓	✓	MSDC	28 165		£69,109	Planning obligations	
	Bolney		✓	✓	✓	MSDC	802, 1191		£65,160	Planning obligations	

	Copthorne		✓	✓		MSDC	990		£169,810	Planning obligations	
	Handcross		✓	✓		MSDC	181		£207,326	Planning obligations	
	Hurstpierpoint		✓	✓	✓	MSDC	19 575 582 1075 1172		£827,330	Planning obligations	
	Lindfield		✓	✓		MSDC	26 1006		£157,963	Planning obligations	
	Pease Pottage		✓	✓	✓	MSDC	818 1188		£467,964	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	36/40						
Wastewater Treatment and Sewerage											
Provision of foul water infrastructure and pumping station(s)	Burgess Hill			✓		Southern Water Developer	DPSC1			Developer direct provision	
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			Developer direct provision	
Sewerage network upgrades	Sayers Common		✓			Southern Water Developer	DPSC6			Developer direct provision	
Sewerage network upgrades	Sayers Common		✓	✓		Southern Water Developer	DPSC7			Developer direct provision	
Sewerage network upgrades	Burgess Hill				✓	Southern Water Developer	DPA3			Developer direct provision	
Sewerage network upgrades	Haywards Heath		✓			Southern Water Developer	DPA7			Developer direct provision	

Sewerage network upgrades	Haywards Heath				✓	Southern Water Developer	DPA8			Developer direct provision	
Sewerage and wastewater network upgrades / reinforcement	Crawley Down		✓	✓		Southern Water Thames Water Developer	DPA9			Developer direct provision	
Sewerage network upgrades	Hurstpierpoint				✓	Southern Water Developer	DPA12			Developer direct provision	
Sewerage network upgrades	Bolney		✓	✓		Southern Water Developer	DPA14			Developer direct provision	
Sewerage network upgrades	Handcross		✓	✓		Southern Water Developer	181			Developer direct provision	
Sewerage network upgrades	Crawley Down		✓	✓		Southern Water Developer	686			Developer direct provision	
Sewerage network upgrades	Sayers Common		✓	✓		Southern Water Developer	786			Developer direct provision	

Sewerage network upgrades	Sayers Common		✓	✓		Southern Water Developer	787			Developer direct provision	
Sewerage network upgrades	Haywards Heath		✓			Southern Water Developer	844			Developer direct provision	
Sewerage network upgrades	East Grinstead				✓	Southern Water Developer	961			Developer direct provision	
Sewerage network upgrades	East Grinstead		✓	✓		Southern Water Developer	1060			Developer direct provision	
Sewerage network upgrades	Hurstpierpoint		✓	✓		Southern Water Developer	1075			Developer direct provision	
Sewerage network upgrades	Burgess Hill		✓	✓	✓	Southern Water Developer	1105			Developer direct provision	
Sewerage network upgrades	Albourne		✓	✓		Southern Water Developer	1124			Developer direct provision	

Sewerage network upgrades	Hassocks		✓	✓	✓	Southern Water Developer	1137			Developer direct provision	
Sewerage network upgrades	Albourne		✓	✓		Southern Water Developer	1173			Developer direct provision	
GAS											
Reinforcement of the Gas Network	District wide		✓	✓	✓	SGN Developer	DPSC1 DPSC3 DPSC5 786, 787, 686			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	District wide					SGN				Capital funding	

infrastructure safety											
WASTE MANAGEMENT AND DISPOSAL INCLUDING RECYCLING FACILITIES											
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 35 additional sites		£734,200	Planning Obligations	

Appendix 1 – Proposals from Town and Parish Councils

Town/Parish Council	Proposed Projects
Albourne	**Community Facilities** Burial grounds Expansion and improvements to Albourne Village Hall (energy efficiency/ Air conditioning) Increase the number of dog waste bins Mains water supply to allotments Complimentary recreational facilities Expansion and improvements to Recreation Ground **Education** Expansion to Albourne Primary School and associated facilities (car parking and access) **Transport** Traffic monitoring and mitigation on B2118 and B2116 Walk-ways, footpaths, and cycle tracks with trees/ shade that ensure connectivity **Other** Ensure adequate Water Supply
Ardingly	**Community Facilities** Community Building improvements to St Peter's Church Centre Construction of a community multi-sport clubhouse adjacent to the courts at Ardingly Playground. **Transport** Improving safe pedestrian routes between the High Street, the primary school and local bus stops, together with improvements to the bus shelter. Parking provision Traffic management
Ashurst Wood	**Community Facilities** Village gateways Community Building improvements (village centre, recreation Pavilion, John Pears Pavilion Provision of new or expansion of Allotments Parking for recreation ground and John Pears Field **Transport** Pedestrian crossing (signalised) on A22 to link with bus stops. Pavement improvements around village (School Lane) **Other** Ensure adequate Water Supply
Balcombe	**Community Facilities** Provision of new or expansion of burial ground (London Road) Provision of Skateboard park Youth Club facilities Improvements to Victory Hall/ Parish Road Scout Hut improvements Provision of public conveniences Expand and formalise existing allotment provision at Walled garden site. Provide new allotment space at Vintens. Expand buttercup barn allotments if appropriate.

	Tennis courts Improved LEAP facilities at Balcombe Recreation Ground Improvement of sports club facilities **Education** New classroom at primary school **Health** Improve access to GP **Transport** Increase car parking provision (Station, village centre & Newlands) Footpath improvements (Haywards Heath Road and village centre), including lighting Pedestrian crossing (zebra) by school/ village centre Traffic calming to reduce speeds (London Road, Haywards Heath Road, village centre) Car park at Viaduct Community bus Step-free access to both platforms Provision of EV charging point in the village Improvements to pedestrian/ cycle and equestrian routes Permissive path to Viaduct (via Bowders Farm)(along Haywards Heath Road) **Other** Provision of super-fast broadband
Bolney	**Community Facilities** Extension/ creation of burial ground Brick built storage facility at The Rawson Hall, size of a large double garage with wide secure doors. Refurbishment of outside public convenience at The Rawson Hall Refurbishment or replacement bus shelter Installation of CCTV and The Rawson Hall Public Open Space on DPA14 with maintenance fund for 10 years Enhancements to play space and sports facilities at Batchelors Field, including resurfacing of MUGA court **Transport** Traffic calming and traffic noise mitigation New shared cycleway and pedestrian route Extension and enhancement of existing PRoW and Bridleways **Other** New speed indicator devices (with built in solar power)
Burgess Hill	**Community Facilities** Community Buildings in town centre Burial grounds (and columbaria) Arts and Heritage Centre Improvements to the public realm (benches, dog bins, litter bins) Provision of new or enhancement of existing allotments Provision of new play facilities **Health** Provision of new or expansion of existing GP facilities Minor injuries clinic Provision of new pharmacies **Transport**

