DfT Consultancy Advice – West Sussex County Council & Mid-Sussex District Council

East Grinstead Strategic Development Transport Advice

April 2009

Notice

Document History

JOB NUMBER: 5082292			DOCUMENT REF: East Grinstead Trip Generation Report.doc			
03	Revised Final Draft	RJF				April 2009
02	Final Draft	RJF	HN	FK	HN	April 2009
01	Draft (Internal)	RJF	HN	FK	HN	March 2009
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Contents

Section Page

List of Tables

List of Figures

Appendices

1. Introduction

1.1 The Department for Transport (DfT) has commissioned Atkins Transport Planning and Management to provide strategic transport advice for new development in East Grinstead based on previous work undertaken.

Background

1.2 Atkins Transport Planning and Management have been engaged by the DfT Housing Growth and Eco-Town Team to provide strategic transport planning consultancy advice to selected Local Planning Authorities and to compile a 'Lessons Learnt' document for the DfT.

1.3 Atkins Transport Planning and Management attended a meeting on the 27th of February 2009 with Officers from West Sussex County Council (WSCC), Mid-Sussex District Council (MSDC), Three Tiers Group (3TG) and the DfT. At this meeting, the scope of the project was discussed and the services that Atkins can provide to the partners were explored. Following this meeting a methodology (please refer to Appendix A) was submitted to the DfT for Atkins planned interaction with WSCC.

Aim of the Study

1.4 The DfT is looking to offer support to Local Planning Authorities in conducting strategic reviews into how best to incorporate transport considerations into the planning process for housing growth. As part of this work Atkins has been asked to engage with officers at WSCC in order to conduct a review of the processes and work that has been undertaken to form the transport evidence base for the strategic development.

1.5 To begin this process, a Workshop was held between senior members of the Atkins Team and ATLAS, West Sussex County Council, East Sussex County Council, Mid Sussex District Council and Surrey County Council on the 19th of March 2009. The minutes taken from this workshop are presented in Appendix B of this document.

1.6 Following on from the workshop Atkins have produced two technical notes as follows:

- A junction review and improvement study for the five main junctions along the A22 through East Grinstead. This is the subject of a separate report; and
- This report, which explains the methodology behind the spreadsheet modelling based on previous work, designed to explore possible measures and actions that could mitigate the impact of the strategic development at East Grinstead.

Structure of the Document

1.7 The remainder of this document is structured as follows:

- Section 2 summarises the previous background transport assessment work undertaken for the strategic development;
- Section 3 sets out the methodology used for the spreadsheet modelling together with results; and
- Section 4 presents a list of possible transport measures and actions that could be implemented to mitigate the effects of the strategic development at East Grinstead.

2. Previous work

2.1 The initial task for this study involved compiling previous transport assessment work undertaken for the strategic development in East Grinstead. Information was supplied by West Sussex County Council or downloaded from the Mid Sussex District Council website (http://www.midsussex.gov.uk/page.cfm?pageid=3749).

2.2 A full list of information reviewed is supplied in Appendix C, but essentially there have been two main pieces of work undertaken into the transport impact of the strategic development at East Grinstead as follows:

- Peter Brett Associates modelling and associated reports (2007); and
- Savell Bird and Axon's Strategic Transport Assessment Report (STAR) – updated 2007.

Peter Brett Associates modelling reports

2.3 In 2004, Peter Brett Associates (PBA) was commissioned by WSCC to build a multi-modal model of the transport system in East Grinstead. A Local Model Validation Report (LMVR) was produced in 2007 to explain the modelling. Separate detailed and summary reports were produced to assess the strategic development in East Grinstead.

Savell Bird Axon Strategic Transport Assessment Report

2.4 Savell Bird Axon (SBA) were subsequently commissioned by a consortium of developers to undertake a Strategic Transport Assessment Report (STAR) to assess the transportation implications of a strategic housing led mixed use development to the west of East Grinstead. The consortium of developers included Taylor Woodrow, David Wilson Homes, Linden Homes and Persimmon Homes.

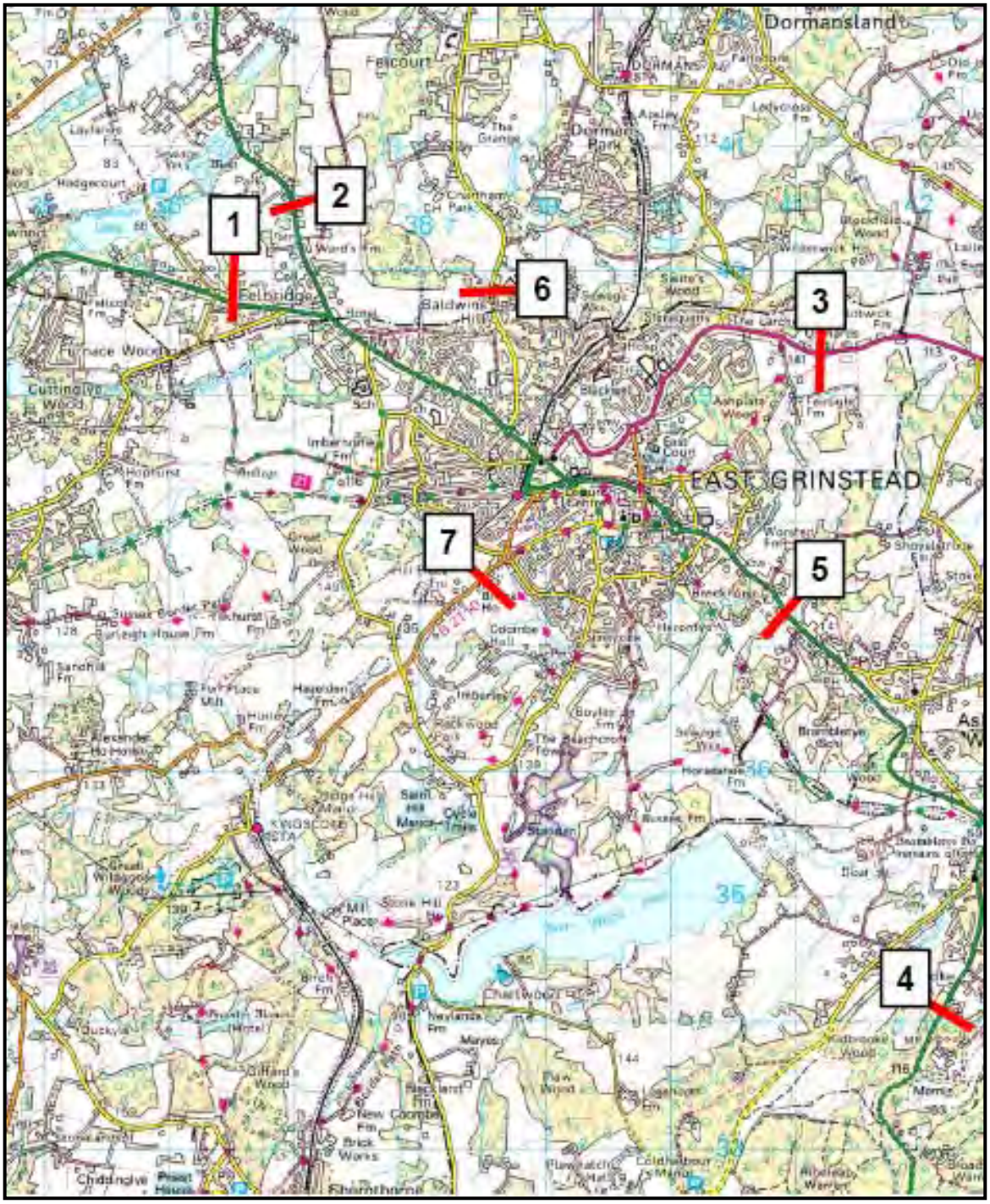
2.5 The STAR used results from the PBA modelling and a cordon survey commissioned by WSCC and SBA that were undertaken in October 2006 on the main roads into East Grinstead. The aim of the cordon survey was to establish the levels of traffic passing through the town and the proportions of traffic that had either an origin or destination within the town.

2.6 The cordon survey was undertaken for 15 minute periods over 12 hours from 0700-1900 hours on Tuesday 10th October 2006 using video cameras at seven key locations shown in Figure 2.1 and listed below:

- Node 1: A264 Copthorne Road, west of Felbridge;
- Node 2: A22 north of East Grinstead;
- Node 3: A264 Holtye Road, east of East Grinstead;
- Node 4: A22 Lewes Road, Forest Row;
- Node 5: A22 South of East Grinstead;
- Node 6: Lingfield Road; and
- Node 7: B2110 Turner's Hill Road.

2.7 At each location, the volume of traffic was recorded in each direction, along with a number plate survey.

Figure 2.1 – Location of 2006 traffic surveys



3. Methodology

Scenario Testing

3.1 A workshop was held on 19th March 2009 attended by ATLAS, Atkins, West Sussex County Council, East Sussex County Council, Mid Sussex District Council and Surrey County Council. Four scenarios were developed in partnership with the attendees in order to test the trip generation and associated impact of the strategic development to the west of East Grinstead as follows:

- Scenario 1: Baseline (based on LMVR);
- Scenario 2: Increased sustainable mode share;
- Scenario 3: Increased internalisation of trips; and
- Scenario 4: Maximum scale of development possible without a bypass, but supported by a package of sustainable transport measures.

Scenario 1: Baseline (Original LMVR)

3.2 As a baseline assessment, information from the LMVR has been used to generate trips associated with the strategic development. The LMVR considered two levels of development as follows:

- A reduced level of development ("Reduced Development"); and
- The full development ("Full Development").

3.3 The scale of development associated with each of these situations is shown in Table 3.1 below, along with the internalisation factor assumed for the modelling.

Table 3.1 – LMVR "Reduced Development" and "Full Development" Options

Land Use	"Reduced Development"	"Full Development"	Internalisation factor
New housing (households)	1500	2500	20%
Primary school (pupils)	368	613	70%
Secondary school (pupils)	320	533	50%
Offices (jobs)	695	868	10%
Industrial estate (jobs)	500	626	10%

Trip distribution

3.4 The trip distribution for development traffic used in the modelling was not specified in the LMVR. Therefore, in order to determine the distribution of development trips for the Baseline scenario, a bespoke trip distribution methodology was developed using results from the 2006 cordon survey.

3.5 It should be noted that, in analysing the results of the cordon survey, Node 4 (located on the A22 near Forest Row) was discounted, as Node 5 is also located on the A22, but is closer to East Grinstead. Thus, six nodes were used as arrival / departure points for development trips as follows:

- Node 1: A264 Copthorne Road, west of Felbridge;
- Node 2: A22 north of East Grinstead;
- Node 3: A264 Holtye Road, east of East Grinstead;

- Node 5: A22 South of East Grinstead;
- Node 6: Lingfield Road; and
- Node 7: B2110 Turner's Hill Road.

3.6 The AM and PM peak hours were first determined by totalling all the traffic passing the six nodes for each hour, then identifying the hourly period with the highest total volume of traffic for the AM and the PM periods. The AM peak hour was determined as 0745-0845 hours and the PM peak hour was determined as 1800-1900 hours. The AM peak hour was found to have the highest volume of vehicles, and thus the AM peak hour has been used for the assessment henceforth.

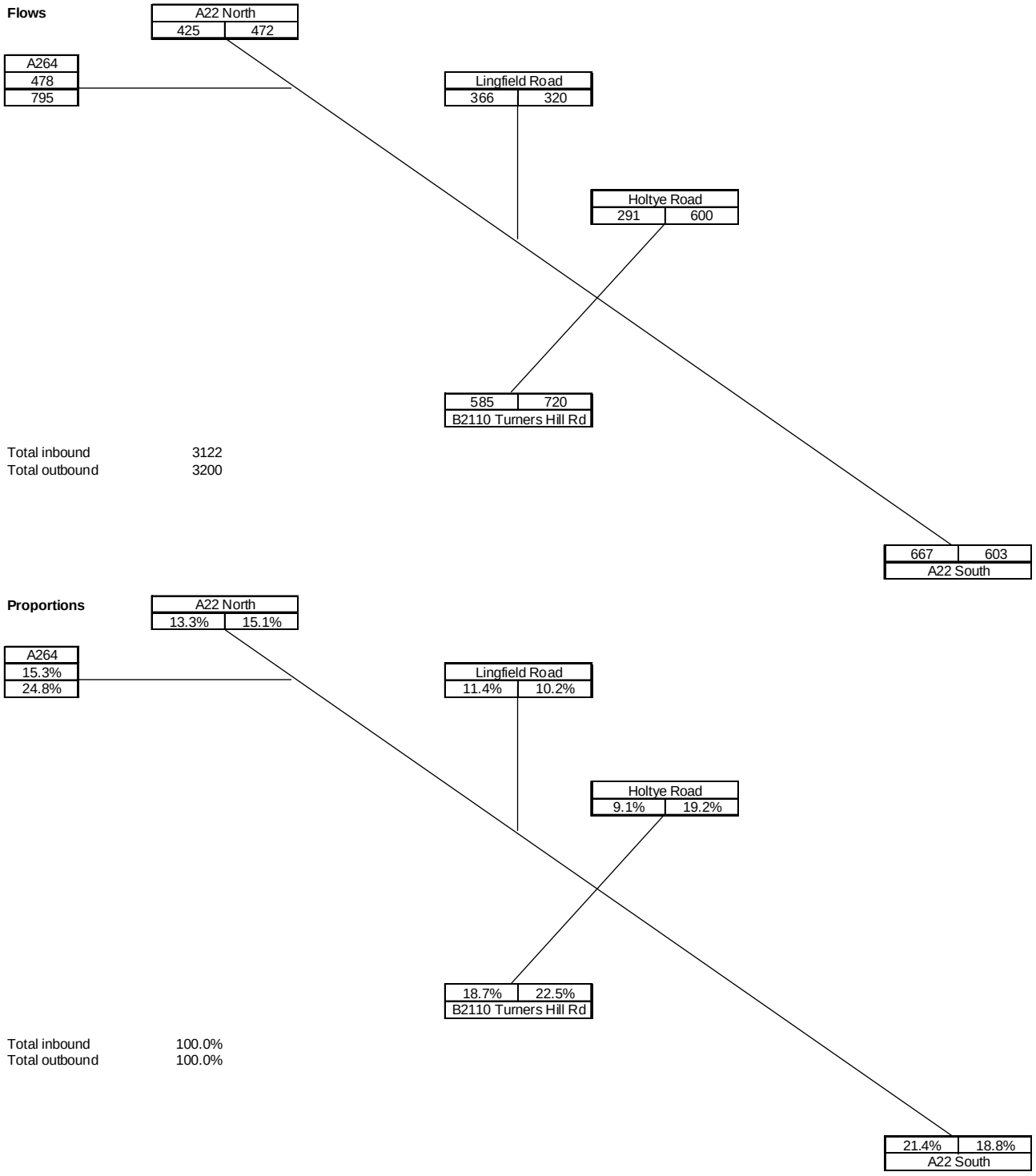
3.7 In order to determine the distribution, the total volume of traffic departing East Grinstead was calculated along with the total volume of traffic arriving at East Grinstead.

3.8 The volume of traffic departing East Grinstead at each node was then divided by the total volume of traffic departing East Grinstead to determine a proportion of traffic associated with that node.

3.9 Similarly, the volume of traffic arriving at East Grinstead at each node was then divided by the total volume of traffic arriving at East Grinstead to determine a proportion of traffic associated with that node.

3.10 The AM traffic flows and resulting distribution proportions are shown in Figure 3.1 below.

Figure 3.1 – 2006 Cordon survey flows and proportions for AM peak hour (0745-0845 hours)



Trip generation

3.11 The LMVR used the vehicle trip rates shown in Table 3.2 below. The new housing land use uses bespoke trip rates, while trip rates were derived from TRICS for other land uses.

Table 3.2 – Vehicle Trip rates – AM peak hour

Land Use	Arrivals	Departures
New housing (per household)	0.15	0.41
Primary school (per pupil)	0.2	0.25
Secondary school (per pupil)	0.08	0.14
Offices (per job)	0.019	0.1597
Industrial estate (per job)	0.0383	0.099

3.12 The resulting trip generation for the "Reduced Development" and "Full Development" Options are shown in Table 3.3 below.

Table 3.3 – AM peak hour development vehicle trips

Land Use	"Reduced Development"		"Full Development"	
	Arrivals	Departures	Arrivals	Departures
New housing	180	492	300	820
Primary school	22	28	37	46
Secondary school	13	22	21	37
Offices	12	100	15	125
Industrial estate	17	45	22	56
Total	**244**	**686**	**395**	**1084**

Impact analysis

3.13 In order to determine the impact of the development trips upon the network, the 2006 traffic survey results were converted to 2021 levels (the assumed year of completion of the proposed strategic development) using TEMPRO. TEMPRO is a DfT approved program designed to provide projections of traffic growth over time for use in local and regional transport models and transport planning. Table 3.4 below shows the TEMPRO growth rates for Car Drivers in East Grinstead between 2006 and 2021.

Table 3.4 – AM peak hour TEMPRO growth rates for Car Drivers in East Grinstead (2006-2021)

Growth period	Arrivals	Departures
2006-2021	1.17	1.15

3.14 The resulting changed flows are shown in Figure 3.2 below.

3.15 The development traffic has been compared to the 2021 traffic flows to show the percentage increase in traffic associated with each node. The impact of the "Reduced Development" and "Full Development" is shown in Figure 3.3 and Figure 3.4 respectively.