	Community safety initiatives including traffic calming
East Grinstead	**Community Facilities** Provision of burial ground Public conveniences Enhancements to the Old Barnabas Church Enhancement of public realm Arts and Cultural facilities Improvements to community buildings Enhancement to the Turners Hill Road Recreation Ground Provision of new play/ youth facilities (pump track, splash park, skate park, play areas) Improvements to play spaces **Transport** Additional car parking in town centre Improved public rights of way/ cycle tracks Traffic calming
Hassocks	**Community Facilities** Public realm improvements Provision of new allotments (0.75ha, plus parking/ water supply) Improvements of facilities at Adastra Park Improvements to sports pavilion that serves Adastra Park (public conveniences, storage for sports equipment, additional changing rooms for girls and away teams and café) **Transport** Parking/ traffic flow improvements through the High Street Improvements to Lodge Lane / New Road junction Improvements to Keymer Road (B2116) towards Lodge Lane approach (including pavements) Provision of traffic lights at Clayton Hill/ B2116 junction Bus service to loop into site Provision of footpath or bridleway connection northwards from HAS/3K/1 to the Green Circle (near Wellhouse Lane) parallel to Ockley Lane. Safe pedestrian access to bus stops (signalised crossings, bus stop refuges, connecting footways) Additional car parking in centre to serve Adastra Hall Improvements to footpath network in Parish Provision of new link road to direct traffic away from Hurstpierpoint College
Haywards Heath	**Community Facilities** Provision of a multi-sport facilities at St Francis (Colwell Ground) site (including artificial hockey pitch). **Transport** Provision of continuous public rights of way between sites and town centre services and facilities (Northlands Wood Primary School, Northlands Wood Medical Practice). Footways should include lighting. Provision of dedicated cycle routes. Provision of controlled crossing points on A272 (including north-south crossing serving sites 844 and 689) Provision of footway along Snowdrop Lane. Provision of cycle routes linking site to Northlands Wood, Haywards Heath and surrounding areas. Provision of new and improvements to lighting along key pedestrian and cycle corridors. Traffic calming and local safety measures
Hurstpierpoint and Sayers Common	**Community Facilities** Provision of large community venue space (including places of worship)

Hurstpierpoint Sayers Common	Provision of new or contributions towards the expansion of a burial ground Provision of allotments Provision of countryside open space Provision of leisure and play facilities for young people (teenagers) such as skate parks, pump tracks and MUGA. **Transport** Provision of additional parking for residents, employers and shoppers in Hurstpierpoint and for Sayers Common Village Shop/ Hall. **Community Facilities** Contributions for additional capacity for community buildings in Hurstpierpoint **Transport** Provision of new footway along Cuckfield Road, Danworth Land and Chalkers Lane within the site supported by a crossing point Provision of connection to existing PRoW and cycle routes through Hurstpierpoint and north to the Arc and beyond **Transport** Provision of pedestrian and cycle connectivity between sites and village centres.
Lindfield	**Community Facilities** Reinstatement of a pond on Wilderness Field Repair and improvement of the footpath at Wilderness Field Installation of additional public seating within Wilderness Field and the ER Nature Reserve Provision of notice boards within Wilderness Field Improvements of King Edwards Hall (installation of solar panels and air conditioning, construction of covered area to the rear of the building to enable year-round use, incorporating a veranda to serve first floor, development of a new extension alongside the old library space) Rewilding initiatives using native plants at Wilderness Field Contribution to support the grass verges initiative Village wide swift boxes New playground equipment on the Common, for inclusive, teenage play, basketball facilities etc **Transport** Replacement of existing, ageing bus shelters
Slaugham	**Community Facilities** Reprovision of bowling green and social club Allotments/ community garden Nature bridge Provision of new or expansion of existing GP facilities Direct monies to Hemsley and Finches play spaces. Formal Sports provision **Transport** Roundabout on Horsham Road. Traffic calming (Brighton Road end of site) Direct bus service to Horsham Cycle route on existing bridge Traffic calming (from traffic travelling into Handcross from west) Improvements at Coos Lane and Horsham Road junction **Other** Additional car parking if bowling green & Parish Hall relocated Ensure adequate water supply and pressure

Twineham	Introduce weight restrictions Twineham Lane and Hickstead Lane Ensure adequate Water Supply
Worth Parish Council	Early years facility ANPR cameras
Copthorne	**Community Facilities** Improvement upgrading of parish owned streetlights New sport centre to include multiple sports facilities New community building Contribution towards CCTV cameras to add to existing Provision of EV charging point in the village Provision of litter and dog bins, benches, planters, new notice boards in village Allotments Provision of men's football facilities (Copthorne) All ages playspace with tables and seating
Crawley Down	**Transport** Upgrade footpath surrounding site including 35w improvements to J10A and M23 Improved connectivity to Worth Way Traffic calming (Brookhill/ Copthorne bank area) Provision of a roundabout at the end of New Town to enable residents of Copthorne to turn right onto the A264 Highway improvements and pedestrian safety measures on the A264. Provision of a new footway, cycleway and equestrian route along Hophurst Lane westward to the junction with Burleigh Way, and eastward to bridleway WOR/53W/1. **Community Facilities** New Community building Improvements to key community buildings (The Parish Hub, The Village Hall and the Pavilion) Improvement to Crawley Down Pond Increase response times to incidents Ensure adequate health provision 3G floodlit football pitch replacing second pitch at Haven Centre New cricket pavilion with facilities for women on Sandy Lane Playspace on Village Green **Transport** Traffic calming measures on Hophurst Lane, Hophurst Hill and Vicarage Road Signalised junctions and crossing on B2028 Cycleway along Turners Hill Road Public Transport provision throughout site Sewerage upgrades west of B2028 Improvements to local grid