Figure 3.2 – 2021 AM peak hour traffic flows

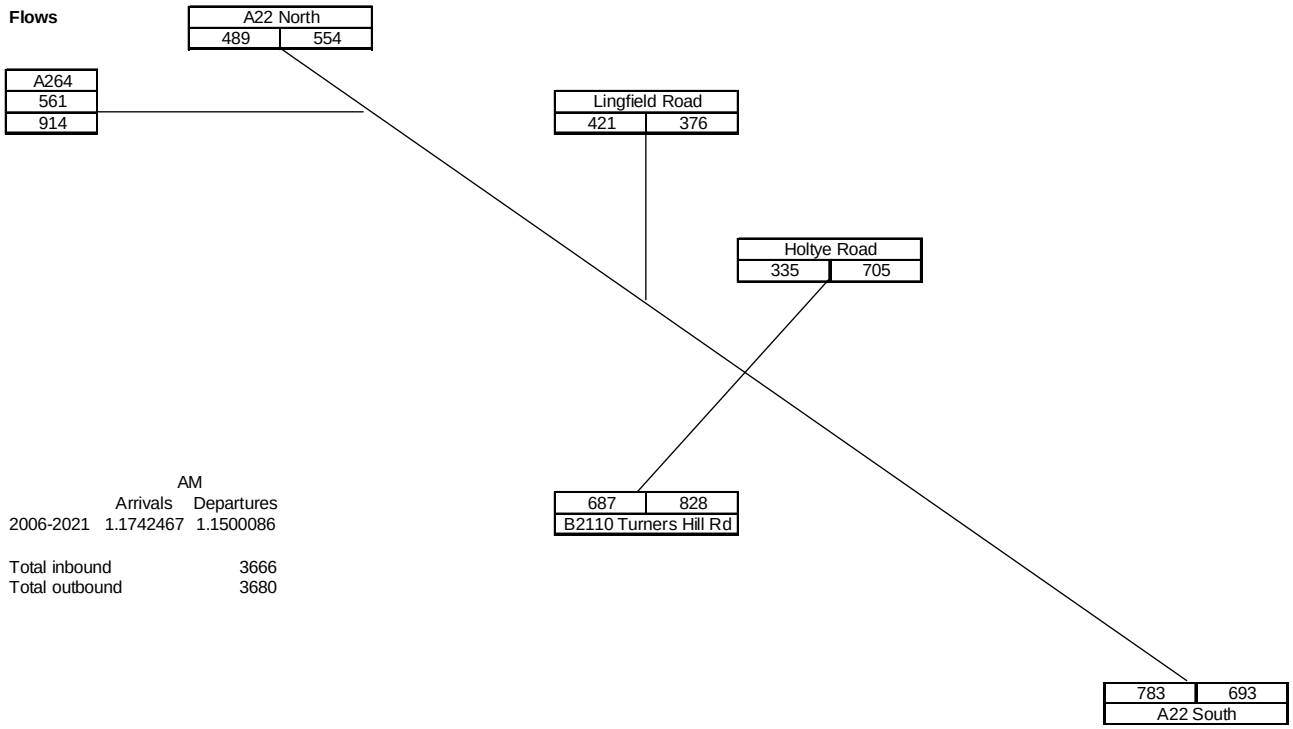


Figure 3.3 – "Reduced Development" % impacts – AM peak hour

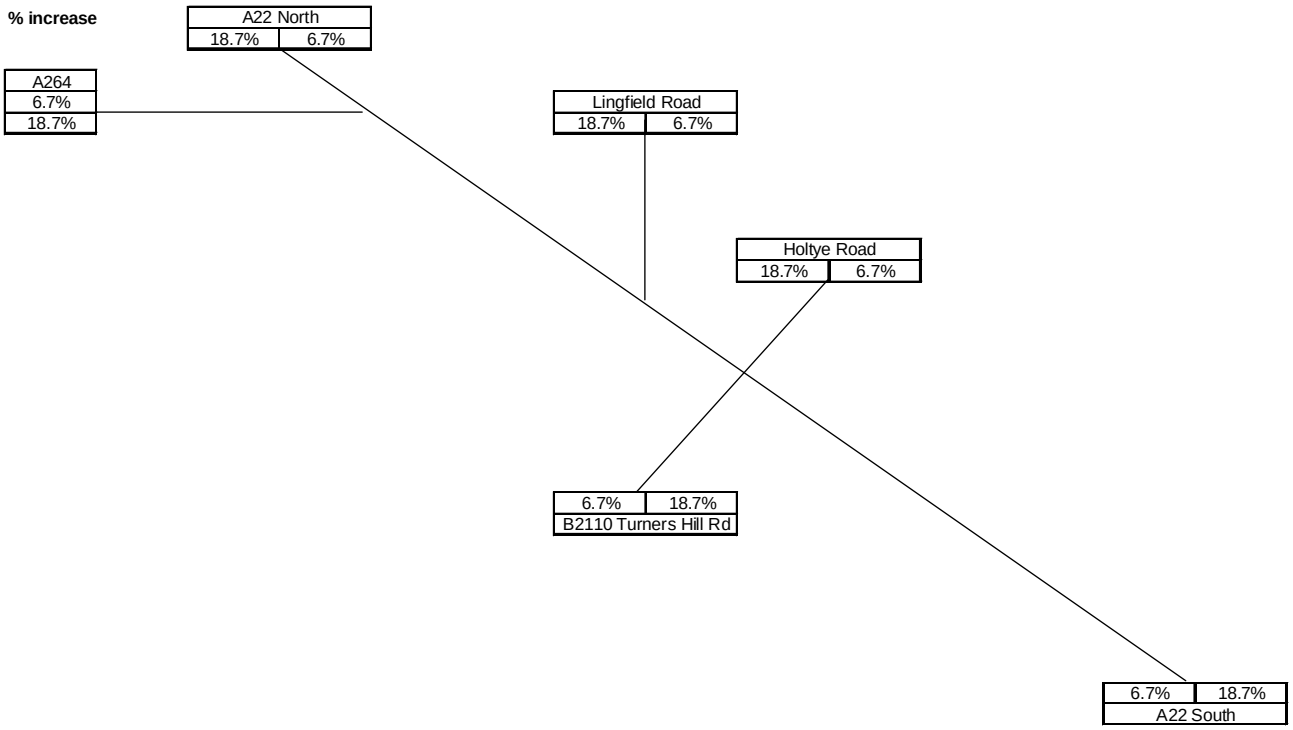
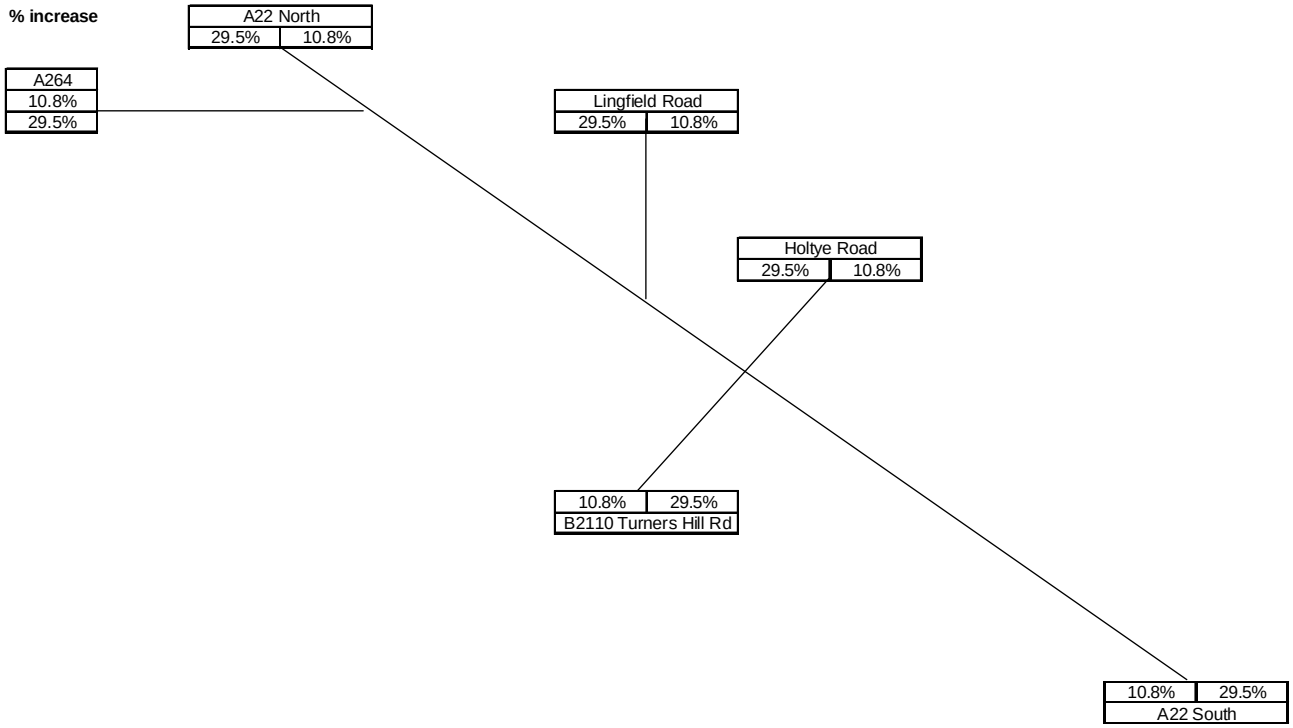


Figure 3.4 – "Full Development" % impacts – AM peak hour



Scenario 2: Increased Sustainable Mode Share

Existing 2001 census mode share

3.16 In order to derive the development trips associated with other modes, 2001 Census Journey to Work data was used. As the strategic development is residential led, data for residents based in the East Grinstead South and West wards (covering the strategic development) has been used. The data was averaged and is shown in Table 3.5 below.

Table 3.5 – 2001 Census Journey to Work modal split – East Grinstead Residents

Mode of Transport	%
Train	9.8%
Bus, minibus or coach	1.1%
Driving a car or van	65.5%
Passenger in a car or van	5.5%
Bicycle	1.9%
On foot	14.9%
Motorcycle, scooter or moped	0.9%
Taxi or minicab	0.5%
Total	100%

3.17 It should be noted that the percentages relate to journeys originating in the East Grinstead South and West wards, and thus the 10% of residents who work from home have been discounted, as have people not currently working.

3.18 Table 3.5 shows that vehicle trips represent approximately 66% of total trips, with approximately 6% car sharing, 10% travelling to work by train, 1% by bus, 2% by pedal cycle and 15% on foot. Journeys to work by taxi and motorcycle are minimal.

LMVR Mode Share

3.19 The LMVR identified a ratio of cars to bus and rail trips as shown in Table 3.6 below. It should be noted that the LMVR made no reference to walking and cycling trips or car sharing.

Table 3.6 – Number of bus / rail trips per 100 car vehicle trips (AM peak hour)

Bus		Rail	
Origin	Destination	Origin	Destination
6.28	6.28	4.37	0.89

3.20 Table 3.7 below shows these ratios converted to percentages, based on bus, rail and vehicle trips only.

Table 3.7 – LMVR Modal split based on vehicle, bus and rail trips only (AM peak hour)

Bus		Rail		Vehicles	
Origin	Destination	Origin	Destination	Origin	Destination
5.7%	5.9%	3.9%	0.8%	90.4%	93.3%

3.21 It has been assumed that the combined LMVR vehicle, bus and rail trips are equivalent to the combined share for car drivers, bus and rail users in the 2001 census data shown in Table 3.5 above (i.e. 76.4% of trips).

3.22 By multiplying the percentages in Table 3.7 by 76.4%, it is possible to calculate the mode share for LMVR car drivers, bus users and rail users in comparison to total journeys to work. The resulting shares are shown in Table 3.8 below, with the modal splits for remaining modes taken straight from Table 3.5.

Table 3.8 – Calculated LMVR modal splits (AM peak hour)

Mode of Transport	Origin %	Destination %
Train	3.0%	0.6%
Bus, minibus or coach	4.3%	4.5%
Driving a car or van	69%	71.3%
Passenger in a car or van	5.5%	5.5%
Bicycle	1.9%	1.9%
On foot	14.9%	14.9%
Motorcycle, scooter or moped	0.9%	0.9%
Taxi or minicab	0.5%	0.5%
Total	**100%**	**100%**

Increasing Public Transport mode share

3.23 The existing 2001 census rail mode share in East Grinstead, at almost 10%, already represents a high mode share and probably reflects East Grinstead's situation as a commuter town. Therefore, it is anticipated that it will not be possible to achieve a significantly higher mode share than at present. However the intermediate trips made to access the railway station can be made sustainable by providing good pedestrian and cycle links along Worth Way.

3.24 The existing 2001 census bus mode share for journeys to work in East Grinstead of 1% is very low compared to the national average (7%). It needs to be related to the demographic of the town and compact nature of the current form of East Grinstead, which encourages walk and cycle trips. The nature of the current bus network also needs to be borne in mind. Most services run only hourly and some parts of East Grinstead do not have a bus at all during the peak. Whilst the current dominant operator (Go-Ahead-owned Metrobus) is highly regarded (it has achieved a reported 65% increase in patronage in Crawley since 2001), it took over the territory from another operator which had suffered significant difficulty.

3.25 New development offers scope to improve public transport provision and mode share through the provision of higher frequencies, new 'low floor' vehicles, and matching infrastructure such as Real Time Passenger Information systems. The proximity to Crawley offers the scope to develop bus links to this major employment centre, and to integrate with the Crawley Fastway, a Bus Rapid Transit system linking Crawley with Gatwick Airport and Horley. Fastway gives access to major employment sites in Crawley and to Gatwick Airport.

3.26 At the same time, the need to provide links to East Grinstead town centre, rail station and other key sites should be considered. The emphasis on providing public transport linkages out from East Grinstead, or within, should be considered in relation to the level of internalisation that the development can achieve.

3.27 An example of how bus patronage can be encouraged within the context of sustainable travel planning is the Queen Elizabeth Park development in Guildford, Surrey, which is a 23ha mixed use site with residential development as the main component. It has achieved a reported 12%

bus mode share. At the time of planning this bus service a 'bespoke' service was considered but rejected in favour of a package which implemented a minor diversion to an existing bus route. This gave good access to key sites around Guildford (not just the town centre), and increased the frequency from 1 bus per hour to 3, while introducing a services during the evenings and on Sundays.

3.28 Thus, it is considered that a public transport mode share of 20% is achievable for the new development, comprised of 10% rail users and 10% bus users.

Walking and Cycling

3.29 The 14.9% of residents who travel to work on foot already represents a high share for this mode and may reflect the limited geographical extent of the town. However, a recent site visit to East Grinstead has highlighted that there is scope to improve the infrastructure for pedestrians and cyclists, and thus it anticipated that the combined mode share for pedestrians and cyclists can be improved from 17% to 20%. This would be comprised of 15% pedestrians and 5% cyclists (not including those accessing the railway station).

3.30 In order to increase cycling it is necessary to develop a hierarchy of routes that are attractive to cyclists of all abilities and journey purposes. A network of strategic direct routes connecting key destinations, that some times follow the main highway network, should be provided. These routes should be supported by a lattice of more informal routes that penetrates the urban areas using less traffic routes. At all major destinations there should be high quality and secure cycle parking facilities.

3.31 For the most part, pedestrians are well catered for along the key pedestrian routes. However, the potential for schemes to improve crossing points on desire lines, address any areas of existing or potential conflict and bridge any physical barriers to reduce walking distances between major destinations should be investigated.

Car Sharing

3.32 The existing 2001 census shows that 5.5% of journeys to work are through car sharing. It is anticipated that this level of car sharing can be replicated at the new strategic development by establishing a car share database for new residents and promoting car sharing for workers at the employment sites within the new development. To maximise the use of car sharing consideration should be given to the establishment of a car sharing website for East Grinstead.

Revised mode share

3.33 Table 3.9 below shows the resulting modal split and that a mode share of 55% for vehicle trips should be the aim. This can be compared to the assumed 69% used in the LMVR. Journeys to work made by taxi and motorcycle have not been calculated as they are considered minimal.

Table 3.9 - Scenario 2 mode share

Mode of Transport	Proportion
Train	10%
Bus, minibus or coach	10%
Passenger in a car or van	5%
Bicycle	5%
On foot	15%
Driving a car or van	55%
Total	**100%**

3.34 Based on the above, the resulting development traffic and 2021 percentage impacts are shown in Figure 3.5 and Figure 3.6 below.

Figure 3.5 – "Reduced Development" traffic flows and % impact for Scenario 2: AM peak hour

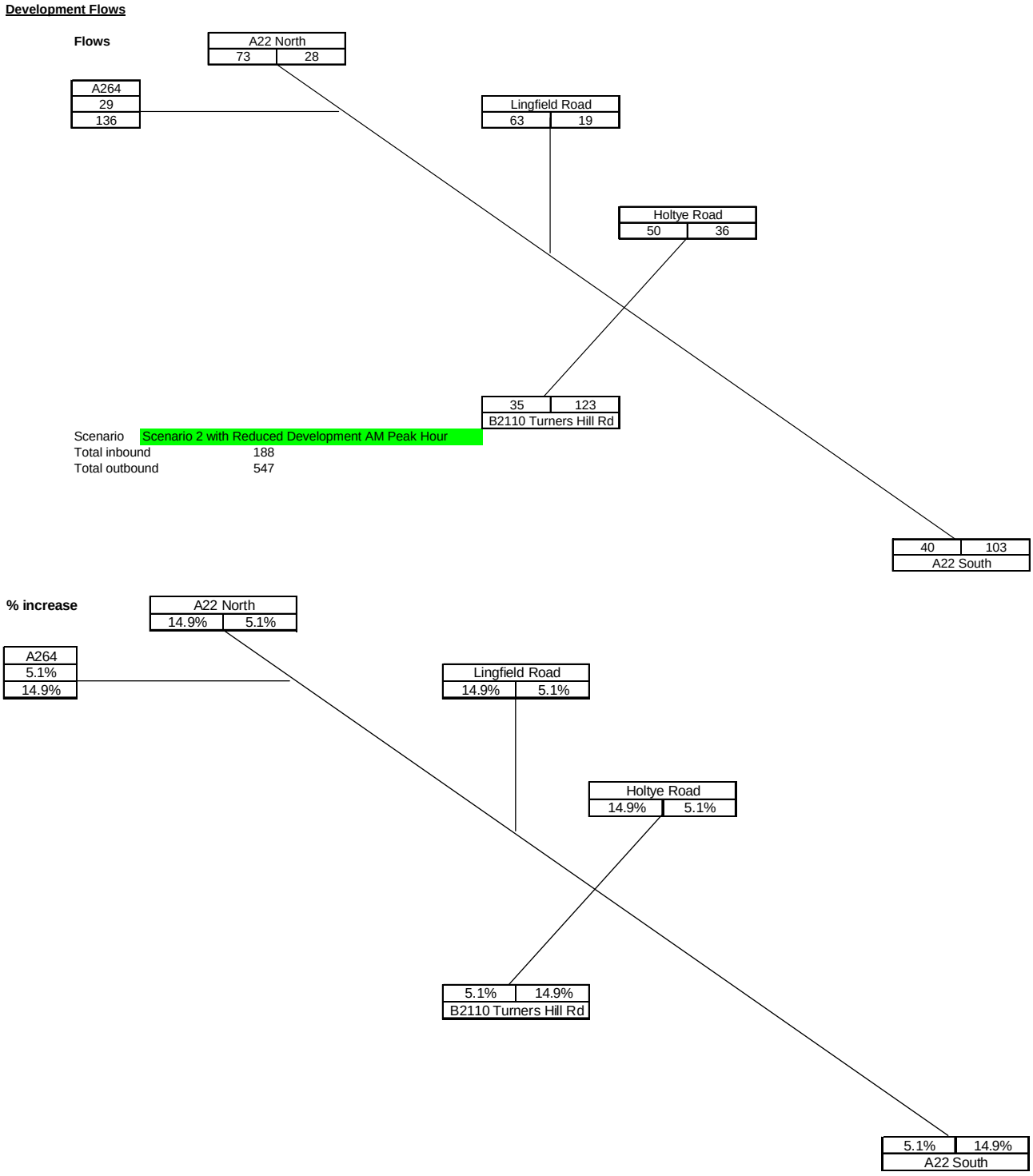
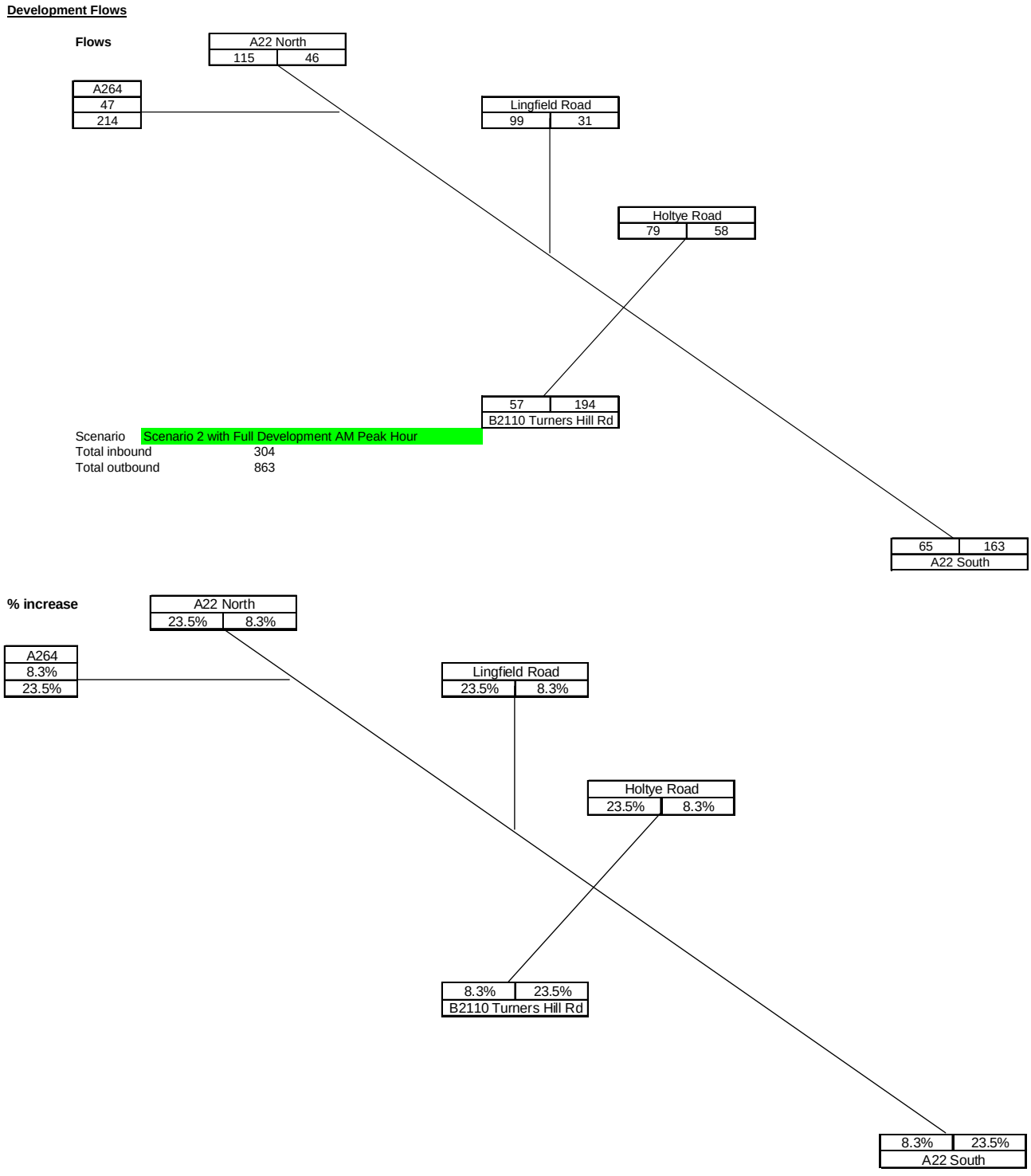


Figure 3.6 – "Full Development" traffic flows and % impact for Scenario 2: AM peak hour



Scenario 3: Increased Internalisation of Trips

3.35 As a new development, the strategic development should be planned in a way that maximises sustainability and travel by sustainable modes. This can be achieved by creating new jobs on site (as is being planned) thereby maximising trips within the site (internalised trips). It is considered that the internalisation factor used in the LMVR could be increased to take account of the large number of jobs that are planned to be delivered on the site. Scenario 2 has thus been further developed with an increased internalisation (i.e. a higher proportion of residents of the new development filling the new jobs planned) figure to create scenario 3 as shown in Table 3.10 below:

Table 3.10 – Scenario 3 internalisation factors

Land Use	Internalisation factor	
	Scenario 1 and 2	Scenario 3
New housing	20%	20%
Primary school	70%	90%
Secondary school	50%	80%
Offices	10%	20%
Industrial estate	10%	20%

3.36 Based on the above, the resulting development traffic and percentage impacts are shown in Figure 3.7 and Figure 3.8 below.