Appendix 2 – Transport infrastructure requirements identified by West Sussex County Council Highways

8. Proposed Site Allocation or Site for Further Testing *(drop down list 1)*	9. Infrastructure Type *(drop down list 2)*	10. Is this site supported by existing planned provision, if no, what else is required to support the delivery of this site? *(free text)*	11. Where is the infrastructure needed (i.e. on-site or off-site, or both?) *(free text)*	12. What are the estimated costs of provision ? *(free text)*	13. What are the anticipated sources of funding? *(free text)*	14. When is any planned infrastructure to be delivered? *(drop down list 3)*	15. Please include further detailed timings if known. *(free text)*	16. At what point within the development process does the infrastructure need to be delivered? (i.e. pre-commencement, during construction, post-completion)? *(free text)*	16. What are the triggers for when you would need to see the infrastructure be delivered (ie. On 300th occupation) ?	17. How long is it likely to take to deliver the identified infrastructure ? Please provide your estimated time in months. *(free text)*	18. Are there any known constraints to delivery (i.e. dependent on other external factors)? *(drop down list 4 and free text box)*
DPSC1: Land to the West of Burgess Hill and North of Hurstpierpoint	Road networks (strategic and local)	TBD – Improvement to junction of A2300/Cuckfield Rd and A2300/A23 Hickstead Interchange, A2300/Northern Arc Link Road (design TBD from latest modelling work), Possible traffic management on Cuckfield Rd south of site to deter short-cutting through Hurstpierpoint	Both		Developer						

DPSC1: Land to the West of Burgess Hill and North of Hurstpierpoint	Railways	Improvements to cycle storage and access at Burgess Hill Station	Off-site	Apportion of £100,000	Network Rail/ Developer	Short term < 5 years		During construction.			
DPSC1: Land to the West of Burgess Hill and North of Hurstpierpoint	Bus services	Potential re-routing and improved frequency of bus service 100 which currently serves Bus Stops Ref. 4400MS0054 and 4400MS0055.	Both	TBC	Developer	Short term < 5 years					
DPSC1: Land to the West of Burgess Hill and North of Hurstpierpoint	Cycling, walking and equestrian routes and other PROW	Implementation of approximately 500m of Route A of the March 2023 LCWIP of Mid Sussex between A273 and West Street.	Off-site	£350,000	Developer	Short term < 5 years					
DPSC1: Land to the West of Burgess Hill and North of Hurstpierpoint	Cycling, walking and equestrian routes and other PROW	Review and improve surfacing and provide required crossing points on Footpath HSC-49HU and Bridleway HSC -50HU.	On-site	TBC	Developer	Short term <5 years					
DPSC1: Land to the West of Burgess Hill and North of Hurstpierpoint	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Apportion	Developer	Short term < 5 years					

DPSC2: Land at Crabbet Park	Road networks (strategic and local)	TBD (ensure car trips do not undermine links for other modes to nearby major trip attractors, notably in Crawley)	Both		Developer						
DPSC2: Land at Crabbet Park	Bus Services	To improve sustainable transport routes to Three Bridges train station, Crawley Town Centre and areas of employment centre including links to the Worth Way.	Both	TBC	Developer	Short term <5 years					
DPSC2: Land at Crabbet Park	Bus services	Investigate the re-routing of Bus Services 272,281,291, and 400, or additional services through site. Or alternatively create a new through route - based on the 84 but much more frequent - serving the site between Crawley and East Grinstead using the main site access at Turners Hill Road	Both	TBC	Developer	Short term < 5 years					

DPSC2: Land at Crabbet Park	Cycling, walking and equestrian routes and other PROW	Provide approximately 2km of walking and cycling facilities along Old Hollow between A2220 Copthorne Road to the north and Turners Hill Road in the south.	Both	£1.8M	Developer	Short term < 5 years					
DPSC2: Land at Crabbet Park	Cycling, walking and equestrian routes and other PROW	Provide approximately 250m of walking and cycling facilities through Driver Wood to connect development to Copthorne Common Road and existing Bus Stops.	Both	£250,000	Developer	Short term < 5 years					
DPSC2: Land at Crabbet Park	Cycling, walking and equestrian routes and other PROW	Review and improve surfacing of footpaths WOR-12W and WOR-14W to promote walking connections.	On-site	TBC	Developer	Short term <5 years					
DPSC2: Land at Crabbet Park	Cycling, walking and equestrian routes and other PROW	Review and improve walking and cycling facilities along Copthorne Common Road to improve active travel links to Crawley and	Off-site	TBC	Developer	Short term <5 years					

		Three Bridges Rail Station.									
DPSC2: Land at Crabbet Park	DPSC2: Land at Crabbet Park	Provide cycle connections or improved connections to the Crawley LCWIP routes R and C	Off-site	TBD	Developer	Short term < 5 years					
DPSC3: Land to the south of Reeds Lane, Sayers Common	Road networks (strategic and local)	TBD – contributions or part delivery likely to be required to improvement at A23/A2300 Hickstead interchange. Safety improvement previously identified at A281/Shaves Wood Lane. (designs TBD from latest model tests)	Both		Developer						
DPSC3: Land to the south of Reeds Lane, Sayers Common	Railways	Improvements to cycle storage and accessibility at the Hassocks station including improved ramped and walking access from the station entrance to the public highway	Off-site	Apportion of £1,050,000	Developer	Short term < 5 years					
DPSC3: Land to the south of Reeds Lane, Sayers Common	Bus services	Potential re-routing of bus services 273 and 100 to site (or similar alternative),	Both	TBC	Developer	Short term < 5 years					

		with additional stops to Ref. 4400MS0277 and 4400MS0337 and increase frequencies.									
DPSC3: Land to the south of Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Improve walking and cycling environment along the length of approximately 1.5km of Reeds Lane	On-site	£1.1M	Developer	Short term <5 years					
DPSC3: Land to the south of Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Review and improve surfacing of all existing footpaths including ALB - 6AL, ALB-7AL, ALB -8AL and ALB 31AL to promote walking connections	On-site	TBC	Developer	Short term <5 years					
DPSC3: Land to the south of Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Apportion	Developer	Short term < 5 years					
DPSC3: Land to the south of Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route	Both	Apportion	Developer	Short term < 5 years					
DPSC4: Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Review and improve surfacing of all existing footpaths including ALB - 31AL to promote	On-site	TBC	Developer	Short term <5 years					

		walking connections									
DPSC4: Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common	Road networks (strategic and local)	TBD – contribute in proportion to improvements against DPSC3									
DPSC4: Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common	Railways	Improvements to cycle storage and accessibility at the Hassocks station including improved ramped and walking access from the station entrance to the public highway	Off-site	Apportion of £1,050,000		Short term < 5 years					
DPSC4: Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Apportion with developer direct provision	Developer	Short term < 5 years					
DPSC4: Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route	Both	Apportion	Developer	Short term < 5 years					
DPSC5: Land at Coombe Farm, London Road, Sayers Common	Road networks (strategic and local)	TBD contribute in proportion to improvements against DPSC3									
DPSC5: Land at Coombe Farm, London Road, Sayers Common	Railways	Improvements to cycle storage and accessibility at the Hassocks station including improved	Off-site	Apportion of £1,050,000	Developer	Short term < 5 years					

		ramped and walking access from the station entrance to the public highway									
DPSC5: Land at Coombe Farm, London Road, Sayers Common	Bus services	Potential re-routing of bus services 273 and 100 (or similar alternative) to site, with additional stops to Ref. 4400MS0277 and 4400MS0337 and increase frequencies.	Both								
DPSC5: Land at Coombe Farm, London Road, Sayers Common	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Apportion	Developer	Short term < 5 years					
DPSC5: Land at Coombe Farm, London Road, Sayers Common	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route	Both	Apportion	Developer	Short term < 5 years					
DPSC5: Land at Coombe Farm, London Road, Sayers Common	Cycling, walking and equestrian routes and other PROW	Review and improve surfacing of all existing footpaths and bridleways including HSC -34HU and HSC -86HU to promote connectivity.	On-site	TBC	Developer	Short term <5 years					
DPSC6 Land to the West of Kings Business	Road networks (strategic and local)	TBD contribute in proportion to improvements against DPSC3			Developer						

Centre, Reeds Lane											
DPSC6 Land to the West of Kings Business Centre, Reeds Lane	Railways	Improvements to cycle storage and accessibility at the Hassocks station including improved ramped and walking access from the station entrance to the public highway	Off-site	Apportion of £1,050,000	Developer	Short term < 5 years					
DPSC6 Land to the West of Kings Business Centre, Reeds Lane	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route		Apportion	Developer	Short term < 5 years					
DPSC6 Land to the West of Kings Business Centre, Reeds Lane	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route		Apportion with developer direct provision	Developer	Short term < 5 years					
DPSC7: Land at LVS Hassocks, London Road	Road networks (strategic and local)	TBD - contribute in proportion to improvements against DPSC3	Both		Developer						
DPSC7: Land at LVS Hassocks, London Road	Railways	Improvements to cycle storage and accessibility at the Hassocks station including improved ramped and walking access from the station entrance to the public highway	Both	Apportion of £1,050,000	Developer	Short term < 5 years					

DPSC7: Land at LVS Hassocks, London Road	Bus services	Potential re-routing of bus services 273 and 100 to site (or similar alternative), with additional stops to Ref. 4400MS0277 and 4400MS0337 and increase frequencies.	Both		Developer						
DPSC7: Land at LVS Hassocks, London Road	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Apportion	Developer	Short term < 5 years					
DPSC7: Land at LVS Hassocks, London Road	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route	Both	Apportion with developer direct provision	Developer	Short term < 5 years					
DPSC7: Land at LVS Hassocks, London Road	Cycling, walking and equestrian routes and other PROW	Review and improve surfacing of all existing footpaths and bridleways including HSC -9HU and HSC -10HU to promote connectivity	On-site	TBC	Developer	Short term <5 years					

8. Proposed Site Allocation or Site for Further Testing *(drop down list 1)*	**9. Infrastructure Type *(drop down list 2)***	**10. Is this site supported by existing planned provision, if no, what else is required to support the**	**11. Where is the infrastructure needed (i.e. on-site or off-site, or both?) *(free text)***	**12. What are the estimated costs of provision? *(free text)***	**13. What are the anticipated sources of funding? *(free text)***	**14. When is any planned infrastructure to be delivered? *(drop down list 3)***	**15. Please include further detailed timings if**	**16. At what point within the development process does the infrastructure need to be delivered? (i.e. pre-**	**16. What are the triggers for when you would need to see the infrastructure be delivered (ie. On**	**17. How long is it likely to take to deliver the identified infrastructure? Please provide your estimated**	**18. Are there any known constraints to delivery (i.e. dependent on other**

		delivery of this site? *(free text)*					known. *(free text)*	commencement, during construction, post-completion)? *(free text)*	300th occupation)?	time in months. *(free text)*	external factors)? *(drop down list 4 and free text box)*
DPA1: Batchelors Farm, Keymer Road	Road networks (strategic and local)	Reduction of current speed limit from 60mph to 40mph	Off-site	TBC	WSCC	Short term < 5 years					
DPA1: Batchelors Farm, Keymer Road	Railways	Improvements to cycle storage and access at Burgess Hill Station	Off-site	Apportion of £100,000	Developer	Short term < 5 years					
DPA1: Batchelors Farm, Keymer Road	Cycling, walking and equestrian routes and other PROW	New footway and pedestrian crossings along Keymer Road, some 200m, connection to Footpath BUH/20BH/1 and signage/markings for NCN 20.	Both	£250,000	Developer	Short term < 5 years					
DPA1: Batchelors Farm, Keymer Road	Bus Service	Improved frequency to Bus route 33.	Off-site	TBC	Developer	Short term < 5 years					
DPA2: Land south of Apple Tree Close, Janes Lane	Cycling, walking and equestrian routes and other PROW	Footpath connection to BUH/4BH/1, of some 130m, to Manor Road, south of site for bus stop access.	Both	£150,000	Developer	Short term < 5 years					
DPA3: Burgess Hill Station	Railways	Improvements to cycle storage and access at	Off-site	Apportion of £100,000	Developer/Network Rail	Short term < 5 years					