Figure 3.7 – "Reduced Development" traffic flows and % impact for Scenario 3: AM peak hour

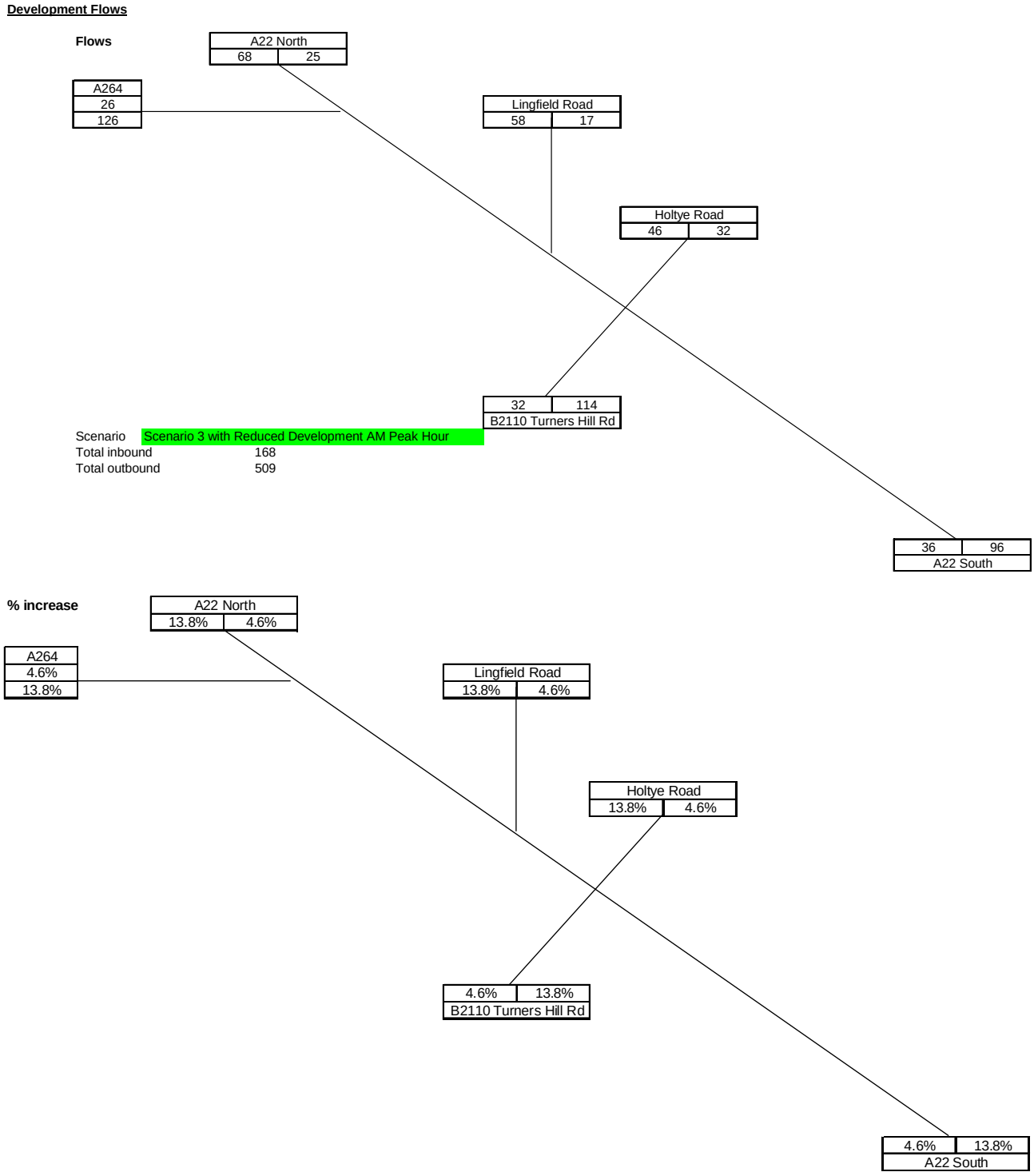
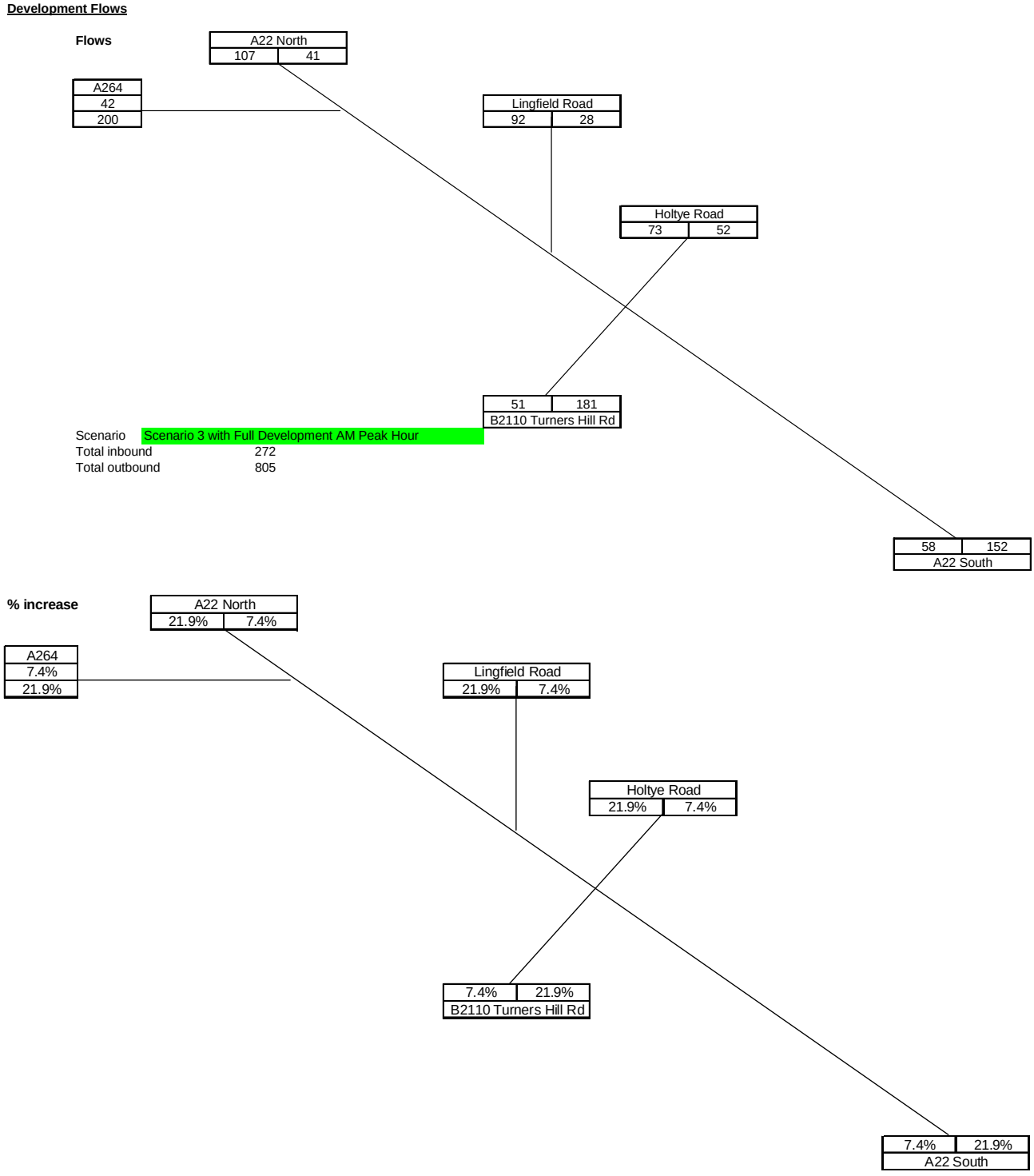


Figure 3.8 – "Full Development" traffic flows and % impact for Scenario 3: AM peak hour



Scenario 4: Maximum Scale of Development without Major Transport Interventions

3.37 In order to determine the maximum scale of development possible at the new site without the need for major transport interventions, an indicative ceiling of five percent was set for acceptable growth on the 2021 total inbound and outbound flows shown in Figure 3.2. These were calculated for the AM and PM peak hours and are shown in Table 3.11 below.

Table 3.11 – Five Percent Increase on 2021 Inbound and Outbound Flows

Peak hour	Inbound	Outbound	Total
AM	183	184	**367**
PM	167	169	**336**

3.38 This indicative increase in vehicular traffic as a result of development is considered to be a reasonable level that can be accommodated given the strategic context of this study and provides a reasonable estimate of maximum development. However, more detailed transport modelling which examines junction capacity will need to be undertaken to refine this assumption. The maximum development possible in order to remain within the five percent ceiling is associated with the AM peak hour departures as this period is the busiest and presents a 'worst case' scenario.

3.39 Two options have been considered, one using the original ratios of land use (option 1) and one providing the full quantum of employment on site (option 2).

Option 1

3.40 Option 1 considers the maximum scale of development possible for all land uses. The percentage of total trips represented by each land use was calculated from scenario 3. These were then multiplied by the maximum total trips shown in Table 3.11 to determine the maximum scale of development for each land use, which are shown in **Error! Reference source not found.**.

Table 3.12 – Maximum Scale of Development using ratios of land use

Land use	Max Scale of development
New Housing (households)	571
Primary School (pupils)	140
Secondary School (pupils)	122
Offices (employees)	198
Industrial estate (employees)	143

3.41 Option 1 demonstrates that if the maximum trips are distributed across all land uses, 571 dwellings and 341 jobs could be provided within the five percent growth ceiling.

Option 2

3.42 Option 2 assumes that the full quantum of employment will be provided on site to maximise the internalisation of trips from the development. The volume of trips associated with the employment land uses (offices and industrial estate) was calculated using the increased sustainable modeshare from scenario 2 and increased internalisation from scenario 3.

3.43 School trips were discounted as it is assumed that these trips originate from the new housing within the development and any school trips from outside the development would be minimal.

3.44 Thus, the employment trips were subtracted from the maximum total trips shown in Table 3.11 to determine the maximum number of trips associated with the new housing. These trips were

converted to scale of development using trip rates from scenario 2 and internalisation factors from scenario 3.

3.45 Table 3.13 shows the maximum scale of development possible in order to ensure that it does not contribute to more than a five percent increase in 2021 traffic flows.

Table 3.13 – Option 2: Maximum Scale of Development with Full Quantum of Employment Provided

Land Use	Max scale of development for the "Reduced Development" Option	Max scale of development for the "Full Development" Option
New Housing (dwellings)	313	215
Offices (employees)	695	868
Industrial estate (employees)	500	626

3.46 For the "Reduced Development" option, a total of 313 dwellings could reasonably be constructed without the need for a major transport intervention. For the "Full Development" option, this figure is reduced to 215.

Impact of Wider Modal Shift & Broader Planning Policy Strategy

3.47 This scenario testing exercise has been undertaken on the assumption that the modal split for existing trips remains unchanged. This can be considered as a worst case scenario because, in reality, the implementation of a package of sustainable measures is likely to affect the modal split of non-development related trips i.e. those already on the network. The potential for modal shift of non-development trips is considered below.

3.48 Examination of the 2001 Census Travel to Work data for the East Grinstead Town ward shows that out of a total of 2,186 East Grinstead residents in employment 1,185 are driving to work (54.2%). Furthermore, 209 of those who drive to work are not travelling outside of East Grinstead (9.6% of total trips). Therefore, it is reasonable to assume that a high proportion of these trips could be undertaken by sustainable means following improvements to sustainable travel options in the town.

3.49 It has been assumed that a modal shift of approximately 10% to sustainable modes could reasonably be achieved for all those trips already on the network as a result of the introduction of a package of sustainable measures. This would have a significant impact on the quantum of development with the reduction in vehicular traffic being equivalent to an additional 1,122 dwellings.

3.50 Furthermore, a significantly higher number of dwellings could be delivered if there was a focus of providing greater levels of employment and services within East Grinstead persuading more residents to work within the town and make those journeys in a sustainable manner.

4. Transport measures and action list

4.1 As a result of the strategic assessment, a list of possible measures and actions has been developed below, which are subsequently described in more detail.

- Undertake a study into travel patterns and attitudes within the town;
- Develop a high quality and high frequency public transport network & facilities;
- Develop a comprehensive network of cycle routes & facilities;
- Produce a car parking management and standards strategy; and
- Town-wide Travel Planning initiative

Travel survey

4.2 Traffic surveys undertaken to date have only provided a limited understanding of the patterns of vehicle movements on the main routes into and out of East Grinstead.

4.3 Thus, it would be valuable to gain a more detailed understanding of the origin and destination of people driving through the town, and the travel patterns of people at the key trip attractors (for example, the town centre, hospital and railway station).

4.4 In addition, it would be useful to gain an understanding of the attitude of East Grinstead residents towards travel, and the use of sustainable transport modes for their journeys.

Develop Public Transport network

4.5 West Sussex County Council should consider the extent to which demand from the development will be internalised or to external destinations, and based on the likely quantum of demand and fares revenue (derived from mode split forecasts), plan a public transport service which:

- Connects to key work and non-work destinations in East Grinstead and Crawley, with attractive connections to key local employment sites and rail services. Integration into Fastway should be considered;
- Integrates as far as reasonably practical (i.e. in a way that does not detract from the attractiveness of the existing offer) into existing services in order to maximise access to key locations (for instance Queen Victoria Hospital). This will have the benefit of improving services across the town, hence maximising patronage across the network;
- Is likely to be commercially sustainable in the medium to long-term, and which will only require external funding during the build-out phase; and
- Provides the best image and utility to users and potential users, for instance through the use of high quality vehicles, the provision of high quality roadside infrastructure and interchanges, and Real Time Passenger Information systems.

4.6 It is noted that the public transport network described by Savell Bird Axon has not been costed or tested, and it is recommended that feasibility work along the lines described above is undertaken. West Sussex County Council should also consider the role it wishes to undertake in developing and promoting public transport. The restrictions in local authority involvement in bus network operation have been eased in the Local Transport Act 2008, and the authority may wish to consider the opportunities for funding and control of the networks such as those in East Grinstead where (through no fault of their own) commercial operators struggle to provide an attractive offer.

4.7 As a brief example of the type of work that could be undertaken (and the benefits that might accrue to East Grinstead), Savell Bird Axon report 13% of work trips being made to Crawley. With 10% mode share, this yields only 19 bus trips (assumed to be peak hour). But – if the same level of mode share were achieved throughout East Grinstead – then one might expect around 80 peak

hour trips by bus. Doubling this to represent discretionary journeys, annualising this figure, and applying a fare of £2.50 each way, yields over £250,000 per annum in revenue. This is likely to be a conservative assessment since bus mode share to Crawley should be higher than bus mode share to a settlement without a bus service. Now, if the buses can cycle in 90 minutes then 3 vehicles would be able to offer a 30 minute headway service. This is normally considered quite low, but with good operational attention to detail and presentation (and highway measures to ensure that the bus can operate reliably) this could represent an attractive bus service offer. This is the sort of assessment that should be undertaken, but in a more robust manner.

Develop cycle network and facilities

4.8 The following measures could be implemented to develop the cycle network:

- Develop a network of strategic cycle routes providing direct connections between key destinations. This network would be supported by a more widespread network of leisure and quieter routes through side-streets; and
- Provide high quality supporting infrastructure, including adequate crossing points and signage, together with secure cycle parking for residential properties and at key destinations, such as community facilities.
- Provide information and marketing, such as residents' welcome packs, walking and cycling maps.
- Set up cycle training and personalised travel planning programmes.

Car parking management strategy

4.9 The provision of alternative modes to the car is fundamental to delivering modal shift and also a higher modal share in the new development. However, this should be supported by a reduction or management of car parking availability at key destinations.

Park & Ride

4.10 One measure that could provide significant benefit is park & ride.

4.11 As previously indicated, surveys undertaken to date appear to indicate that a high proportion of traffic on the A22 through East Grinstead has its origin or destination in East Grinstead, which are likely to include shoppers attracted from the surrounding villages. Given East Grinstead's geographical location, it is likely to have a large catchment area to the northeast and southeast, with Crawley and Haywards Heath limiting the catchment area to the northwest and southwest.

4.12 Thus, a Park & Ride site to the east of East Grinstead, capturing traffic from the A22 Lewes Road and A264 Holtye Road could significantly reduce traffic entering the town from these directions. Such a scheme would need to be attractive to users and thus would need to be cheap and easy to use and find, and could be maximised by increasing parking charges within the town centre.

4.13 As previously mentioned, a more comprehensive travel survey would provide a better understanding of origin and destination of trips and the feeling of residents towards a Park & Ride scheme.

Town-wide Travel Planning initiative

4.14 A town wide Travel planning initiative could be developed that incorporates:

- Workplace travel planning;
- Individual travel planning and marketing; and
- Co-ordination of marketing campaigns for all alternative modes.

Car Parking Strategy

4.15 A key influencing factor on modal choice, in addition to the availability of alternatives, is the availability of car parking at the destination. An initial investigation of car parking within East Grinstead shows that given the size of the town and town centre there is a considerable amount of car parking available. The availability of car parking within the town centre could be contributing to the level of traffic on the major routes.

4.16 Consideration should be given to a parking strategy that limits the availability of car parking, particularly for commuters, in order to assist with securing higher levels of travel by sustainable modes. Restricting opportunities for commuters will need to be balanced with the need to serve shoppers, especially those travelling in from the surrounding villages and settlements.

Appendix A
Study Methodology

Technical Note

Project:	DfT Transport Consultancy Advice: East Grinstead	**To:**	Ying Stanton
Subject:	Proposed Methodology -	**From:**	Huw Nicholas
Date:	02nd March 2009	**cc:**	

1. Introduction

Atkins Transport Planning have been engaged by the Department for Transport's (DfT) Housing Growth and Eco-Town team to provide strategic transport planning consultancy advice to selected Local Planning Authorities and to compile a 'Lessons Learnt' document for the DfT.

Atkins Transport Planning attended a meeting on the 27th of February 2009 with Officers from West Sussex County Council (WSCC), Mid-Sussex District Council (MSDC), Three Tiers Group (3TG) (known as the partners) and the DfT. At this meeting the scope of the project was discussed and the services that Atkins can provide to the partners were explored. Following this meeting Atkins agreed with the DfT to provide a working methodology for its interaction with the Council's.

This document sets out Atkins' understanding of the services that will be provided to the partners in the period to the 31st of March 2009. This proposed methodology is complementary to the overall deliverable of a 'Lesson Learnt' document that will be provided by Atkins at the end of this project.

One of the key early emerging challenges for the overall project is for Atkins to assist in determining through the wider project what information do the Local Planning Authority and both the Local and Strategic Highway Authorities require in order to support the growth point strategy being put forward and convince and Inspector that their LDF is sound?

With regards to East Grinstead the main challenge for Atkins to provide assistance with is determining at a strategic level the likely maximum capacity of the growth point site within the operational constraints of A22 as it passes through the town and to provide an outline package of measures to maximise dwelling yield on the site.

2. Proposed Methodology

There are two distinct parts to the methodology that has been devised following discussions with the partners and the DfT.

2.1 Services to be Offered

In undertaking its consultancy role to assist the partners, Atkins will undertake to provide the following services to the Council. These services have been formulated as a result of the meeting on the 27th of February 2009.

- Review of background information including previous transport studies, modelling and transport schemes;
- Provision of a high level advice on sustainable transport strategy to deliver lower modal share for private car. This will include advice from the following Atkins specialists:
    - Highways Engineer (Junction layout)
    - Transport Planning (Trip Generation Analysis)
    - Public Transport (Buses & Rail)
    - Smarter Choices/Travel Planning

2.2 Deliverables

At the completion of the project Atkins Transport Planning will provide the following deliverables to DfT and/or the partners;

- Spreadsheet base trip generation scenario testing and a qualitative assessment of impact upon key junctions on the A22 corridor through the town.
- Strategic level sustainable transport strategy to achieve lower modal share for cars.
- An overview of key junctions along the A22 through the town and technical note proposing measures to improve the capacity and/or operational efficiency and possible further areas of investigation.
- Gap analysis of the tasks undertaken to date by the Authority and identify the tasks still to be undertaken.
- Day to day transport consultancy and capacity provision.
- A summary lessons learned document from the project for the DfT.