		Burgess Hill Station									
DPA3: Burgess Hill Station	Road networks (strategic and local)	Creation of 20 MPH zone around area due to high number of (low impact) collisions	Off-site	£100,000	Developer	Medium term 5 to 10 years					
DPA4: Land off West Hoathly Road	Cycling, walking and equestrian routes and other PROW	New footway/widening towards Dunning's Road, crossing facilities and introduction of cycling facilities.	Both	£1M	Developer	Short term < 5 years					
DPA5: Land at Hurstwood Lane	Bus Service	Diverting bus route 161, 271, 272 to site.	Both	TBC	Developer	Medium term 5 to 10 years					
DPA5: Land at Hurstwood Lane	Cycling, walking and equestrian routes and other PROW	Improve pedestrian and/or cycle infrastructure, crossing points along Hurstwood Lane.	Off-site	£625,000	Developer	Short term < 5 years					
DPA5: Land at Hurstwood Lane	Road networks (strategic and local)	Extend existing 30mph limit to be consistent with surroundings.	On-site	TBC	WSCC	Short term < 5 years					
DPA5: Land at Hurstwood Lane	Railways	Improvements to cycle storage and access at Haywards Heath Station	Off-site	Apportion of £100,000	Developer/Network Rail	Short term < 5 years					
DPA6: Land at Junction of Hurstwood Lane and Colwell Lane	Road networks (strategic and local)	Extend existing 30mph limit to be consistent with recent change from 60mph.	On-site	TBC	WSCC	Short term < 5 years					

DPA6: Land at Junction of Hurstwood La ne and Colwell Lane	Cycling, walking and equestrian routes and other PROW	Improve pedestrian and cycle infrastructure and crossing points along HurstwoodLan e.	Off-site	£625,000	Developer	Short term < 5 years					
DPA6: Land at Junction of Hurstwood La ne and Colwell Lane	Railways	Improvements to cycle storage and access at Haywards Heath Station	Off-site	Apportion of £100,000	Developer/Netw ork Rail	Short term < 5 years					
DPA7: Land east of Borde Hill Lane	Road networks (strategic and local)	Improve pedestrian and cycle infrastructure at roundabout on Borde Hill Ln/Balcombe Road.	Off-site	£150,000	Developer	Short term < 5 years					
DPA7: Land east of Borde Hill Lane	Railways	Improvements to cycle storage and access at Haywards Heath Station	Off-site	Apportion of £100,000	Developer/Netw ork Rail	Short term < 5 years					
DPA8: Orchards Shopping Centre	Cycling, walking and equestrian routes and other PROW	Improved pedestrian/ cycle facilities between Haywards Heath town centre & train station including shared use paths, improved crossing facilities.	Off-site	£100,000	Developer	Medium term 5 to 10 years					
DPA8: Orchards Shopping Centre	Railways	Improvements to cycle storage and	Off-site	A proportio	Developer/Netw ork Rail	Short term < 5 years					

		access at Haywards Heath Station		n of £100,000							
DPA9: Land to west of Turners Hill Road	Cycling, walking and equestrian routes and other PROW	Creation of new pedestrian/ cycle route on Turners Hill Rd.	Off-site	£625,000	Developer	Short term < 5 years					
DPA10: Hurst Farm, Turners Hill Road	Cycling, walking and equestrian routes and other PROW	Creation of new pedestrian/cycl e route on Turners Hill Rd.	Off-site	£625,000	Developer	Short term < 5 years					
DPA11: Land rear of 2 Hurst Road	Road networks (strategic and local)	New access to site off London Road	Both	£625,000	Developer	Short term < 5 years					
DPA11: Land rear of 2 Hurst Road	Railways	Improvements to cycle storage and accessibility at the Hassocks station including improved ramped and walking access from the station entrance to the public highway.	Off-site	Apportion of £1,050,00 0	Network Rail	Short term < 5 years					
DPA11: Land rear of 2 Hurst Road	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route	Off-site	TBC	Developer	Short term < 5 years					
DPA12: Land west of Kemps	Railways	Improvements to cycle storage and accessibility at the Hassocks station including	Off-site	Apportion of £1,050,00 0	Network Rail	Short term < 5 years					

		improved ramped and walking access from the station entrance to the public highway.									
DPA12: Land west of Kemps	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route.	Off-site	TBC	Developer	Short term < 5 years					
DPA12: Land west of Kemps	Cycling, walking and equestrian routes and other PROW	Pedestrian and cycle improvements (shared paths, crossing points) along Albourne Road B2116.	Off-site	£100,000	Developer	Short term < 5 years					
DPA13: The Paddocks Lewes Road	Cycling, walking and equestrian routes and other PROW	Improved cycle facilities (shared use/segregated cycle paths) and improved crossing points along Lewes Road.	Off-site	£625,000	Developer	Short term < 5 years					
DPA14: Land at Foxhole Farm	Road networks (strategic and local)	Reduction in speed limit to 30mph.	Off-site	TBC	WSCC	Short term < 5 years					
DPA14: Land at Foxhole Farm	Bus Service	Improved bus route frequency of route 3 or 89.	Off-site	TBC	WSCC	Short term < 5 years					
DPA14: Land at Foxhole Farm	Cycling, walking and equestrian routes and other PROW	Creation of new pedestrian/cycle route on A272.	Off-site	£625,000	Developer	Short term < 5 years					
DPA15: Ham Lane Farm House Ham Lane	Railways	Improvements to cycle storage and	Off-site	Apportion of £100,000	Network Rail	Short term < 5 years					

		access at Haywards Heath Station									
DPA15: Ham Lane Farm House Ham Lane	Cycling, walking and equestrian routes and other PROW	Improved pedestrian/ cycle facilities along Ham Road (shared use paths), improved crossing facilities along A272.		£625,000	Developer	Short term < 5 years					
DPA16: Land west of North Cottages and Challoners	Railways	Improvements to cycle storage and access at Haywards Heath Station	Off-site	Apportion of £100,000	Network Rail	Short term < 5 years					
DPA16: Land west of North Cottages and Challoners	Bus Service	Improved frequency of bus service on route 89.	Off-site	TBC	WSCC	Short term < 5 years					
DPA16: Land west of North Cottages and Challoners	Cycling, walking and equestrian routes and other PROW	Creation of a footway on the south side of A272 to access site and improved crossing facilities (island crossings/traffi c light crossing) along A272.	Off-site	£625,000	Developer	Short term < 5 years					
DPA17: Land to the west of Marwick Close Bolney Road	Railways	Improvements to cycle storage and access at Haywards Heath Station	Off-site	Apportion of £100,000	Network Rail	Short term < 5 years					

DPA17: Land to the west of Marwick Close Bolney Road	Bus Service	Improved frequency to bus route 89.	Off-site	TBC	WSCC	Short term < 5 years					
DPA17: Land to the west of Marwick Close Bolney Road	Cycling, walking and equestrian routes and other PROW	Creation of a footway on the south side of A272 to access site and improved crossing facilities (island crossings/traffic light crossing) along A272.	Off-site	£625,000	Developer	Short term < 5 years					
1124 West House Farm, Henfield Road	Bus Service	Increase bus frequency on services 100 and 331, on B2118, and additional bus stops south of existing stops Ref 4400MS0337 and 4400MS03338.	Off- site	TBC	Developer	Short term <5 years					
1124 West House Farm, Henfield Road	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Off-site	TBC	Apportion by Developer	Short term < 5 years					
1124 West House Farm, Henfield Road	Cycling, walking and equestrian routes and other PROW	Sayers Common to Hassocks Cycle Route	Off-site	TBC	Apportion by Developer	Short term < 5 years					
1124 West House Farm, Henfield Road	Cycling, walking and equestrian routes and other PROW	Review surface and upgrade footpath ALB-6AL.	On-site	TBC	Developer	Short term <5 years.					
1173 Land east of London Road	Bus Service	Increase frequency of	Off-site	TBC	Developer	Short-term < 5 year					

		bus services 100, 273 and 331 serviced from Bus Stops Ref. 4400MS0218 and 4400MS0220									
1173 Land east of London Road	Cycling, walking and equestrian routes and other PROW	Review of Bridleway ALB-39-1HU which cuts across the centre of the site to allow any upgrade and crossings to ensure connectivity between northern and southern parts of the site.	On- site	TBC	Developer	Short-term < 5 years					
1173 Land east of London Road	Cycling, walking and equestrian routes and other PROW	Review and upgrade of surfacing of footpath ALB-41HU along eastern and southern boundary to ensure pedestrian/ cycling connectivity.	On-site	TBC	Developer	Short-term < 5 years					
1137: Land west of Ockley Lane	Bus Service	Increase frequency of Bus Service No 33.	Off-site	TBC	Developer	Short term < 5 years					
1137: Land west of Ockley Lane	Cycling, walking and equestrian routes and other PROW	350m of footway to Bus Stops Ref. 4400MS0296 and 4400MS0297 on Ockley Lane.	Off-site	£65,000	Developer	Short term < 5 years					

1137: Land west of Ockley Lane	Cycling, walking and equestrian routes and other PROW	1km of cycle track on B2116 and 1.4km of cycle track on Ockley Lane to site.	Off-site	£1.68M	Developer	Short term < 5 years					
575: Land north east of Hurstpierpoint	Cycling, walking and equestrian routes and other PROW	100m shared use path to Davey Way to allow access to Bus Stops refs. 4400MS0208 and 4400MS0209	Off-site	£70,000	Developer	Short term < 5 years					
575: Land north east of Hurstpierpoint	Cycling, walking and equestrian routes and other PROW	Review and upgrade of PROW Ref. HSC-62H.	On-site	TBC	Developer	Short term < 5 years					
575: Land north east of Hurstpierpoint	Bus Service	Increase frequency of Bus service 33 and 33A.	Off-site	TBC	Developer	Short term < 5 years					
575: Land north east of Hurstpierpoint	Cycling, walking and equestrian routes and other PROW	Provide improved pedestrian and cycle connectivity between Cuckfield Road and College Lane. Provide Cycle link from site to Chalkers Lane;	Off-site	TBC	Developer	Short term < 5 years					
1075: Land north of Willow Way and Talbot Mead, Cuckfield Road	Bus Services	Increase frequency of Bus Service 33.	Off-site	TBC	Developer	Short term < 5 years					
1075: Land north of Willow Way and Talbot Mead, Cuckfield Road	Cycling, walking and equestrian routes and other PROW	150m footway on Cuckfield Road to allow access to Willow Way and Bus Stop	Off-site	£30,000	Developer	Short term < 5 years					

		Ref. 4400MS0199									
1075: Land north of Willow Way and Talbot Mead, Cuckfield Road	Cycling, walking and equestrian routes and other PROW	1.25km cycle track to High Street.	Off-site	£875,000	Developer	Short term < 5 years					
1075: Land north of Willow Way and Talbot Mead, Cuckfield Road	Cycling, walking and equestrian routes and other PROW	Review and upgrade of PROW Ref. HSC- 31HU	On-site	TBC		Short term < 5 years					
1105: Land east and west of Malthouse Lane	Road networks (strategic and local)	Highway/Junction Mitigations - await modelling results									
1105: Land east and west of Malthouse Lane	Railways	Improvements to cycle storage and access at Burgess Hill station.	Off-site	Apportion of £100,000	Developer/Network Rail	Short term < 5 years					
1105: Land east and west of Malthouse Lane	Bus Services	Re-routing to site and increased frequency of services 2,100, &168. Nearest stops are Ref. 4400MS0461 (B&Q) and Ref. 4400M S0036 (Tesco).	Both	TBC	Developer	Short term < 5 years					
1105: Land east and west of Malthouse Lane	Cycling, walking and equestrian routes and other PROW	Site to west, 0.5km of cycle track to A273 and then 2 km of cycle track to link to existing cycle routes.	Off-site	£1.75M	Developer	Short term < 5 years					