3. Resources

Table 3.1 below puts forward a resourcing structure for the East Grinstead project that is based upon the discussions to date and the revised methodology set out above.

Table 3.1 – Proposed Resources

Task	Resource	Days
Project Co-ordination & Transport Planning Advice	Farshid Kamali	4
	Huw Nicholas	6
Background Research	Rich Franklin	4
Public Transport Advice	Matt Gamble	3
Transport Planning (Trip Generation Analysis)	Myles Kidd	5
Smarter Choices/Travel Planning	Rachel Evans	4
Highways Engineer	Phil Evans	7

Appendix B
Workshop Minutes

Meeting Notes

Project:	DfT Consultancy Advice		
Subject:	Strategic development for East Grinstead		
Date & Time:	19th March 2009 1pm	**Meeting No:**	1
Meeting Place:	HCA, 110 Buckingham Palace Road, Victoria	**Minutes By:**	Rich Franklin

Present:	Karl Fitzgerald	**Representing:**	HCA / ATLAS
	Kelvin Hinton		HCA / ATLAS
	Chris Owen		West Sussex County Council
	Duncan Barratt		West Sussex County Council
	Nathan Spilsted		Mid Sussex District Council
	Claire Tester		Mid Sussex District Council
	Graham Arr-Jones		East Sussex County Council
	Roger New		East Sussex County Council
	Lawrence Stringer		East Sussex County Council
	William Bryans		Surrey County Council
	Rich Franklin		Atkins
	Colin Calver		Atkins
	Matt Gamble		Atkins
	Farshid Kamali		Atkins

Next Meeting:	Friday 24th April 2009 at 10am		
Distribution:	All Attendees Project Team		
Date Issued:	20th March 2009	**File Ref:**	Meeting Minutes_190309

NOTE TO RECIPIENTS:
These meeting notes record Atkins understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

Item		ACTION
1.	**Introductions** Advisory Team for Large Applications (ATLAS) - Action from meeting in February: follow up funding from Department for Transport (DfT). Successful. Atkins appointed.	
2.	**Atkins work: background to their brief, progress and intended outputs** Atkins – Brief confirmed for Atkins work. Short 4 week study to be completed by the end of March following meeting held with 3 Tier Group on 27th February. Scenario testing to be carried out. Main objectives are: ▪ To increase sustainable modeshare for the development and propose how this will be achieved; ▪ Look at the maximum size of development that can be accommodated on the site without a bypass; ▪ Look at five main junctions within the town centre to identify improvements that can be made to improve the operation of the junctions for more vulnerable road users; and ▪ A gap analysis. Atkins are reporting to West Sussex County Council (WSCC) but the study is funded by the DfT, and are also undertaking similar studies for 2 other sites (Coalville and Charnwood). WSCC – Atkins spreadsheet to show impact on neighbouring authorities. Atkins – Due to the limited timescale available, Atkins are not looking at modelling issues, but purely providing a strategic overview of the situation. Surrey County Council (SCC) – Can Atkins summarise their intended outputs? Atkins – Outputs will be: ▪ Sketches of the 5 main junctions in East Grinstead (EG) along with a descriptive note on the proposed improvements; ▪ A spreadsheet and technical note for the 3 scenarios tested; and ▪ A note summarising this workshop. SCC – What are the 3 scenarios? Atkins – The scenarios are to be developed with WSCC. One will be to look at what level of development can take place without a bypass. The other two will be different degrees of sustainable transport modeshare and the measures required to achieve this. The issues to be addressed from previous transport studies are: ▪ Why are there so few internalised trips in 2026? ▪ Will the employment development generate enough jobs to keep people within EG? East Sussex County Council (ESCC) – Raised the issue of whether the development will increase the sustainability of EG as a whole. Atkins – ▪ The Savell Bird Axon (SBA) report uses a different approach in terms of trip generation to Peter Brett Associates (PBA) report. The distribution of traffic needs to be understood – this is not obvious from the previous reports.	

Item	ACTION

- Re. scale of development, if say only 700 houses are built, there will only be around 400 trips, which is a different prospect than trying to reduce car modeshare substantially with larger development.
- Horley is an example of public transport improvements reducing car modeshare (Fastway was extended into the development).
- From our site visit, the perception is that it is possible to walk to most places in EG.
- It should be possible to develop public transport in EG by 2026 if developer thinks long-term.

ESCC – Will the Atkins report consider the situation using EG multi-modal model?

Atkins – The report will only consider the development; it's potential, shape, connections, public transport links and green routes. SBA and PBA have made different assumptions regarding modeshare.

ESCC – Will Atkins be providing case studies to prove that the modeshare is feasible?

Atkins – Aim should be to change attitude towards transport mode to increase sustainable transport modeshare, based on existing studies.

WSCC – Starting point will be to understand the impact on the network using traditional development / trip rates, then reconsider with increased sustainable transport modeshare and what measures would be required to achieve this.

ATLAS – It is up to the stakeholders to suggest how change could be achieved. It is imperative that the partner authorities should have a say in what is required to demonstrate that there is agreement among the partner authorities and thus ensure that more funding can be secured, if available.

3. **Modelling**

It was agreed that modelling issues would be dealt with in a separate meeting amongst the authorities.

4. **Workshop**

ATLAS – The plan for the rest of the workshop is to split into 2 groups (highway measures & alternative modes) for the following sessions:

- The issues and constraints to movement in and around EG, followed by feedback from each group; and
- The potential opportunities / interventions to solve these issues, followed by feedback from each group.

5. **Issues and Opportunities**

General discussion on issues (mainly alternative mode group)
ESCC – EG journeys can be split into 3 groups: internal; to / from Crawley and Gatwick; and to / from London.

Atkins – Journey to work data is key. A section 106 could provide public transport links to the town centre and to the station (1-2km away). Fastway could be extended.

ESCC – Crawley / Gatwick have a draw on EG.

Atkins – New employment needs to be compatible with EG residents to

Item	ACTION

maximise internal trips.

ESCC – Sceptical about ability of planning process to influence residents' place of work.

Mid Sussex District Council (MSDC) – A study is being undertaken into station investment – regarding improvements to connectivity and signing.

Atkins – EG station needs to perform a bigger role.

MSDC – Worth Way runs past the development and ends up by EG station and Three Bridges station. Worth Way and Forest Way need to be connected.

ESCC – Cycle storage facilities should be developed at EG station.

WSCC – There is no north-south cycle route and few cycle routes within EG. Sustrans is interested in developing the St Margaret's loop, which has local support.

MSDC – The station interchange is not ideal. Buses need to be rerouted to the station forecourt.

WSCC – Buses get stuck in traffic queues.

ESCC – There is commuting out of EG; there is not enough employment within EG.

MSDC – There would be employment as part of the development.

WSCC – Traffic congestion is a constraint on businesses.

ESCC – EG has a skilled workforce, so there is an opportunity to develop employment.

Development should not be a satellite to Crawley / Gatwick, otherwise it should be located closer.

<u>Feedback on constraints</u>
Highway measures

- There are 5 junctions where there is concern regarding congestion. The junctions are car-dominated and need refreshing to make pedestrian / cycle friendly.
- Only 10% of traffic is through traffic
- Schools, the hospital, EG railway station and the shops are all attractors.
- There is a tidal flow westwards in the AM peak and Eastwards in the PM peak.
- Rat running takes place as a result of congestion.
- If the development is to work, congestion issues in EG need to be addressed.

Sustainable transport

- There are 2 cycle routes (Sustrans national routes) on disused railway tracks west of EG and SE from EG. These routes need to be linked through town centre.
- There is an opportunity to link EG station to the development via Worth Way.
- There is poor connectivity between EG station and the town centre

Item	ACTION

and signing at the station is poor (this is work in progress through the Investment in Stations Programme).
- The town centre masterplan also looks at connectivity between the station and town centre.
- The Bluebell Railway presents a possible future link to Haywards Heath, which could be an alternative route to the constrained Balcombe viaduct / tunnel route.
- The pedestrian environment is poor due to the speed and volume of traffic.
- There is a low level / frequency of bus services from ESCC and the link to Crawley / Gatwick is weak. Traffic congestion is an inhibitor.

There is a lack of a north-south cycle route.

6. **Option Generation**

General discussion on options
SCC – Provision of transport links through the development to the town need to be developed. These would also be attractive to existing residents nearer the town (Horley is a good example). Walking, cycling and bus routes are all required along with facilities to cross main roads. Difficult to justify P & R in EG.

Atkins – We believe that residents of the new development going to London should not drive to the station. Thus, the development needs to provide attractive routes for pedestrians and cyclists connecting to the town centre.

<u>Feedback on Options</u>
Highway measures
- A balanced package of measures is required. i.e. not banning the car but not making matters worse.
- Consideration of the 5 key junctions and how they work is key. Traffic management measures should be introduced to reduce rat running. So far, this has mainly revolved around the relief road.
- Development should be integrated with the town and be orientated towards the town, rather than stand alone / orientated towards the bypass.
- EG station should be enhanced and the signage improved.

Sustainable transport
- Role of EG needs considering. The transport intervention work should fit with the current role of EG – essentially a dormitory town – and consider to what extent the new development maintains this role. More housing suggests that the existing role will be maintained. If it is to be a dormitory town, it is better to have a sustainable link than distribute development across the hinterland with less sustainable links.
- There is an excellent opportunity to develop links using the old railway lines. This should be a priority for the town centre and there is an opportunity to link the new development to Worth Way.
- There is potential for a sustainable route into town from the North.
- A Station Improvement Study is being undertaken. The station needs to be made attractive to sustainable modes and act as a public transport interchange, with cycle and pedestrian facilities.

There is a constraint to pedestrian movements with the severance at the key junctions; more priority needs to be given to pedestrians at junctions.

7. **Next steps**

Item		ACTION
	WSCC – Even with sustainable transport provision, there will still be residual car trips from the development, so there needs to be an element of highway improvement, otherwise the development will fail. ATLAS – The really difficult bit will be to persuade existing car users away from their vehicles and gain member support. WSCC – WSCC is concerned at how highway issues will be resolved. Atkins – Increasing priority for sustainable modes at junctions in EG will affect highway capacity until traffic settles down. WSCC - MSDC will be against development if it results in traffic congestion. ESCC – The perception of highway improvement is if journey times are cut, but there is a need to look at the situation holistically. New road capacity provided by a bypass would not remove the problem, but merely create it somewhere else. ATLAS – Has a park and ride option been considered? WSCC – Chichester quoted as an example of a similar sized town where studies have been done – it is not easy to make P & R work in a town of this moderate size. The danger is that shoppers may be frightened away. ATLAS – Are there many potential sites? WSCC – Not a great amount of work has been done on P & R in EG. WSCC – One approach would be to improve the A22 junctions for traffic then improve them for pedestrians and cyclists later. Atkins – The proposals for junction improvements will be drafted schematically and forwarded to WSCC. ATLAS – Proposed that the next meeting should be in early April to discuss the Atkins report. MSDC need to feedback to the LDF / core strategy group by June / July, so has to be written by the end of May. ATLAS – Further DfT funding is uncertain. ATLAS will enquire about situation. There is an opportunity to influence the DfT. WSCC – Atkins report will suggest proposals and the options that can work which address concerns of neighbours.	
8.	**Date for next meeting** Next meeting arranged for Friday 24th April at 10am.	

Appendix C
Summary of previous work undertaken

Technical Note

Project:	DfT Transport Consultancy Advice	**To:**	DfT / WSCC
Subject:	East Grinstead Background information Technical Note	**From:**	Rich Franklin
Date:	03 April 2009	**cc:**	Project Group

1. Introduction

The aim of this technical note is to provide a summary of background work undertaken in assessing the strategic development in East Grinstead.

1.1 Information received from West Sussex County Council

The following information has been received from Chris Owen, West Sussex County Council:

- East Grinstead Traffic Studies Review of Bypass Options Junction Improvements Studies, produced by Atkins (November 1995);
- Notes from WSCC Mid Sussex member meeting on Strategic Development at East Grinstead - 22nd January 2008;
- Presentation to East Grinstead Three Tiers Group by Chris Owen on 11th September 2008, outlining deliverability of relief road, funding, planning constraints, cross boundary issues, impact on Forest Row and modelling update;
- Notes from ATLAS (Advisory Team for Large Applications) Transport Meeting regarding WSCC Position Summary on East Grinstead Strategic Location - 14 November 2008;
- Design drawing for proposed A22 London Road / Lingfield Road junction (signalisation) to provide better facilities for pedestrians and cyclists (in works programme for implementation in 2009/10 financial year using S106 funding); and
- Notes from WSCC Mid Sussex member meeting on Strategic Development at East Grinstead - 22nd January 2009.

These are summarised in more detail below:

East Grinstead Traffic Studies Review of Bypass Options Junction Improvements Studies, produced by Atkins (November 1995) – hard copy only.

- Over 32,000 vehicles per day (1993) use the section of the A22 between the Felbridge junction and Imberhorne Lane.
- There is heavy traffic during the AM and PM peak hours and on holiday weekends resulting in pressure on A22 junctions in East Grinstead (Imberhorne Lane, Lingfield Road, Station Road and Moat Road). There are also impacts on surrounding villages as drivers seek alternative rural routes.
- WSCC has promoted a bypass for the town to reduce traffic levels in East Grinstead. Original proposals linking the bypass to M23 were dropped following public consultation. ESCC are concerned about the potential traffic impact on the A22 south of East Grinstead and a bypass for Forest Row has been rejected by ESCC because of the impact on Ashdown Forest.
- Government policy has been revised to reduce non-essential car usage to constrain traffic growth, congestion and air pollution, so WSCC identified that a bypass should be single carriageway, designed to relieve East Grinstead of through traffic and should improve access for local residents, without attracting additional traffic to the A22 route.

- WSCC have identified a 3 pronged strategy as follows:
  - Short-term: improvements for pedestrians, addition of signing and cycle parking;
  - Medium-term: development and implementation of Local Transport Plan, including improvements to junctions on the A22, traffic calming on residential routes and pedestrianisation of all or part of the town centre shopping area; and
  - Long-term: construction of a bypass / relief road.
- The report reviews long term bypass options and considers and assesses junction improvements at:
  - A22 / Imberhorne Lane;
  - A22 / Lingfield Road;
  - A22 / Station Road / Moat Road / Park Road; and
  - A22 / Herontyne Drive, as well as A22 / Bourg-de-Peage Avenue and A22 / Woodbury Avenue junctions.
- The East Grinstead “town model” was developed by Atkins as part of a previous review of the bypass. Additional RSI survey data was collected in 1989 via a cordon survey around the town and at several town centre car parks. The “Town model” included a strategic network of routes.
- The Town model was updated by WSCC and revalidated to a 1994 base year as the “A22 Route model”. This is the basis for the report. It assumes that most traffic able to make use of A23 / A27 trunk road will do so.
- The report considers options for a bypass and improvements at a number of key junctions on the A22 within East Grinstead, and combines these in a strategy.
- The report recommends:
  - Widening of the A22 northbound approach to Imberhorne Lane and retiming of signals to increase capacity;
  - Conversion of the roundabout at the A22 / Lingfield Road junction to traffic signals and widening of northbound approach to accommodate longer right turn facility with provision of a new footbridge adjacent to road bridge;
  - Signalisation and linking of the A22 / Station Road / Park Road / Moat Road system – possibly to Lingfield Road;
  - Signalisation and linking the A22 / Bourg de Peage / Herontyne Drive / Woodbury Avenue junctions; and
  - Traffic calming measures on Imberhorne Lane, Heathcote Drive and Gardenwood Road.
- The report states that cycle lanes cannot be justified due to the limited land available, the low volume of cyclists and the impact it would have on other road users.
- The report assumes a growth in traffic of 1.5% per annum. Thus, medium term solutions do not offer a long term solution (no relief to the A22 through the town).
- The effects of pedestrianising the High Street and London Road (to King Street) were considered.
- Effective long term relief to traffic is most likely to be achieved by a bypass / relief road. This would result in a significant decrease in traffic on the existing A22 route and also on the Imberhorne Lane / Heathcote Drive / Gardenwood Road rat run. The relief road puts some additional pressure on Imberhorne Lane (south of Heathcote Drive), Turners Hill Road, Brooklands Way and West Hill, but offers significant time savings to local as well as longer distance trips.

Notes from WSCC Mid Sussex member meeting on Strategic Development at East Grinstead - 22nd January 2008.

- Current position regarding strategic development and proposed approach of WSCC outlined.
- The West Sussex Structure Plan could accommodate 2,500 homes by 2016 providing that a package of transport improvements, including a relief road, can be delivered.
- The developers in control of land west of East Grinstead (the developer consortium) have stated that a development of 2,500 units cannot deliver the complete infrastructure package, including the relief road and other transport measures, as the development is no longer financially viable.
- Delivery of the relief road requires land in ESCC that is currently outside the control of the developer. If a Compulsory Purchase Order (CPO) were required, ESCC, as the highway authority, would need to support the CPO process. The indications are very clear that ESCC would not support a CPO to deliver the relief road.
- Despite the traffic modelling demonstrating benefits from the relief road, it is clear that a high percentage of traffic on the A22 and A264 in the peak periods has its origin or destination in East Grinstead and hence will not be diverted from the town by the relief road.
- Due to the difficulties associated with delivering the relief road, MSDC is now considering alternative options, including a reduced level of development west of East Grinstead, supported by a full range of alternative transport improvements.
- WSCC will work with MSDC to develop infrastructure plans establishing the infrastructure required to support different levels of development in and around East Grinstead and seek financial support from DCLG to assist the development of the required infrastructure plans.

Presentation to East Grinstead Three Tiers Group by Chris Owen on 11th September 2008, outlining deliverability of relief road, funding, planning constraints, cross boundary issues, impact on Forest Row and modelling update.

- The key issues were identified as:
  - Funding;
  - Planning constraints; and
  - Cross boundary issues.
- April 2007 - developers indicated cost of transport package could be met with 30% affordable housing, but there is greater uncertainty now.
- Other potential sources of funding include:
  - A Community Infrastructure Levy; and
  - A bid to SEERA / RTB for Regional Funding Allocation or Regional Infrastructure Fund.
- The preferred bypass route includes sections in Green Belt and High Weald AONB, but neither rules out a relief road in principle. Need for the bypass and mitigation measures will need to be demonstrated through planning process.
- It was made clear in SE plan and GOSE meeting in October 2007 that it is the duty of adjoining authorities to co-operate. Surrey CC is not opposed to the relief road in principle, but ESCC is on traffic impact grounds
- Further analysis regarding the impact on Forest Row and mitigation is required along with working alongside ESCC.

- The current County and District Council policies require a relief road. 2007 modelling concluded that only full relief road could meet the needs of the new development and deliver the required traffic relief. It also showed reduced development with partial relief road creates less relief than 2500 homes with full relief road.
- Route from A22 Wych Cross to M23 J10a using rural roads considered (12.5km). Cost would be £80M and would be remote from development, so would be difficult to fund. It would be difficult / costly to meet the design standards. The route was not considered feasible so has not been tested.
- The modelling approach is sound because it complies with the DfT's required methodology; the strategic development is fully represented in the correct locations and the 2008 tests have included updated assumptions on junction design, employment and bus routes.

Notes from ATLAS (Advisory Team for Large Applications) Transport Meeting regarding WSCC Position Summary on East Grinstead Strategic Location - 14 November 2008.

The main issues were identified as follows:

- The existing highway infrastructure is inadequate causing acute congestion and rat-running (urban and rural);
- Rail services are overcrowded, especially at peak times, and are not able to serve local journeys or Crawley / Gatwick trips;
- Bus services are affected by congestion, are unattractive and thus there is scope for bus priority; and
- There are cross-boundary issues in terms of the impact on Forest Row in ESCC and general impact in Surrey especially with MSDC's preferred relief road Option 1b.

Design drawing for proposed A22 London Road / Lingfield Road junction (signalisation) to provide better facilities for pedestrians and cyclists (in works programme for implementation in 2009/10 financial year using S106 funding).

Notes from WSCC Mid Sussex member meeting on Strategic Development at East Grinstead - 22nd January 2009.

The key transport issues and members' primary concerns in East Grinstead were identified as follows:

- The A22 London Road bridge over St Margaret's Loop should be widened or a new footbridge constructed alongside;
- The London Road / Lingfield Road junction should be converted to signals, which should start as soon as possible (using S106 funding). This junction is the worst pinch point on the A22 through East Grinstead;
- Either provide more lanes at the A22 / A264 Felbridge junction or replace it with a roundabout. If signals are retained at Felbridge, they should be linked with the Imberhorne Lane signals;
- An engineering study is required to establish the deliverability and cost of an alternative relief road route (A22 Wych Cross to M23 J10A); and
- There is local member consensus that the A22 junction improvements should be part of any transport package for East Grinstead. A technical assessment is needed to establish the extent of benefits.