1105: Land east and west of Malthouse Lane	Cycling, walking and equestrian routes and other PROW	Numerous public rights of way to be reviewed and upgraded as required to improve walking and cycling linkages to the surrounding countryside.	Both	TBC	Developer	Short term < 5 years					
181: Land west of Truggers	Bus Service	Increase frequency of Bus Service 1,2 and 4. Located at Bus Stops 4400HR1164 and 4400HR1165	Off-site	TBC	Developer	Short term < 5 years					
181: Land west of Truggers	Cycling, walking and equestrian routes and other PROW	Review walking and cycling environment on Horsham Road over the 600m to the south of the site to improve safety and crossing facilities connect to High Street cycle route.	Off-site	TBC	Developer	Short term < 5 years					
603: Land to the West of Woodhurst Farm, Old Brighton Road South	Cycling, walking and equestrian routes and other PROW	Bridleway SLA-2S runs through centre of site, review of safe crossing required and surfacing quality.	On-site	TBC	Developer	Short term <5 years					
603: Land to the West of	Cycling, walking and	Review of walking and	Off-site	TBC	Developer	Short term <5 years					

Woodhurst Farm, Old Brighton Road South	equestrian routes and other PROW	cycling provisions along 700m of Old Brighton Road South, east of site to allow access to settlement to north and Bus Stop 4400HR0500.									
603: Land to the West of Woodhurst Farm, Old Brighton Road South	Bus Service	Re-routing, new bus stops, and increased frequency of routes 4,6, and 271.	Off-site	TBC	Developer	Short term < 5 years					
1188: Land at Pease Field	Bus Service	Investigation of implementation of increased frequencies of bus services 4,6,and 271 and additional bus stops on Horsham Road to that of Ref. 4400HR0500 at The Black Swan.	Both	TBC	Developer	Short term < 5 years					
1188: Land at Pease Field	Cycling, walking and equestrian routes and other PROW	Review walking and cycling environment along 700m of Horsham Road to the south of the site to allow safe access to the existing Bus Stop at The Black Swan, Ref. 4400HR0500a nd cycle route	Off-site	TBC	Developer	Short term < 5 years					

		at Old Brighton Road North.									
686: Land to the rear of The Martins (south of Hophurst Lane)	Cycling, walking and equestrian routes and other PROW	200m of footway to existing pavement/ bus stop – Ref. 4400EG0240.	Off-site	£35,000	Developer	Short term < 5 years					
686: Land to the rear of The Martins (south of Hophurst Lane)	Cycling, walking and equestrian routes and other PROW	1.3km of cycle track required to connect to Crawley Down centre.	Off-site	£910,000	Developer	Short term < 5 years					
686: Land to the rear of The Martins (south of Hophurst Lane)		Provide new or improved bus stops on Hophurst Lane within 400m walk of site. Provide all-weather passenger waiting facilities and real-time bus information at stops	Off-site		Developer	Short term < 5 years					

8. Proposed Site Allocation or Site for Further Testing ***(drop down list 1)***	**9. Infrastructure Type** ***(drop down list 2)***	**10. Is this site supported by existing planned provision, if no, what else is required to support the delivery of this site?** ***(free text)***	**11. Where is the infrastructure needed (i.e. on-site or off-site, or both?)** ***(free text)***	**12. What are the estimated costs of provision?** ***(free text)***	**13. What are the anticipated sources of funding?** ***(free text)***	**14. When is any planned infrastructure to be delivered?** ***(drop down list 3)***	**15. Please include further detailed timings if known.** ***(free text)***	**16. At what point within the development process does the infrastructure need to be delivered? (i.e. pre-commencement, during construction, post-completion)?** ***(free text)***	**16. What are the triggers for when you would need to see the infrastructure be delivered (ie. On 300th occupation)?**	**17. How long is it likely to take to deliver the identified infrastructure? Please provide your estimated time in months.** ***(free text)***	**18. Are there any known constraints to delivery (i.e. dependent on other external factors)?** ***(drop down list 4 and free text box)***

775 Grange View House, London Road, Albourne	Cycling, walking and equestrian routes and other PROW	Review of a footway on the east side of B2118 to access site and improved crossing facilities (island crossings/traffic light crossing).	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
789 Phase 1 Swallows Yard, London Road, Albourne	Cycling, walking and equestrian routes and other PROW	Review of a footway on the east side of B2118 to access site and improved crossing facilities (island crossings/traffic light crossing).	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
1178 Land north of Henfield Road	Bus Service	Potential increase to frequency of bus services 100, 273 and 331 (or similar services) serviced from Bus Stops Ref. 4400MS0218 and 4400MS0220	Off- site	TBC	Developer	Short term <5 years.		Post completion		4- 6 months	
1175 Land at Bramblety e School, Lewes Road	Cycling, walking and equestrian routes and other PROW	Review of PROW Footpath (ASW-17EG) located north of site and ensure connectivity.	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
1175 Land at Bramblety e School, Lewes Road		Provide a pedestrian refuge crossing on A22 Lewes Road to assist with safe access to existing southbound bus stop	Off- site	TBC	Developer	Short term <5 years					