1.2 Information downloaded from Mid Sussex District Council (MSDC) website

1.2.1 East Grinstead Area Action Plan

The purpose of the Area Action Plan (AAP) is to provide the planning framework for strategic development and to allocate land for mixed-uses, a transport package and associated infrastructure. The AAP, once adopted, will be one of a number of Development Plan Documents that will form part of the Local Development Framework (LDF) for Mid Sussex. Background studies have been undertaken for the AAP. This information is available from the MSDC website via the following link: http://www.midsussex.gov.uk/page.cfm?pageid=3749

The following information has been downloaded:

- Topic papers;
- Peter Brett Associates East Grinstead Relief Road options Costings Report;
- Savell Bird and Axon Updated Strategic Transport Assessment Report (STAR);
- Peter Brett Associates Detailed and Summary Appraisal Reports (for West Sussex County Council);
- Report to Better Environment Advisory Group; and
- WSCC technical note on weekday & weekend traffic survey comparison.

These are summarised in more detail below:

Topic papers

- Topic Papers were prepared in response to comments received following publication of the East Grinstead Area Action Plan Pre-Submission document and Sustainability Appraisal. These included papers on:
  - Highways and transport (General);
  - Relief road (general);
  - Impact on (surrounding settlements);
  - Relief road option 1a;
  - Relief road option 1b;
  - Relief road option 2c;
  - Relief road option 2e;
  - Relief road option 3b;
  - Alternative routes;
  - Major junctions;
  - Other road issues; and
  - Other measures (transport).
- Issues raised by the topic papers helped to inform the progression of the modelling work and further transport assessment that was carried out in the months following the end of the consultation. Therefore, officer responses within the transport Topic Papers provided additional information and responded to many points raised, but did not attempt to provide answers to all questions.

Peter Brett Associates East Grinstead Relief Road options Costings Report – February 2007

PBA were commissioned by West Sussex County Council (acting on behalf of Mid Sussex District Council) to provide comparative costs between different relief road options under consideration by Mid Sussex District Council as part of their Local Development Framework preparation.

Savell Bird and Axon Updated Strategic Transport Assessment Report (STAR) – June 2007

- Savell Bird and Axon were commissioned by the developer consortium for the strategic development to the west / south west of East Grinstead (Taylor Woodrow, David Wilson Homes, Linden Homes and Persimmon Homes).
- The STAR was originally produced in April 2006 to interpret PBA modelling results at a strategic level as a background technical document to the AAP.
- The STAR was updated in June 2007, reporting on work undertaken to further assess the transportation implications of strategic development to the west of East Grinstead. It supports Topic Papers that MSDC have produced to reply to the issues raised in the consultation responses.
- PBA were commissioned by WSCC to undertake further work to update the model following additional data collection in 2006, changes in bus services and to then use the model to test options for the strategic development to the west of East Grinstead proposed in the AAP and the associated relief road. The results from this further modelling work are included in this report.
- Options tested using the Transport Model have been agreed by the Model Steering Group that consists of WSCC and MSDC officers, SBA and PBA.
- Results of the testing undertaken using the Transport Model have been assessed on a strategic level to compare the impact on traffic flows predicted at key locations to allow the various transport package options to be compared. More detailed work will be required at a local level should the draft Area Action Plan be adopted and a single preferred option selected.
- Extensive discussions have been held with WSCC, and MSDC, as well as the Highways Agency (as the highway authority for the M23) and with Surrey and East Sussex County Councils as the neighbouring highway authorities
- The future assessment year is 2021 and traffic growth allows for all other planned development in and around the town.
- Town Centre Masterplan proposals have been allowed for in the Transport Model in terms of the potential increases in transport demand associated with the re-development.
- Elements of the transport package proposed include public transport improvement, better facilities for pedestrians and cyclists, junction improvements, a relief road and traffic management measures.
- Impacts of both the strategic development and a reduced strategic development have been assessed.
- Analysis of 2001 Census data has shown that East Grinstead does not act as a dormitory settlement for Crawley and confirms that the modal split in terms of bus usage is low;
- Two options for the strategic development at East Grinstead are recommended to MSDC for further consideration in the wider context of environmental, economic and other issues. These are:

- A strategic development of 2,500 units with an associated transport package of new bus services and junction improvements, a full relief rod, improvements for pedestrians and cyclists and traffic management.
- A strategic development of 1,500 units with an n associated transport package of new bus services, junction improvements, improvements for pedestrians and cyclists and traffic management.

- The Report recommends that improvements in facilities for walking and cycling and traffic management measures to ensure that traffic uses the appropriate roads should also form key elements of the package of measures associated with both of these options.

Peter Brett Associates Detailed and Summary Appraisal Reports (for West Sussex County Council) – June 2007

- In 2004, West Sussex County Council (WSCC) commissioned Peter Brett Associates (PBA) to develop a multi modal transport model for the wider East Grinstead area to assess the impact of traffic flows under a number of different future year scenarios to inform the planning process. Extensive data collection was undertaken during 2004, which was used as the base year for the assessment, and the model was constructed during 2004/2005.
- During development of the model, extensive discussions were held between MSDC, WSCC, PBA, SBA and neighbouring planning and highways authorities. Discussions were also undertaken with local transport operators and other groups such as national and local environmental organisations.
- Transport packages considered include a combination of:
  - a relief road of varying lengths and route alignments;
  - junction improvements on the A22, A264 and M23;
  - new and improved bus services; and
  - bus priority schemes.
- Resulting from topic papers, further survey work was undertaken in 2006, including a number plate / cordon survey that was undertaken on the main roads into East Grinstead to try to establish the level of traffic passing through the town and the proportion of traffic that has either an origin or destination in the town. Further survey work has helped to provide information on journeys to work, modal split, queue lengths and journey times.
- Thus the model is calibrated against a 2006 base and used to assess transport conditions in the morning (AM) and evening (PM) peak hours in 2021 - the assumed year of completion of the proposed strategic development.
- Following a review of the draft STAR, West Sussex County Council officers concluded that in order to fully check and challenge the work and the conclusions drawn from it an independent report was required. A review of the STAR identified that the proposed improvement to the A22 / A264 Felbridge junction actually reduced the capacity of the junction for traffic turning south from the A22 into either the A264 or southbound into East Grinstead. Therefore, the junction was redesigned to ensure no capacity was lost. All future year scenarios were then re-run and these model outputs are presented in this report.
- Thirteen options were tested, ranging from a ‘do minimum’ scenario (traffic growth and committed highways improvements but no development or wider junction improvement strategy), through to full development scenarios (2,500 houses, full relief road, junction improvement strategy etc). This included options for a reduced strategic development of 1,500 homes and associated uses with a partial relief road or no relief road. It should be noted that a reduced development would not be able to fund a full relief road.

- Within all options tested, the levels of traffic growth to 2021 include the traffic associated with the 2,000 houses expected to come forward through small scale allocations and windfall development in East Grinstead.
- All scenarios include the following highway improvements identified as schemes programmed for delivery by WSCC and/or HA at the time of enquiry:
  - A22 Lewes Road - Speed Management Measures;
  - M23 junction 10 – improvements to off-slips and access from southbound motorway slip to A264; and
  - A264 Copthorne Way – eastbound capacity improvements.
- All the scenarios, except the 2021 Do-Minimum also include a set of improvements to five key junctions along the A22 in East Grinstead. The traffic signals are optimised at Felbridge Junction and Imberhorne Lane. Traffic signals are introduced at the junctions with Lingfield Road, Station Road and Moat Road.
- The report contains journey times, junction delays and link flows chosen to illustrate highway conditions for each of the scenarios tested.
- The conclusion summarises the issues for each of the scenarios tested.
- The general conclusions are as follows:
  - There will be a major deterioration in traffic conditions in East Grinstead by 2021 if no improvements are made to the highway network;
  - Improving key junctions on the A22 can considerably reduce delays in the town;
  - Other junctions are also causing considerable delay and efforts should be made to see if they can also be improved;
  - The highway network cannot support either the reduced or full levels of strategic development without the provision of new road links;
  - The provision of a relief road does reduce congestion in the town, particularly at Felbridge junction; and
  - Providing a reduced level of development and only part of the relief road does not provide as much relief to the town as providing the full relief road with the full level of strategic development.
- Thus the report recommends a single option for the strategic development at East Grinstead:
  - A strategic development of 2,500 units with an associated transport package of new bus services and junction improvements, a relief road using links 1b, 2c and 3b, improvements for pedestrians and cyclists and traffic management.
- Members of the Better Environment Advisory Group asked for a further scenario to be tested through the East Grinstead Transport Model on 3rd July 2007.

Report to Better Environment Advisory Group – 3rd July 2007

- The report summarises the situation and transport work undertaken to date. It sets out officer conclusions regarding a single route for the relief road.
- This report and the associated transport assessments expand on a number of transport issues referred to within the Topic Papers.
- It provides an overview of transport work undertaken and summarises the findings of the transport assessments. It goes on to report the views of West Sussex County Council, as

the highways authority, on the interpretation of the model outputs and other issues relating to the transport package.

- The report sets out a number of officer recommendations, including a single preferred option for the relief road.
- Following completion of the transport assessments, MSDC asked WSCC, in their 'checking and challenging' role to respond to a number of transport questions. It was requested that WSCC provide assurance that the process undertaken in assessing the transport elements is 'sound' and provided guidance as to how various elements and conclusions from the transport assessments need to be interpreted and taken forward. This relates to the following issues:
  - The Transport model;
  - The Assessment year;
  - The Area of Outstanding Natural Beauty;
  - The Benefits to East Grinstead of the full scheme compared to the reduced development and partial relief road;
  - Whether the partial development with no relief road would be acceptable in transport terms; and
  - The cross boundary implications and considerations for 'preferred options'.
- Further Transport Assessment / Work
  - Further more detailed assessment of the junction strategy (including 'secondary' junctions that have not, as yet, been assessed in detail) and road alignment will be undertaken when a single relief road option is being worked up for inclusion within the Submission document and to support the examination of the Area Action Plan.
  - Further consideration of how to mitigate any significant increases will be required. Mitigation measures could include a review of junction layouts and parking locations coupled with route management treatment and improved signing to ensure drivers are directed to the most appropriate route for their destination.
  - Discussion needs to continue with Surrey County Council focussing on traffic management measures required on the minor roads in Surrey and with East Sussex County Council focussing on traffic management measures required in Forest Row.
- In the light of findings from both transport reports and advice from West Sussex County Council Highways officers, District Council officers believe that the full development with the full relief road provides the greatest benefits for East Grinstead and the surrounding area and the East Grinstead Area Action Plan would be revised to reflect this. Adoption of the Area Action Plan is now expected in June 2009.
- The following appendices are included in the report:
  - Appendix A – Scenarios tested through the transport model
  - Appendix B – Comparison of relief road options 1a and 1b based on sustainability appraisal objective 9
  - Appendix C – Timetable for the progression of the Area Action Plan

WSCC technical note on weekday & weekend traffic survey comparison - July 2007

- Transport appraisals for the Area Action Plan have only considered the weekday situation. MSDC members expressed concern that the weekend situation had not been considered.

West Sussex County Council agreed to carry out weekend traffic surveys and compare the findings against the weekday cordon data collected in 2006.

- July 2007 weekend survey has demonstrated that, whilst journey purpose and traffic mixture changes at the weekend, flow levels do not significantly exceed the weekday peak situation. Therefore, as the weekday peaks are representative of the 'worst case' situation, modelling of the weekday peaks only is considered sufficient to fully represent traffic situation in East Grinstead. Modelling weekend scenarios would not be sufficiently different from weekday to warrant construction of a separate weekend model in terms of potential cost and delay.

1.2.2 Core Strategy

A background study has been undertaken for the Core Strategy, and is available from the MSDC website via the following link: http://www.midsussex.gov.uk/page.cfm?pageID=8059

The following information has been downloaded:

- Mid Sussex Transport Study; and
- WSCC Summary note on the Mid Sussex Transport Study.

These are summarised in more detail below:

Mid Sussex Transport Study

- In January 2008, MSDC commissioned MVA to assess transport implications of the emerging Core Strategy. The main objectives of the work were to:
  - Test the impact of strategic development locations on the road network in and around the district; and
  - Inform where transport infrastructure improvements are likely to be required to enable individual development to go ahead.
- At the request of East Sussex County Council, the study was extended to assess the impact of development options on the highway network of neighbouring authorities.
- Details of the report are summarised in the section on the WSCC Summary note on the Mid Sussex Transport Study 2008 below.

WSCC Summary note on the Mid Sussex Transport Study 2008

- At the request of MSDC, WSCC produced a non-technical summary of the Mid Sussex LDF Transport Study report prepared by MVA in August 2008.
- The document examines the results of the option tests which have been performed to date and provides guidance and suggestions as to further analysis that may be of benefit in the next round of tests.
- The study examined seven options for allocation of the Housing Allocation for Mid Sussex by 2026 and has compared this to a 2026 Baseline of 9000 dwellings to be provided on non-strategic sites. The options vary in the quantum of housing numbers across the District from 14,900 to 16,000, inclusive of the 9000 from the baseline. The sites are located at:
  - Burgess Hill;
  - Haywards Heath;
  - Crabbet Park; and
  - East Grinstead.

- The assessment was based on the West Sussex County Model – a strategic multi-modal model for the weekday AM peak (0800–0900 hours). The model does not simulate operation of traffic through individual junctions, but gives a general indication of the capacity of highway corridors, and models strategic public transport services, indicating how much travel would be attracted to them, but does not model over-capacity / crowding effects.
- The results should be regarded as indicative of the areas where impacts are likely to take place and where further investigation and analysis will be necessary in order to establish more detailed mitigation strategies. The model indicates relative scales of impacts from different patterns of development and likely hotspots, thus identifying least impact scenarios as well as information to discard those with unnecessarily high levels of transport impacts.
- For each option the study has reported graphically on three key indicators:
  - Changes in highway traffic flows;
  - The ratio of traffic flow to highway capacity; and
  - Changes in travel mode from highway to public transport.

East Grinstead – Site V/W

- The site is located to the south and west of the town and does not involve progression of an East Grinstead Relief road scheme.
- All options show an adverse impact to the A22 at Felbridge and the A264 west of Felbridge. Two options also show some impact to the A264 at Copthorne. These will be difficult to mitigate, but public transport improvements on the corridor including priority measures could be investigated.
- A local road access link from the site to the A264 west of Felbridge would benefit these areas, but could lead to increased rural ratrunning to the south by through traffic.
- Further model tests should be undertaken to ascertain the effect of the partial relief road. This is likely to mitigate impacts at Felbridge, but the results for A264 to Copthorne and for roads to the south of East Grinstead town centre should be analysed closely. Public transport improvements on the Crawley to East Grinstead corridor should also be modelled.

1.3 MTRU

A draft report has been received from MTRU, who are assisting East Grinstead Town Council in their assessment of the transport implications of new housing development. MTRu's brief is to provide an evidence based assessment of what changes could be made to transport provision and how much new development this would facilitate.

The report essentially summarises and reviews the PBA and MVA reports outlined above. It also :

- identifies that lane weaving is necessary on through routes around the gyratory;
- supports previous findings that junctions on the A22 should be signalised using a linked system;
- does not consider the relief road as it is understood that the relief road is no longer viable, has environmental consequences and there are conflicting results concerning how much relief the new road would provide; and
- States that it is clear from the modelling that a greenfield development of 1,500 homes, with an access road using part of the route of the proposed bypass, would cause major traffic problems for the town.

DfT Consultancy Advice – West Sussex County Council & Mid-Sussex District Council

East Grinstead Strategic Development Transport Advice

DRAFT

April 2009

Notice

This report was produced by Atkins Ltd for West Sussex County Council, Mid-Sussex District Council & Department for Transport for the specific purpose of reviewing the A22 Corridor.

This report may not be used by any person other than West Sussex County Council, Mid-Sussex District Council & Department for Transport without West Sussex County Council, Mid-Sussex District Council & Department for Transport's express permission. In any event, Atkins accepts no liability for any costs, liabilities or losses arising as a result of the use of or reliance upon the contents of this report by any person other than West Sussex County Council, Mid-Sussex District Council & Department for Transport.

Document History

JOB NUMBER: 5082292			DOCUMENT REF: East Grinstead Strategic Development Transport Advice 09.04.09.doc			
2	Draft Technical Note	NT	CC	ML	CC	09/04/09
1	Draft Technical Note	NT	CC	ML	CC	03/04/09
0	Draft Technical Note	NT	CC	ML	CC	27/03/09
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Project:	DfT Consultancy Advice – West Sussex County Council & Mid-Sussex District Council	**From:**	Atkins Transport Planning and Management (Cardiff)
Subject:	East Grinstead Strategic Development Transport Advice	**Date:**	April 2009

1. Introduction

Atkins Transport Planning and Management have been engaged by the DfT Housing Growth and Eco-Town Team to provide strategic transport planning consultancy advice to selected Local Planning Authorities and to compile a 'Lessons Learnt' document for the DfT.

Atkins Transport Planning and Management attended a meeting on the 27th of February 2009 with Officers from West Sussex County Council (WSCC), Mid-Sussex District Council (MSDC), Three Tiers Group (3TG) and the DfT. At this meeting, the scope of the project was discussed and the services that Atkins can provide to the partners were explored. Following this meeting an initial methodology) was submitted to the DfT for Atkins planned interaction with WSCC.

To begin this process, a Workshop was held between senior members of the Atkins Transport Planning and Management Team and ATLAS, West Sussex County Council, East Sussex County Council, Mid Sussex District Council and Surrey County Council on the 19th of March 2009.

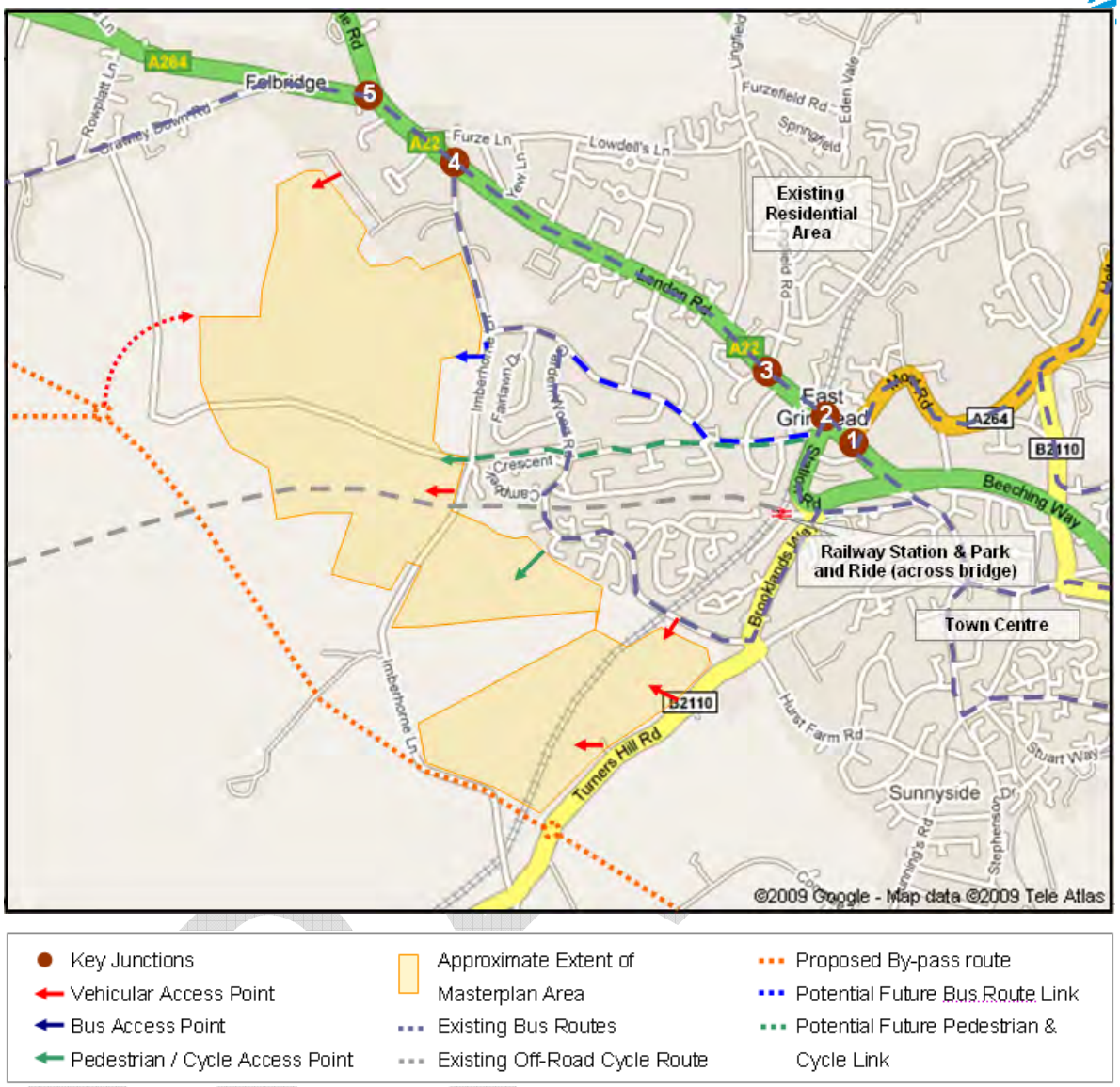
Following on from the workshop Atkins have produced two technical notes as follows:

- A spreadsheet modelling exercise based on previous work, designed to explore possible measures and actions that could mitigate the impact of the strategic development at East Grinstead. This is the subject of a separate report; and
- This report, a junction review and improvement study for the five main junctions along the A22 through East Grinstead.