1175 Land at Brambletye School, Lewes Road	Bus service	Bus service 500 frequency increase	Both	TBC	Developer	Short term <5 years		Post construction		4- 6 months	
28 Area south of Redbridge Lane at junction with London Road	Cycling, walking and equestrian routes and other PROW	Review of PROW Footpath (BAL-1BA) located to the south of the site and ensure connectivity	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
28 Area south of Redbridge Lane at junction with London Road	Bus Services	Bus service frequency increase recommended potentially to route 3 and 62 as services limited.	Both	TBC	Developer	Short term <5 years		Post construction		4- 6 months	
165 Land south of Oldlands Avenue (Vintens Nursery)	Cycling, walking and equestrian routes and other PROW	Review of PROW Footpath (BAL-13BA) located to the south of the site and ensure connectivity	Off- site	TBC	Developer	Short term <5 years		During construction/ Post completion		4- 6 months	
165 Land south of Oldlands Avenue (Vintens Nursery)	Bus Services	Bus service frequency increase recommended potentially to route 3 as services limited.	Both	TBC	Developer	Short term <5 years		Post completion		4- 6 months	
802 Foxhole Farm Buildings, Foxhole Lane	Cycling, walking and equestrian routes and other PROW	Review of PROW Footpath (BOL-44BO) located to the north of the site and ensure connectivity	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months / 4 – 6 months	
802 Foxhole Farm Buildings, Foxhole Lane	Bus Services	Bus service (stop 500m away to the south) frequency increase recommended	Off- site	TBC	Developer	Short term <5 years		Post completion		4 – 6 months	

		potentially to route STP2 as services very limited.									
1191 Land north of Foxhole Farm buildings	Cycling, walking and equestrian routes and other PROW	Review of PROW Footpath (BOL-44BO) located to the north and ensure connectivity and.	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
1191 Land north of Foxhole Farm buildings	Bus Services	Bus service (stop 400m away to the south) frequency increase recommended to route STP2 as services very limited.	Both	TBC	Developer	Short term <5 years		Post construction		4-6 months	
9611-5 Queens Walk and 22-26 London Road	Cycling, walking and equestrian routes and other PROW	Connections to LCWIP routes A & F.	Off- site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
1024 Land at Brook House Farm, Turners Hill Road	Cycling, walking and equestrian routes and other PROW	300m of PRoW improvement on route EAG-26AEG	Off-site	£150,000	Developer	Short term <5 years		During construction		12- 24 months	
1060 Land north of Hill Place Farm Buildings, Turners Hill Road	Cycling, walking and equestrian routes and other PROW	Existing footway review required. Footpath (EAG-43AEG) located directly to the south of the site, review of PROWS and ensure connectivity.	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
1060 Land north of Hill Place Farm Buildings,	Bus Services	Bus service 84 (located 500m away on Hurst Farm Road), potential	Both	TBC	Developer	Short term <5 years		Post completion		4- 6 months	

Turners Hill Road		frequency increase									
1181: Land east of West Hoathly Road	Bus Service	No existing routes nearby. Recommend reviewing bus routes and consider re-routing or extending services to serve the site.	Off- site	TBC	Developer	Short term <5 years		Post completion		4- 6 months	
680: Field rear of North Colwell Barn, Lewes Road	Cycling, walking and equestrian routes and other PROW	Footpath (HAH-29CU) located directly to the west of the site, review of PROWS and ensure connectivity.	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
680: Field rear of North Colwell Barn, Lewes Road	Bus Services	Recommended to review local bus routes 31 and 31A and frequency and potentially improve	Both	TBC	Developer	Short term <5 years		Post Completion		4- 6 months	
680: Field rear of North Colwell Barn, Lewes Road		Provide a safe crossing on A272 Lewes Road near to access location to reach existing footway on north side of road.	Off-site	TBC	Developer	Short term <5 years					
844: Land at North Colwell Farm, Lewes Road	Cycling, walking and equestrian routes and other PROW	Footpath (HAH-29CU) located to the west of the site, review of PROWS and ensure connectivity.	Off-site	TBC	Developer	Short term <5 years		During construction/ Post completion		12- 24 months	
844: Land at North Colwell Farm,	Bus Services	Recommended to review local bus routes 31 and 31A and frequency and	Both	TBC	Developer	Short term <5 years		Post completion		4- 6 months	

Lewes Road		potentially improve									
988: Land to the North of Old Wickham Lane	Cycling, walking and equestrian routes and other PROW	Multiple footpaths (HAH-47BCU, HAH-46BCU, HAH-46CCU) located near the site, review of PROWS and ensure connectivity.	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
1136: Land at Lunce's Hill, Fox Hill	Bus service	Bus services (149,166,271,272) is currently listed as fair. A review to services and frequency recommended	Off-site	TBC	WSCC	Short term <5 years		Post completion		4- 6 months	
19: Land east of College Lane	Cycling, walking and equestrian routes and other PROW	Shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
19: Land east of College Lane	Cycling, walking and equestrian routes and other PROW	Provision of cycle connection onto Bridleway HAS-8C	Off-site	TBC	Developer	Short term <5 years					
582: South of Hurst Wickham Barn, College Lane	Cycling, walking and equestrian routes and other PROW	Shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
786: Land east of Avtrade, Reeds Lane	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Proportion with developer direct provision	Developer	Short term < 5 years		During construction		12- 24 months	

787: Land at Kingsland Lodge, London Road	Cycling, walking and equestrian routes and other PROW	Sayers Common to Burgess Hill Cycle Route	Both	Proportion with developer direct provision	Developer	Short term < 5 years		During construction		12- 24 months	
1172: Land to the south of Hurst Wickham Barn, College Lane	Cycling, walking and equestrian routes and other PROW	Shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
29: Land off Snowdrop Lane, Lindfield, Haywards Heath	Bus Service	Review bus route 31 & 31A frequency and potentially improve	Off-site	TBC	Developer	Short term < 5 years		Post completion		4- 6 months	
1006: Land to the north of Lyoth Lane	Bus Service	Review bus route 31 & 31A frequency and potentially improve	Off-site	TBC	Developer	Short term < 5 years		Post completion		4- 6 months	
818: Land north of the Former Golf House, Horsham Road	Cycling, walking and equestrian routes and other PROW	Review of walking and cycling provisions and improvement along approx. 200m of Horsham Road south of site to allow access to settlement	Off-site	TBC	Developer	Short term <5 years		During construction		12- 24 months	
		Approx. 200m of footway on Hophurst Lane to existing pavement/ bus stop – Ref. 4400EG0240.									
		Approx. 1.3km of cycle track on Hophurst Lane									

		required to connect to Crawley Down centre.									
990: Courthouse Farm Copthorne Common Road	Cycling, walking and equestrian routes and other PROW	Review of walking and cycling provisions along Old Copthorne Road (A264) Horsham Road north of site and improvement to allow access to settlement to north	Off- site		Developer	Short term <5 years		During construction		12- 24 months	