2. Key Junctions

The locations of the five junctions that are considered by the Stakeholders as being key components to the movement of vehicles along the A22 London Road are illustrated in Figure 2.1. These junctions are considered based on observations made during a site visit on Wednesday 11th March 2009. Consideration was given to how improvements, some radical, could be made at each junction to enable an increase in capacity to cater for both natural background traffic growth and that resulting from the proposed development area located to the South West. Observations on how best to accommodate all modes of travel; vehicles, cyclists and pedestrians, in a safe and reliable manner were considered for each junction. The close proximity of Junctions 1 and 2 warrants their combined consideration of possible future improvements. As will be discussed within this Technical Note there are current proposals for the upgrading of Junction 3, however there is opportunity for this junction to operate in tandem with Junctions 1 and 2. The current rate of traffic growth anticipated at these junctions up to 2021 will be significant when taking account of the level of planned growth in the town and across region and will need to be considered in any proposed improvements to the junctions. Junctions 4 and 5, although not in as-close proximity to each other will also be considered for possible operational amalgamation. The current rate of growth of traffic at these two junctions is likely to be in the order of 15% or greater.

Figure 2.1 – Local Highway Network Proximate to Masterplan Area



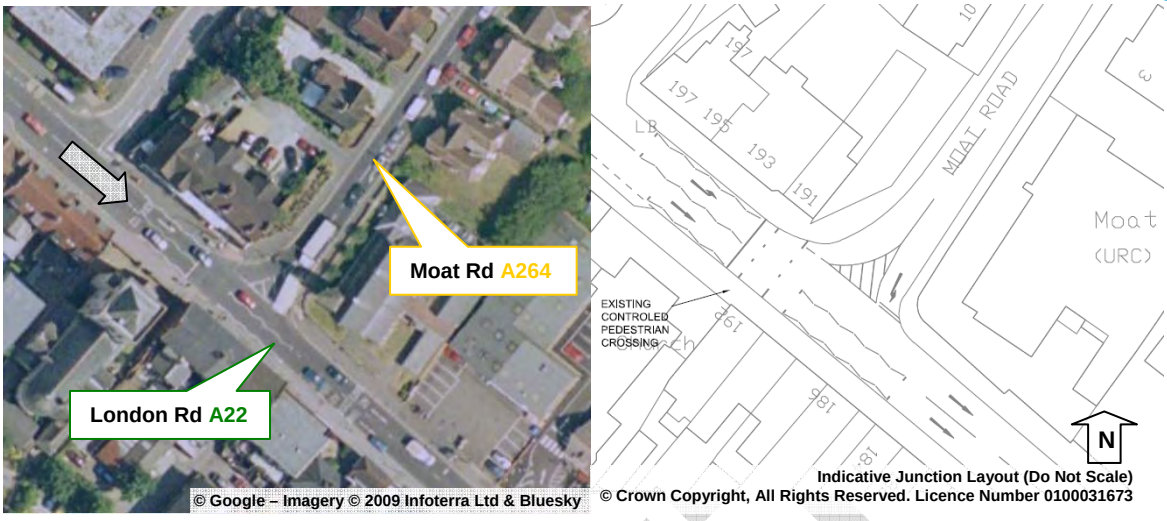
3. Review of Junctions

3.1 Junction 1: A22 (London Road) / Moat Road (A264)

3.1.1 Layout and Overview

This is a three arm priority junction between the major arm (London Road) running north-west to south-east, and the minor arm of Moat Road connecting from the north-east. This length of London Road is restricted to one-way traffic running in a south-easterly direction as part of the local gyratory system. The configuration of the junction is shown in **Figure 3.1.**

Figure 3.1 – Layout of London Road / Moat Road Junction



London Road comprises two lanes, each of approximately 3.65m in width. These are assigned for the straight ahead and left turning movements respectively in proximity to the junction. As all the traffic in the left hand lane should turn left into Moat Road, traffic from the minor arm (Moat Road) turning on to London Road into the same left hand lane should generally be unopposed. However, observations on site showed that some traffic in this left hand turning lane on London Road continues ahead at this junction.

Approximately 150m to the south-east of this junction, London Road forks, with traffic in the left hand lane feeding onto A22 Beeching Way (East) and traffic in the right hand lane feeding on to A22 Beeching Way (West) and London Road (South). Therefore, traffic must filter into the correct lanes on the section of highway immediately to the south of this junction.

Moat Road has a single lane in each direction and a total road width of approximately 7.3m widening in proximity to the junction. Turns from the junction are restricted to left only in accordance with the one-way system operating on London Road. A section of white hatching, a directional turning arrow and the words 'TURN LEFT' have been painted on to the highway on Moat Road to re-enforce that right turns from this junction are prohibited. These are shown in **Figure 3.2.**

A narrow bay of approximately 1.3m in width and 30m in length is present on the western side of London Road to the north of the junction. Parking is restricted in this bay by double yellow lines. It is therefore assumed that it is for deliveries to the retail outlets adjacent to this bay on London Road. Double yellow line markings are present on Moat Road in proximity to the junction and on London Road beyond the extents of the white zig-zag road markings.

The road markings in proximity to this junction appear to generally accord with Traffic Signs Regulations and General Directions (TSRGD.)

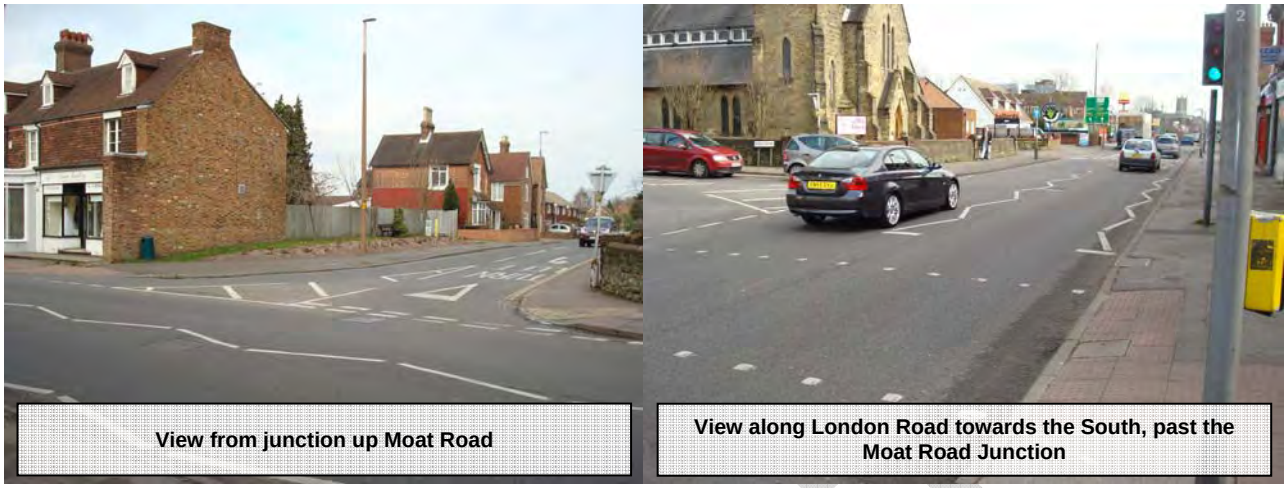
Street lighting is provided on both roads forming this junction.

3.1.2 Pedestrian & Cyclist Provision

A controlled pedestrian crossing is located immediately to the north of the junction on London Road, with white zig-zag markings extending approximately 10m back along London Road, with further zig-zag markings on London Road opposite the intersection with the minor arm at the junction.

Pedestrian footways are provided along the entire length of both roads. These are generally between 1.5 and 2 metres wide on Moat Road, and 2 to 3.5m wide on London Road adjacent to the shops. Dropped kerb tactile paving is present on the Pelican Crossing as shown in **Figure 3.2,** and also across Moat Road.

Figure 3.2 – London Road / Moat Road Junction



View from junction up Moat Road

View along London Road towards the South, past the Moat Road Junction

There is no cycle provision at this junction.

3.1.3 Constraints and Opportunities

There is potential to improve pedestrian provision at this junction, particularly on Moat Road. There is currently a hatched area between traffic flowing in either direction on this minor arm, however there is no protection for pedestrians wishing to seek refuge there. A more formalised pedestrian crossing could be introduced at this location and include a pedestrian refuge island to improve safety. An indication of the possible alterations is included in Appendix A to this Technical Note.

As part of any larger East Grinstead cycling strategy, it is recommended that cycle advisory lanes are considered in the environs of this junction, especially along London Road, giving due consideration to the one-way flow of traffic on this route. The presence of retail and commercial units on either side of London Road in this location mean that it is likely to generate moderate levels of pedestrian footfall and therefore a shared pedestrian/cycle provision may not be appropriate.

These proposed changes are unlikely to make a significant change to the capacity of this junction. The major traffic flow, being along the A22 London Road, is predominantly unhindered at this point. However lane changes are required prior to the junction and are discussed further in Junction 2. Generally traffic turning left from London Road into Moat Road will provide opportunities for the egress of traffic left turning from Moat Road into the one-way gyratory. However, as observed and shown in the photograph in **Figure 3.2** some of the traffic in the left hand lane on London Road continues in this lane past the junction. Further consideration to the management of traffic using London Road may enable freer flow of vehicles thus reducing potential delays, to the A22 movement by allowing two forward lanes, however this may reduce the opportunities for Moat Road vehicles to access London Road.

A more radical consideration is to reduce the footway width and introduce a 3rd lane, two for A22 traffic with a 3rd lane on the left catering for vehicles accessing/egress Moat Road. Naturally such an arrangement would be detrimental to the non-motorised road user with less footfall area and potentially increase in speeds because of the wider geometry.

3.2 Junction 2: A22 (London Road) / A22 (Station Road)

3.2.1 Layout and Overview

This is a three arm priority junction on the A22, and marks the start of a one-way clockwise loop, which passes the railway station, for south bound A22 traffic flows. To the north of this junction there is two-way traffic flow along London Road.

Located immediately to the east side of the junction is a fire station, as indicated in **Figure 3.3.** It is accessed from the minor arm of Station Road, via a dedicated lane between the two traffic islands which separate the right and left turning lanes from this arm. A hatched yellow box is present on London Road immediately in front of this lane to prevent obstruction from any queuing traffic heading in a south easterly direction. A series of waiting restrictions in the form of double yellow lines are present in proximity of the junction supplemented by illuminated "Wig-Wag" signs on each approach and 'KEEP CLEAR' markings painted on the carriageway in front of the Fire Station.

Stop lines are present on Station Road in advance of the junction, adjacent to the conventional Wig Wag warning signs associated with the fire station. These are to aid the egress of fire engines when leaving the station on an emergency call. Arrows and hatching are present on the highway to guide drivers to the respective directions of flow on London Road.

London Road has an approximate total width of 7.6m to the north and south of the junction. Signage and street lighting are also present at the junction.

Figure 3.3 - Layout of London Road / Station Road Junction

© Google – Imagery © 2009 Infoterra Ltd & Bluesky

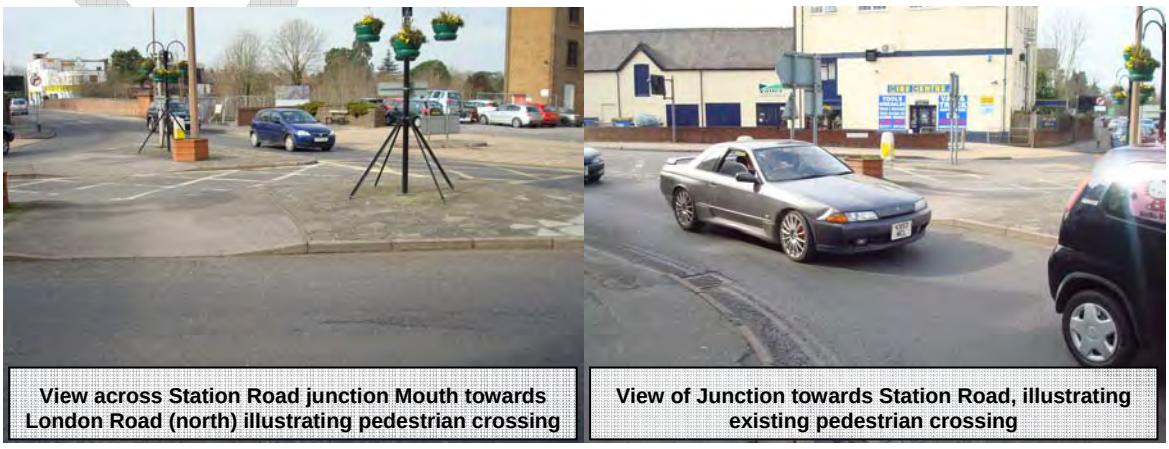
Indicative Junction Layout (Do Not Scale)
© Crown Copyright, All Rights Reserved. Licence Number 0100031673

3.2.2 Pedestrian and Cycle Provision

Pedestrian footways are provided along the entire length of both sides of each arm in proximity to the junction. These vary in width from approximately 2 to 4 metres.

There are no controlled pedestrian crossing facilities on London Road at the junction. However, uncontrolled pedestrian crossing points are present on the Station Road arm, separated by two traffic islands either side of the Fire Station access lane as indicated in **Figure 3.3.** As shown in **Figure 3.4**, these crossings do include dropped kerb crossings.

Figure 3.4 – London Road / Station Road Junction



View across Station Road junction Mouth towards London Road (north) illustrating pedestrian crossing

View of Junction towards Station Road, illustrating existing pedestrian crossing

Controlled pedestrian crossings are present on Station Road and on the south-east arm of London Road. Both of these facilities are approximately 50m from the junction.

There is no cycle provision at this junction.

3.2.3 Constraints and Opportunities

There is significant opportunity to improve pedestrian and cycle provision at this junction, as well as potentially improve the management of traffic as it leaves the junction and travels south to Junction 1. This could be achieved by introducing controlled crossing points at the locations of the existing uncontrolled crossing points on Station Road, as indicated in Appendix A. Combined with the introduction of a signalised crossing point on London Road, and maybe even a second south bound lane fronting the fire station area, the flow of south bound vehicles can be controlled to remove the weaving effect of vehicles wishing to travel from Station Road, crossing London Road and left turning into Moat Road, at Junction 1.

Observations made on site noted that vehicles travelling from Station Road to Moat Road, would wait for a convenient space in the A22 south bound flow, causing congestion along Station Road, and delays to A22 south bound vehicles as they permit entry of these vehicles. The introduction of such signals could also benefit Junction 1, by enforcing breaks in the A22 south bound traffic flows, thus enabling opportunities for vehicles to egress Moat Road, and thus facilitate 2 lanes of dedicated A22 flows between Junctions 2 and 1, enhancing opportunity for cycling facilities.

These signals could be co-ordinated with the controlled crossing point approximately 50m along Station Road. Toucan crossings could also be given consideration as part of a wider cycling strategy.

The possible toucan crossings can be linked to shared pedestrian cycle routes on the narrow stretch of London Road to the north-west of the junction, and also link into the advisory lanes running to the south-east towards Junction 1 and linkages to the rail station.

The provision of signals and controlled pedestrian crossings should benefit the safety of both pedestrian and cyclist, as well as increase the safe flow of traffic through this junction and Junction 1 to the south.

Greater benefits may also be realised by linking any new signals at Junction 2, to the proposed signals at Junction 3.

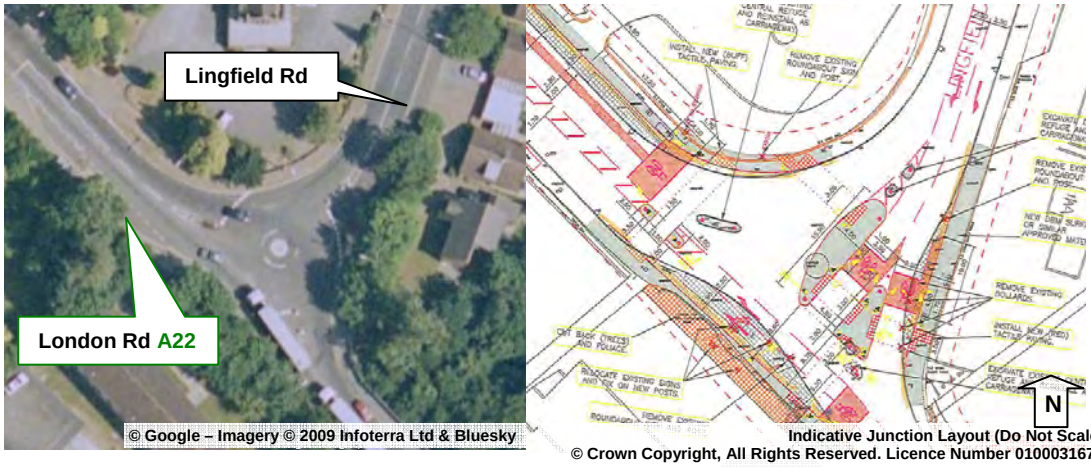
3.3 Junction 3: A22 (London Road) / Lingfield Road

3.3.1 Layout and Overview

This is currently a three arm mini-roundabout junction between the major arm, A22 (London Road,) running north-west to south-east and the minor arm, Lingfield Road, connecting from the north-east. Each arm has a single lane of traffic running in each direction. A bus bay is provided on London Road immediately to the north-west of the junction for northbound vehicles. To the south east the highway alignment is constrained by an existing bridge over a dismantled railway line. Street lighting is provided at this junction.

The existing configuration of the junction is shown in the aerial photograph in **Figure 3.5.** Improvements to the junction have already been proposed and it is planned to be implemented shortly. An extract of this design is also provided in **Figure 3.5.**

Figure 3.5 – London Road / Lingfield Road (Existing and Proposed)



There is a current proposal to signalise the junction, with flared approaches on all arms to accommodate turning movements. The proposal also includes for cycling and pedestrian movements through the junction.

3.3.2 Pedestrian and Cyclist Provision

Pedestrian footways are currently provided along the entire length of both sides of the highway on each arm in proximity to the junction. This provision will be realigned in accordance with the changing shape of the junction based on the signalisation proposals, with footway access retained on both sides of the carriageway on each arm.

Currently pedestrian refuges are provided on each arm of the mini roundabout. Dedicated pedestrian phases will be incorporated into the proposed signal arrangement for this junction. Pedestrian refuges and islands will be used to separate this movement into two stages on London Road and three phases on Lingfield Road. This will be achieved by separating right and left turning movements from the minor arm with a traffic island, enabling both movements to run independently of each other.

Advance cycle stop lines will be provided on all arms. A cycle lane between the left turning and straight ahead lanes will be provided on London Road (north) to enable access to this facility.

3.3.3 Constraints and Opportunities

The proposed advanced cycle stopping facilities could be linked into shared cycle/pedestrian footways on London Road to the northwest and beyond the existing bridge structure to the south east of the junction. The structure forms a major constraint for the A22 London Road route, with barely sufficient width to enable 2 lanes of traffic and 2 footways to cross. It affords no opportunity for additional flares on the approach and departure from the adjacent junction, thus restricting capacity of the junction. It also has a significant safety concern for cyclist and pedestrians.

Consideration should be given to a cantilevered footway and/or cycleway to enable the carriageway width to be increase, thus improving the flow of vehicles at this pinch point. It is noted that the northeast side of the structure forms the greater opportunity subject to 3rd party land considerations.

To enhance the maximum opportunity for cycle usage of the proposed junction, consideration should also be given to advisory cycle lanes on the minor arm of Lingfield Road.

In terms of capacity, it is likely that the reconfiguration and signalisation (including for pedestrian phases) of this junction will have some impact on its capacity. In addition, the existing bus bay does not appear to have been re-located to the north of the junction. Based on service frequencies, this may also have some impact on the capacity of this junction.

Should a form of signal control be introduced at Junction 2, as discussed above, the signals of the two junctions should be linked, and use the latest technology to ensure the capacity of the combined junctions is maximised.

3.4 Junction 4: A22 (London Road) / Imberhorne Lane

3.4.1 Layout and Overview

This is a three arm signalised junction between the major arm, A22 (London Road,) running from north-west to south-east and the minor arm, Imberhorne Lane, connecting from the south. The layout of the junction, believed to have been upgraded some 10 years ago, is indicated in **Figure 3.6.**

Figure 3.6 – London Road / Imberhorne Lane

London Road has a total carriageway width of approximately 8m to the south of the junction. It consists of a single lane running in each direction which is flared on both arms in proximity to the junction to create dedicated straight and turning lanes. Similarly, the minor arm, Imberhorne Lane is flared in proximity to the junction to create dedicated right and left turning lanes.

Hatching has been used to separate traffic flows in either direction on London Road, with a physical islands on the northern arm providing a limited refuge for pedestrians on the signalised crossing if required. Street lighting is provided at the junction.

3.4.2 Pedestrian and Cycle Provision

Pedestrian footways are provided along the entire length of both sides of the highway of all three arms in proximity to the junction. These are generally between 1.5 and 2m in width. A much wider footway is provided on the parade where numerous local shop units on located, on the northern arm of London Road.

A pedestrian phase across the northern arm of London Road is incorporated into the existing signals at this junction. This crossing provides controlled pedestrian access from the northern side of London Road to Imberhorne Lane. Drop kerbs are provided on either side of this crossing.

An uncontrolled crossing point is marked across the minor arm, Imberhorne Lane. This is split into three stages. The first, from the footway between London Road (south) and Imberhorne Lane is approximately 11 metres in length, and links to a refuge between the flows of traffic in to and out of the junction as shown in **Figure 3.7.** The second stage is approximately 4.5m in length and runs across the right turning lane from Imberhorne Lane. The final stage is approximately 4m in length and runs across the left turning lane from the minor arm. Dropped kerbs are provided from the footways at either side of this crossing, and at the traffic island.

There is no cyclist provision at this junction.

Figure 3.7 – London Road / Imberhorne Lane

View of Junction from footway between London Road (south) and Imberhorne Lane

View of Junction from London Road (south), looking towards London Road (north)

3.4.3 Constraints and Opportunities

There are significant opportunities to improve pedestrian provision for those wishing to cross Imberhorne Lane. This could be achieved by incorporating a pedestrian crossing stage into the existing traffic signals. If the pedestrian crossing across Imberhorne Lane is split into two discrete stages of movement, there will be a requirement to enlarge the existing pedestrian refuge on Imberhorne Way to enable this. Even if a single pedestrian phase is used to cross the whole road, there are still advantages of an enlarged refuge for the mobility impaired who may be unable to complete the entire crossing in a single phase.

In addition, on the uncontrolled pedestrian refuge on London Road (south) the pedestrian refuge could also be enlarged. An indication of these changes is included in Appendix A to this Technical Note.

It is proposed that advance cycle stop lines be introduced on all approaches. On Imberhorne Lane, access to this facility will be via a cycle lane running between the right and left turning lanes so that cyclists can access it when cars are queuing at a stop signal.

In terms of capacity, the introduction of pedestrian phases at the lights may have some impact however this may be compensated for and even improved by giving consideration to the local kerbline geometry on each approach to the junction, without impacting on pedestrian movements. Capacity may also be improved at the junction by reviewing the current signal timings and stages, ensuring that these a best optimised for the present day vehicle movements. Naturally any improvements would be constrained by the adjacent 3rd party land and/or may require some significant narrowing of pedestrian footways. Consideration should also be given to linking the signals at this junction to those at Junction 5 to ensure that they maximise capacity.

A more radical change to the junction could be the removal of signals and introduction of a priority junction or roundabout geometry. A priority junction may aid the flow of north bound vehicles along the A22, however it would significantly impact on those right turning into Imberhorne Lane from the north, and those waiting to egress Imberhorne Lane. A roundabout would be more beneficial however would probably have to be a mini-roundabout unless 3rd party land is acquired. It would also have serious safety concerns, especially for cyclist and pedestrians.

3.5 Junction 5: A22 (London Road) / A264 (Copthorne Road)

3.5.1 Layout and Overview

Junction 5 is a three arm signalised junction between the major arm, A22 (London Road) running from north to south and the minor arm, A264 (Copthorne Road,) connecting from the west. London Road has a single lane running in each direction, flaring to a dedicated ‘straight ahead’ and turning lane in proximity to the junction. Copthorne Road is also flared in proximity of the junction, to separate lanes for right and left turning traffic. The junction configuration is illustrated in **Figure 3.8.**

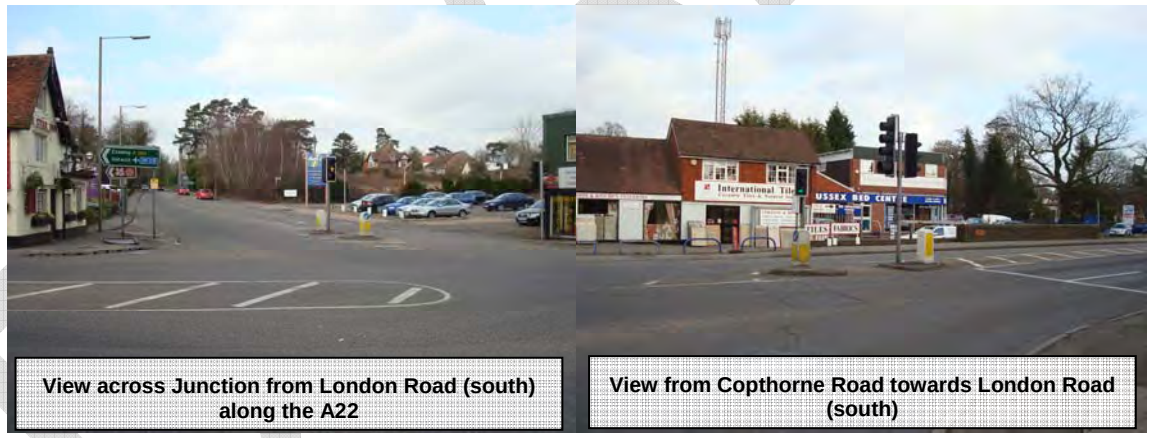
Figure 3.8 – London Road / Copthorne Road

Street lighting is present at the junction.

3.5.2 Pedestrian and Cyclist Provision

Footways are provided on both sides of the carriageway on all arms in proximity to the junction. There are no pedestrian signals incorporated into the crossing phases. Islands are provided on London Road on both the northern and southern arms, as shown in **Figure 3.9.** On the minor arm, Copthorne Road, which links to the M23, there is an area of hatching between traffic flows in either direction, however there is no pedestrian refuge.

Figure 3.9 – London Road / Copthorne Road



There is no cycle provision at this junction.

3.5.3 Constraints and Opportunities

The existing visual appearance of the junction is that of a vast area of road surfacing with painted road markings to direct vehicles. A major opportunity exists to improve pedestrian and cyclist provision at this junction. This can be achieved through the incorporation of the pedestrian crossings within the existing traffic signals at the junction. It is proposed to provide Pedestrian Crossings on all arms and to introduce pedestrian refuges. A review of the turning radius from London Road (south) to Copthorne Road also provides opportunities for widening the pedestrian footway and/or introducing a cycling lane. An indication of the possible changes in included in Appendix A to this Technical Note.

For cyclists, advanced cycle stop lines will be provided on all approaches. Advisory cycle lanes could also be added on London Road to the north and potentially linking through to Junction 4, to the south.

Opportunities may exist to improve the junction capacity through a review of the signal timings and stages to reflect current turning movements and the potentially optimised to maximise the capacity of the junction.

Noting that this junction forms a gateway to East Grinstead for the southbound vehicle, consideration should also be given to commencing a 30mph speed limit from this point. Currently it is 40mph which was considered to be inappropriate for the geometry of the highway and the environs. This reduction in speed limit and the linking of the signals with those at Junction 4, should hopefully provide additional capacity at this junction and also improve safety for the highway user.

A more radical consideration for this junction would be to introduce a roundabout, however this would be at the detriment of the non-motorised highway user.

4. Summary

As part of Atkins Transport Planning and Management engagement by the Department for Transport's (DfT) Housing Growth and Eco-Town team, strategic transport planning consultancy advice, to compile a 'Lessons Learnt' document for the DfT, we have given a brief overview of five key junctions along the A22 through the town of East Grinstead. These junctions have been considered by the Stakeholders as being key components to the movement of vehicles along the A22 London Road. Consideration was given to how improvements, some radical, could be made at each junction to enable an increase in capacity to cater for both natural background traffic growth and that resulting from the proposed development area located to the South West. Observations on how best to accommodate all modes of travel; vehicles, cyclists and pedestrians, in a safe and reliable manner were considered for each junction.

This Technical Note proposes measures to improve the capacity and/or operational efficiency and possible further areas of investigation. With the current proposal for a new development off Imberhorne Lane to the South West of East Grinstead it is hoped that measures can be identified that will address some of the concerns relating the potential impact of the new development on the existing busy road network.

The relative location of the five junctions warrants consideration to these being linked in two groups, the three further south and nearer the town centre (Junctions 1, 2 and 3) and independent to this group, the two junctions to the north (Junctions 4 and 5).

It is understood that proposal to change Junction 3 from the existing mini-roundabout geometry, to a fully signalised junction, is soon to be implemented with full cycling and pedestrian consideration. A significant constraint linking this Junction 3 to those that form part of the gyratory system (Junctions 1 and 2) is an existing bridge structure spanning a disused rail corridor. Consideration to cantilevering a footway/cycleway to the structure, thus enabling greater road space within the structure is seen as a necessity to alleviate this throttle point.

From Junction 3 cycling provisions should radiate in each direction via a combination of advisory cycle lanes, cycle ways and shared footways/cycle ways.

Junction 2, adjacent to the fire station is in need of signalisation, not only to improve safety of all road users and increase capacity on this strategic A22 junction, but also to aid the movement of southbound vehicles between this junction and Junction 1 at Moat Road.

Consideration should not only be given to linking each of these junctions to maximise capacity along the A22, but also linking them with improved cycling and pedestrian linkages.

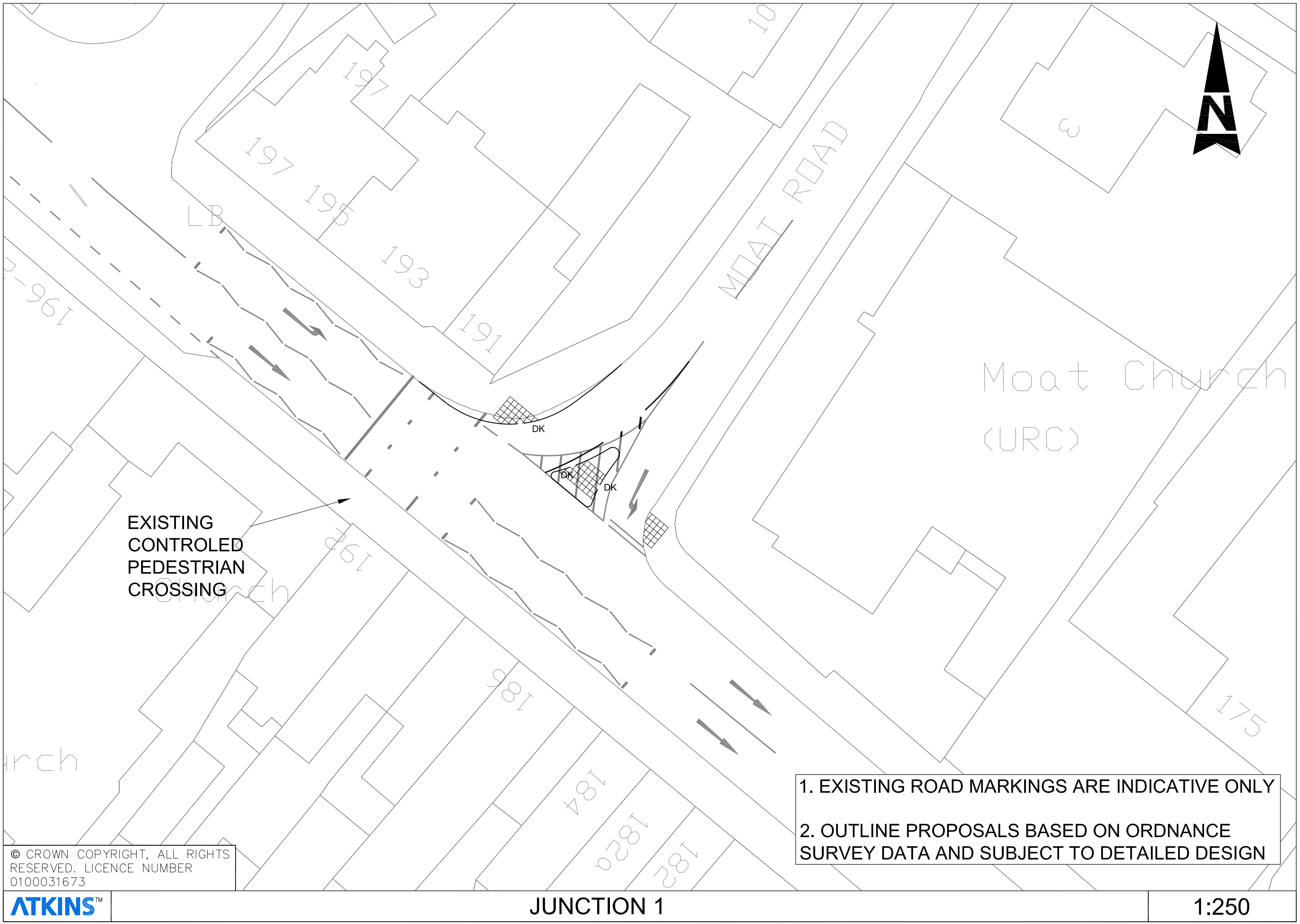
At various locations along the A22 route constrained by Junctions 1 and 5, consideration to a number of right turning movements, from the A22, may prove beneficial to the movement of vehicles. Naturally these would need to be carefully selected, ensure adequate alternative routes are available for those living in the locality.

Junction 5 is noted as a gateway to East Grinstead for south bound vehicles entering the town. It is recommended that as part of this gateway prominence, consideration should be given to commencing a 30mph zone from this point.

The characteristics of Junction 5 can be vastly improved by giving consideration to central islands, forming refuge for pedestrians at key crossings points. Capacity at this junction, especially for those egressing East Grinstead should be improved by incorporating new signals with the latest technology. The operation of this junction should also be considered as an extension to Junction 4 to the south. Although Junction 4 was improved approximately 10 years ago it requires consideration to the signals equipment to ensure the latest technology is available and facilities for pedestrians and cyclist are accommodated.

Each of the five junctions has opportunity to address the more sustainable mode of movement, whilst at the same time, the introduction of signal control and upgrading at those junction already with signals, should improve the capacity of each.

Appendix A
Possible Alterations to Existing Junctions



1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 1

1:250

ONLY

214

203

201

DK

DK

DK

DK

DK

DK

126.8m

STATION ROAD

7.5m

Club

204

197

LB

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 2

1:250

Southwick House

Trinity Methodist Church

1 to 6

227

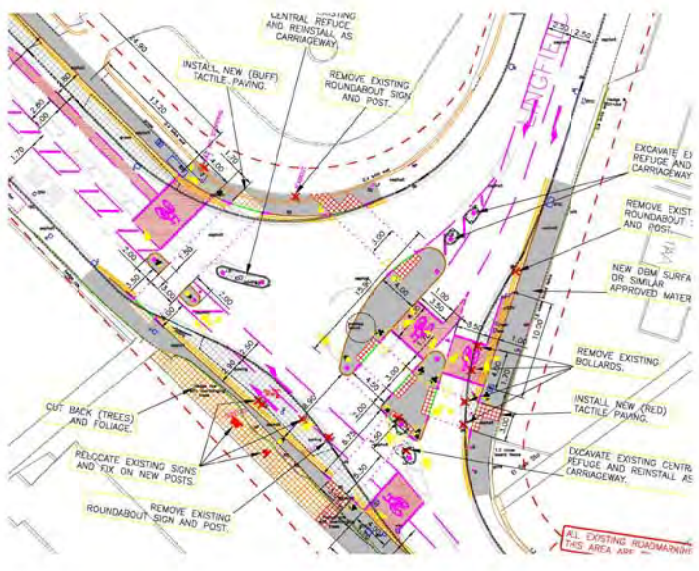
7 to 18

CONSIDERATION TO SHARED FOOTWAY/ CYCLEWAY

LONDON ROAD

CONSIDERATION TO ON-ROAD CYCLING LANES (ADVISORY)

SIGNALISED JUNCTION WITH CYCLING PROVISION TO BE IMPLEMENTED SHORTLY.



TCB

Sloping Wall

El Sub Sta

Dismantled Railway

ED & Ward Bdy

CONSIDER CANTILEVER CYCLE OR FOOTWAY.

128.1m

CONSIDERATION TO SHARED FOOTWAY/ CYCLEWAY

ATKINS™

JUNCTION 3

1:500

LONDON ROAD

The Parade

Sleepers Cottage

Sa Cala

Bridgway

Oaklea

Pevensey

Knighthood House

IMBERHORNE LANE

CONSIDER ON ROAD ADVISORY CYCLE LANE

Park

Works

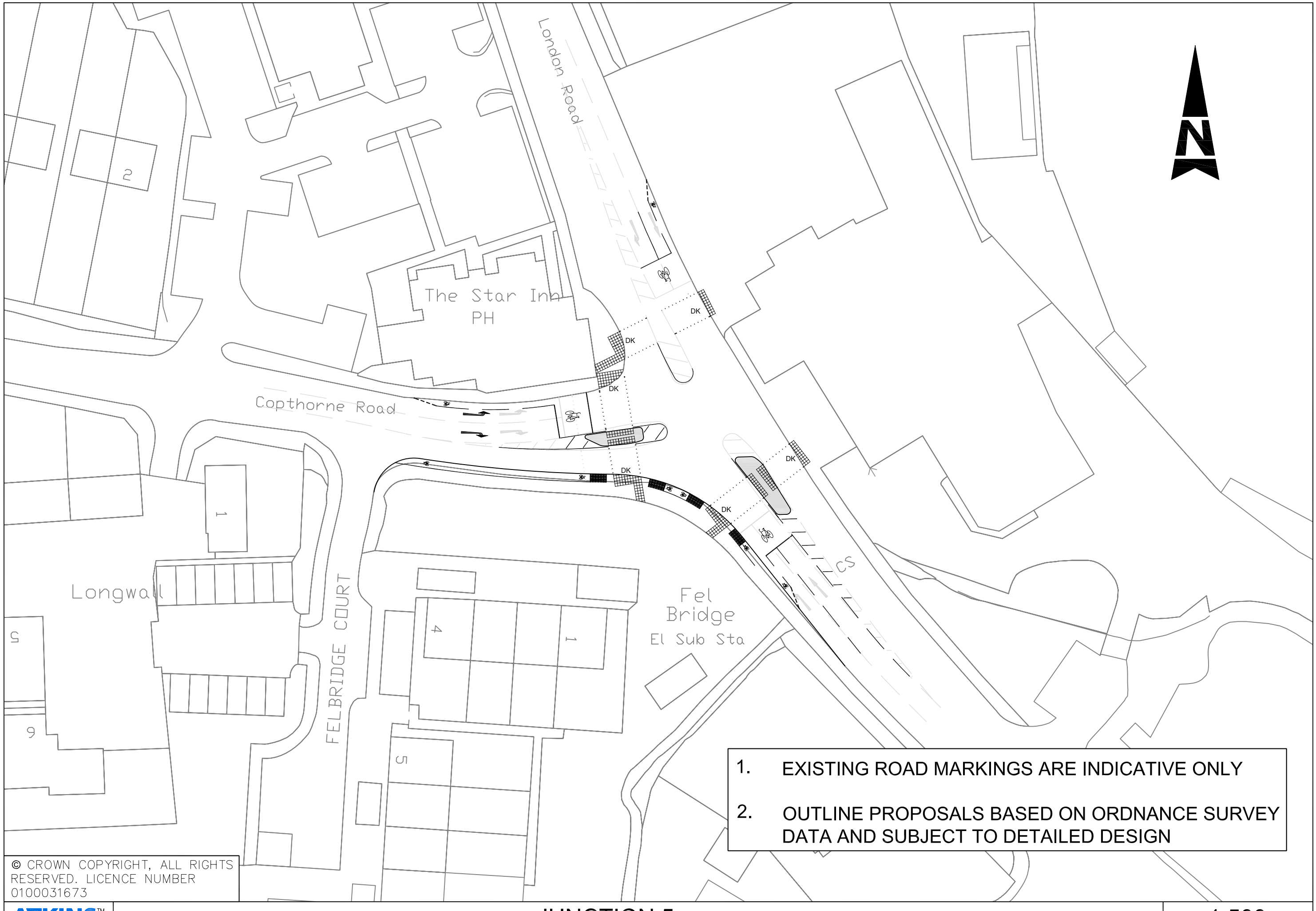
1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 4

1:500



1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 5

1:500

Project:	DfT Consultancy Advice - West Sussex County Council & Mid Sussex District Council	**From:**	Atkins Transport Planning and Management
Subject:	East Grinstead Strategic Development Transport Advice	**Date:**	September 2009

1. Introduction

Atkins Transport Planning and Management, as part of a study commissioned by the Department for Transport (DfT), previously undertook an initial strategic study examining transportation issues relating to the delivery of approximately 2,500 dwellings in East Grinstead. Atkins' study put forward an outline strategy for improving sustainable transport and some suggestions for upgrades to key junctions on the A22 (London Road) that could be implemented to enable a significant proportion of development to come forward without the need for a major transportation intervention.

Additional advice and understanding is required by Mid Sussex District Council on some of the issues raised in the Stage 1 Report of March 2009 to inform decisions on development allocations within its emerging Core Strategy.

The following technical note addresses the points outlined below as indicated in the brief provided as part of the invitation to tender for the project, and at a meeting between Atkins and West Sussex County council, Mid Sussex District Council and East Grinstead Town Council on the 21st of July 2009.

- Refine the designs of the following junctions identified in the March 2009 report:
  - A22 (London Road) with A264 (Moat Road);
  - A22 (London Road) with A22 (Station Road);
  - A22 (London Road) with Lingfield Road; including indicative alignment for the provision of a pedestrian and cycle bridge parallel to the existing road bridge across the disused railway line;
  - A22 (London Road) with Imberhorne Lane; and
  - A22 (London Road) with A264 (Copthorne Road).
- Based on the outline improvement measures for each of the junctions noted above, provide a justification of the use of a five percent traffic threshold used in the March 2009 report (Professional opinion on the likely additional capacity that may be obtained if improvement measures were implemented).

As part of the above designs this note examines issues related to the deliverability of the improvements and an indicative construction cost for delivering the improvements.

2. Key Junctions

2.1 Junction 1: A22 (London Road) with A264 (Moat Road)

Existing situation

This three arm priority junction currently consists of a southbound one way length of London Road, as part of the local gyratory system, and the minor arm of Moat Road connecting from the north-east. Existing road markings indicate a straight ahead lane and a left turn lane on London Road in the vicinity of the junction. Traffic on Moat Road joining London Road is restricted to left only at the give way line in accordance with the one way system.

To the south east of the junction London Road forks, with traffic in the left hand lane feeding onto A22 Beeching Way (East) and traffic in the right hand lane feeding onto A22 Beeching Way (West) and London Road South.

A controlled pedestrian crossing is located immediately to the north of the junction on London Road. Footways are wide (2 – 3.5m) on London Road, but narrow in places on Moat Road (1.5 – 2m) with pedestrian crossing facilities relatively poor.

Outline improvement measures

The potential measures considered at this junction include the following:

- widening of carriageway on London Road into existing footway areas in order to provide three lanes of traffic prior to the junction allowing for two straight ahead lanes with an additional length of left turn only lane;
- improved pedestrian facilities on the Moat Road arm of the junction including a central pedestrian refuge island; and
- linking of signalised pedestrian crossing on London Road with signals proposed as part of works to Junction 2: A22 (London Road) / A22 (Station Road) (please refer to section 2.2).

These measures, which are illustrated in Appendix A, could potentially increase the capacity of the junction in vehicular terms, whilst providing a safer route for pedestrians crossing Moat Road. Allowing two lanes of straight ahead traffic along London Road will increase vehicle flows through the junction whilst linkage with Junction 2 should allow more opportunity for vehicles to enter London Road from Moat Road (*Consideration was given to introducing a merging lane for vehicles entering London Road from Moat Road but due to design limitations together with the weaving movements along this section of London Road it was deemed inappropriate at this location*).

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Impact on existing pedestrian signals;
- Servicing implications;
- Construction implications e.g. diversions, bus routes etc.; and
- Cost.

Impact on existing Statutory Undertakers Services

Widening into existing footway areas may adversely impact on services such as gas, electric, water and BT, running along the length of the A22 (London Road). Services located in footways may become closer to the surface than acceptable should the footway become carriageway. This may result in services needing to be lowered to ensure adequate cover is provided. In order to fully appreciate the impact on any services, a services inquiry in accordance with Appendix C2 and C3 of the New Roads and Street Works Act (NRSWA), should be carried out which will provide initial confirmation of the services in the area (C2) and secondly a budget cost estimate for any protection/diversion measures deemed necessary (C3).

Potential pedestrian safety impact due to reduced footway widths

In order to widen the carriageway to increase the capacity of the junction the existing footway widths would need to be reduced. At present footway widths along this section of the A22 (London Road) vary between 2.5m and 3m wide. The outline improvement measures are designed in such a way that at least a 2m wide footway is provided at all times on either side of the A22 (London Road), which should be sufficient to accommodate the moderate levels of pedestrian footfall associated with the retail and commercial units either side of the A22 (London Road). A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

No advisory cycle lanes and advanced stop lines are provided as part of the outline measures proposed at this junction. Should they be introduced, initially as advanced stop lines at the signals, then the capacity of the junction will be reduced

Impact on existing pedestrian signals

The existing crossing width of the pedestrian signals to the north of the junction will be increased as part of the outline measures, and would therefore need to be assessed in capacity terms. An increased cycle time in conjunction with the signals being linked to signalisation of the A22 (London Road) / A22 (Station Road) (Please refer to section 2.2), would need to be fully assessed to appreciate any capacity implications.

Servicing implications

The existing servicing lay-by on the western side of London Road north of the junction may need to be reduced in length in order to accommodate the changes needed at the junction. It is understood that this lay-by may currently service the retail outlets adjacent to the bay and therefore the servicing requirements would need to be fully understood and discussed with relevant stakeholders should these proposals be progressed.

Construction implications e.g. diversions, bus routes etc

Introduction of any outline improvement measures may have a significant impact on the existing network during the construction sequences. Traffic Management including potential bus route diversions, as well as servicing provisions and emergency vehicle considerations would need to be fully assessed and a detailed method statement produced as appropriate.

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £117,360 (please refer to Appendix B for further details).

2.2 Junction 2: A22 (London Road) with A22 (Station Road)

Existing situation

This is a three arm priority junction on the A22, and marks the start of a one-way clockwise loop, for south bound A22 traffic flows. To the north of this junction there is two-way traffic flow along London Road. Located immediately to the east side of the junction is a fire station which is accessed from the minor arm of Station Road, via a dedicated lane between the two traffic islands which separate the right and left turning lanes from this arm. 'Wig-Wag' signs and stop lines are present on Station Road and London Road for responses to emergencies.

Footways are present along the entire length of both sides of each arm and vary in width between 2 and 4 metres. There are no controlled crossing facilities on London Road at the junction. However, there are uncontrolled pedestrian crossings on Station Road.

Outline improvement measures

The potential measures considered at this junction include the following:

- signalisation of the junction, including introduction of an additional lane on London Road, and also controlled crossing points on Station Road; and
- linking the junction with the signalised pedestrian crossing on London Road and possibly also with signals proposed as part of works to Junction 3: A22 (London Road) / Lingfield Road (please refer to section 2.3).

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians crossing Station Road. The additional lane on London Road adjacent to the fire station would allow greater numbers of vehicles through the junction, whilst signalisation of Station Road may aid movements further along the one way route such as allowing vehicles onto London Road from Moat Road.

In addition by linking with a number of junctions via SCOOT or other similar signal packages the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Fire station considerations;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Construction implications e.g. diversions, bus routes etc.; and
- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Third Party Land Take requirements

In order to introduce the additional lane along London Road, widening is required into the fire station forecourt and possibly adjacent third party land owners. This may potentially require agreements with these land owners, or Compulsory Purchase Orders and would result in alterations to private drainage and street lighting provisions. The extent of local authority/highway

ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Fire station considerations

Further to the above note on third party land take requirements, once any agreements have been reached with regards to using the fire station land, further liaison would be needed with the fire station to ensure access/egress to the station can be maintained at all times, as well as vehicle movements within the Station.

Potential pedestrian safety impact due to reduced footway widths

Although footway widths are generally maintained within the vicinity of this junction, there are points at which the footways are narrowed as well as a short length of new footway being introduced to the west of the fire station. The outline improvement measures illustrate at least a 2m wide footway being provided including the new provision near to the fire station forecourt. No specific footway is provided across the forecourt of the fire station, but should these options be progressed then a safety audit should be carried out to determine any safety concerns. A pedestrian count survey may also be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £155,232 (please refer to Appendix B for further details).

2.3 Junction 3: A22 (London Road) with Lingfield Road

Existing situation

This is currently a three arm mini-roundabout junction between the major arm, A22 (London Road), running north-west to south-east and the minor arm, Lingfield Road, connecting from the north-east. Each arm has a single lane of traffic running in each direction. A bus bay is provided on London Road immediately to the north-west of the junction for northbound vehicles. To the south east the highway alignment is constrained by an existing bridge over a dismantled railway line.

Footways are currently provided along the entire length of both sides of the highways on each arm in proximity to the junction. Refuge islands are provided on each arm of the mini-roundabout.

Proposed improvement measures (West Sussex County Council)

There is a current proposal to signalise the junction, with flared approaches on all arms to accommodate turning movements. Dedicated pedestrian phases would be incorporated into the proposed signal arrangement for the junction. Advanced cycle stop lines are proposed for each arm of the junction.

Outline improvement measures

The potential measures considered at this junction would constitute alterations to West Sussex County Council's proposed improvements and include the following:

- removal of the advanced stop lines on all approaches as proposed in West Sussex County Council's signalisation scheme in the interests of maximising capacity gains. It should be noted that the other junctions considered in this report have not included for advanced stop lines at this stage;
- removal of the existing north eastern footway on the bridge across the dismantled railway line, including the length of footway continuing southwards to the access junction, and introduction of new carriageway construction in its place with appropriate structural improvements to the bridge as deemed necessary; and
- Inclusion of a new cantilevered footbridge on the north eastern side of the bridge, together with a new footway provision to the southeast of the bridge.

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians over the bridge. By removing the existing footpath and replacing with an additional traffic lane greater numbers of vehicles will be able to pass through the junction and over the bridge. Separating the footpath will provide a safe route for pedestrians whilst opening up possible links for cyclists and pedestrians alike along the dismantled railway line.

In addition by linking with a number of junctions via SCOOT or other similar signal packages the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Construction implications e.g. diversions, bus routes etc.; and

- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road). In addition there is an electricity sub station located at the northern end of the bridge, adjacent to the proposed cantilevered footway. As part of the detailed design, consultation will be necessary with all statutory undertakers but especially with the electricity supplier to ensure appropriate footway widths can be maintained and necessary licence agreements as appropriate are provided.

Third Party Land Take requirements

In order to introduce the new traffic lane and separate footpath over the dismantled railway line which also continues further south it may be necessary to liaise with Network Rail and possibly other third party land owners, should the land be outside of the council owned areas. This may potentially require agreements with these land owners, or Compulsory Purchase Orders and would result in alterations to private drainage and street lighting provisions. The extent of local authority/highway ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Potential pedestrian safety impact due to reduced footway widths

Although a new footway is to be provided adjacent to the existing bridge, there may be specific points at which the footways are narrowed locally, such as near to the existing electricity sub station. A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road). However, even though the advanced cycle lines have been removed, the new footway provision may open up possible future linkages with the dismantled railway line.

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road). In addition due to potential structural improvement measures needed at the bridge, there may be substantial Traffic Management requirements during the construction/strengthening stages which would need to be fully addressed and discussed with all appropriate stakeholders. Structural assessments of the bridge will need to be carried out to determine any strengthening requirements in addition to the design of the additional cantilever footbridge.

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The works cost estimate for the outline improvement measures associated with this junction is approximately £198,576 (please refer to Appendix B for further details). West Sussex County Council's current estimate for its proposed improvements is around £187,000. It should be noted, therefore, that the combined cost of all proposed improvements to this junction is approximately £385,000,

2.4 Junction 4: A22 (London Road) with Imberhorne Lane

Existing situation

This is currently a three arm signalised junction between the major arm, A22 (London Road), running from north-west to south-east and the minor arm, Imberhorne Lane, connecting from the south.

London Road consists of a single lane running in each direction which is flared on both arms in proximity to the junction to create dedicated straight ahead and turning lanes. Similarly, the minor arm, Imberhorne Lane is flared in proximity to the junction to create dedicated right and left turning lanes.

Footways are currently provided along the entire length of both sides of the highways on each arm in proximity to the junction. They are generally between 1.5m and 2m in width. A pedestrian phase across the northern arm of London Road is incorporated into the existing signals at this junction. An uncontrolled crossing point is marked across the minor arm, Imberhorne Lane.

Outline improvement measures

The potential measures considered at this junction include the following:

- improvements to the pedestrian facilities by introducing pedestrian crossing phases into the existing signals for Imberhorne Lane and also the southern arm of London Road;
- widening on the eastern side of London Road into existing footway areas and private land in order to provide three lanes of traffic prior to the junction allowing for two straight ahead lanes with an additional length of right turn only lane; and
- linking of this junction with Junction 5: A22 (London Road) / A264 (Copthorne Road) signalised junction (please refer to section 2.5).

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians. The introduction of an additional lane on London Road would commence approximately 100m prior to the stop line, with the two straight ahead lanes continuing through the junction for approximately a further 140m before merging back to a single straight ahead lane.

The improved pedestrian provision on both London Road and Imberhorne Lane will enable pedestrians to cross safely opening up access to both sides of the A22 even though the crossing distances are increased on London Road. In addition by linking with a number of junctions via SCOOT or other similar signal packages pedestrian crossing phases and the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Individual property access considerations;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Impact on existing pedestrian signals;
- Construction implications e.g. diversions, bus routes etc.; and
- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Third Party Land Take requirements

In order to introduce the additional lane along London Road, widening is required into the gardens of properties adjacent to the junction on the eastern side of London Road. This may potentially require agreements with these land owners, or Compulsory Purchase Orders. The extent of local authority/highway ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Individual property access considerations

In addition to the third party land take requirements as noted above, there are also potential access considerations that need to be fully appreciated. The properties on the eastern side of London Road appear to have vehicular access points that would need to be maintained during any construction phase and also provided for in any new alignment proposed. The local authorities' access design standards would need to be adhered to in any proposal and therefore early understanding of the requirements may be beneficial.

Potential pedestrian safety impact due to reduced footway widths

In order to widen the carriageway to increase the capacity of the junction the existing footway widths may need to be reduced in specific locations. At present footway widths along this section of the A22 (London Road) vary between 1.5m and 2m wide. The outline improvement measures illustrate a 2m wide footway along the eastern side of London Road in the proximity of the junction. A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £346,752 (please refer to Appendix B for further details).

2.5 Junction 5: A22 (London Road) with A264 (Copthorne Road)

Existing situation

This is currently a three arm signalised junction between the major arm, A22 (London Road), running from north to south and the minor arm, A264 (Copthorne Road) which links to the M23, connecting from the west.

London Road consists of a single lane running in each direction which is flared on both arms in proximity to the junction to create dedicated straight ahead and turning lanes. Similarly, the minor arm, Copthorne Road is flared in proximity to the junction to create dedicated right and left turning lanes.

Footways are currently provided along the entire length of both sides of the highways on each arm in proximity to the junction. No pedestrian phases are incorporated into the existing signals at this junction, although uncontrolled crossing points including central refuge islands are provided on London Road on both the southern and northern arms. No pedestrian refuge is provided on the minor arm.

Outline improvement measures

The potential measures considered at this junction include the following:

- improvements to the pedestrian facilities by introducing pedestrian crossing phases into the existing signals for all arms;
- widening on the eastern side of London Road to allow two lanes of traffic southbound through the junction, widening of the two lanes entering London Road from Copthorne Road thereby allowing two lanes of traffic to turn right, and slackening of the bend from London Road (South) to Copthorne Road in order to ease the movement towards the M23; and
- linking of this junction with Junction 4: A22 (London Road) / Imberhorne Lane signalised junction.

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians. It is understood that the movements from Copthorne Road to London Road (south) and vice versa are the predominate movements due to the link with the M23. Therefore slackening of the bend for movements towards Copthorne Road will aid the efficiency of the junction especially for larger HGV's. Similarly for inbound movements from the M23 the two existing traffic lanes have been widened and lane markings adjusted to allow for two lanes turning right.

The improved pedestrian provision on both London Road and Copthorne Road will enable pedestrians to cross safely opening up access to both sides of the A22. In addition by linking with a number of junctions via SCOOT or other similar signal packages the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Impact on existing pedestrian signals;
- Construction implications e.g. diversions, bus routes etc.; and

- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road)

Third Party Land Take requirements

In order to introduce the short length of additional lane along London Road, widening is required into the footway areas and potentially third party land on the eastern side of London Road. This may potentially require agreements with these land owners, or Compulsory Purchase Orders. The extent of local authority/highway ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Potential pedestrian safety impact due to reduced footway widths

In order to widen the carriageway to increase the capacity of the junction the existing footway widths may need to be reduced in specific locations such as at the bend leading from London Road (south) to Copthorne Road. The outline improvement measures illustrate a 2m wide footway along the eastern side of London Road in the proximity of the junction, together with a reduction to 2m footway width on the western side around the bend. A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £129,168 (please refer to Appendix B for further details).

3. Professional opinion on likely additional capacity

Using the outline improvement plans discussed in Section 2 and illustrated in Appendix A, the likely additional capacity benefits resulting from these improvement measures has been considered. It should be noted that the estimated additional capacity benefits take into account all the measures outlined above, including the potential gains from linking signals, such as UTC or SCOOT.

Noting that no traffic flow data is available and hence the indicative nature of this assessment, please see Table 3.1 below illustrating potential benefits that may result:

Table 3.1 – Professional opinion on likely percentage traffic increases achievable at each of the five junctions as a result of improvements to the junctions

Junction	Improvement measures	Likely percentage capacity benefit
Junction 1 and 2	*Adding a 3rd lane through Moat Road, and a 2nd lane for around 25m on the London Road (NW) approach to Junction 1*	*up to 10%*
Junction 3	*Adding an additional traffic lane across the bridge*	*Up to 5%**
Junction 4	*A third lane is proposed to be added on London Road (E)*	*at least 10%*
Junction 5	*Creation of an additional eastbound exit lane and the redesignation of one of the Copthorne Road entry lanes (thus 2 lanes to be made available for right-turning traffic)*	*at least 5%*

* the likely percentage capacity benefit of up to 5% associated with junction 3 is in comparison to the existing junction (i.e. before the WSCC proposed improvements have been implemented).

Please note that this assessment is indicative and not based on any detailed traffic flow data. For each of the above, the potential for capacity increases would be decreased if substantial blocking-back is currently experienced through the junctions and the corridor.

4. Summary

As part of Atkins Transport Planning and Management's engagement by the Department for Transport's (DfT) Housing Growth and Eco-Town team, further advice and understanding has been requested by Mid Sussex District Council on some of the issues raised in the Stage 1 Report of March 2009.

This Technical Note aims to address some of these issues namely providing more detail with regards to the proposed improvements for the junctions identified within the March 2009 report.

Each of the key junctions identified has been reassessed in design terms together with inclusion of indicative construction costs and a professional opinion on the likely capacity benefits of introducing these improvement measures. It should be noted that no traffic data is available for the junctions and thus the professional opinion is indicative only. For a more accurate assessment of the potential for the improvements to result in capacity increases, traffic surveys would need to be undertaken to provide traffic flow data, along with site observations during the peak periods to determine whether there is any blocking-back through the junctions and the corridor.

At this stage vehicular and pedestrian movements have been fully considered but cycle provision facilities have been removed on the existing busy road network.

Appendix A
Outline Improvement Measure Plans

NEW FOOTWAY PROVISION

ADDITIONAL STRAIGHT AHEAD LANE

JUNCTION TO BE SIGNALISED WITH NEW PEDESTRIAN CROSSING FACILITIES ON STATION ROAD

PEDESTRIAN CROSSING TO BE LENGTHENED

PROPOSED NEW PEDESTRIAN REFUGE ISLAND

2 NO. STRAIGHT AHEAD LANES

Fire Station

STATION ROAD

LONDON ROAD

MOAT ROAD

Club

Church

Church

Moat Church (URC)

126.8m

127.5m

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 1 & 2

1:500

EXISTING WALL TO BE MODIFIED LOCALLY TO MAXIMISE FOOTWAY WIDTH AT SUB-STATION

ELECTRICITY SUB-STATION

TRIEF KERB OR SIMILAR TO BE INTRODUCED AS PROTECTION TO WALL FROM VEHICULAR DAMAGE

EXISTING WALL TO REMAIN

POSSIBLE CANTILEVER FOOTWAY

El Sub Sta

Dismantled Railway

ED & Ward Bdy

GRINSTEAD

1 to 9 Fernside

Sloping Wall

Maypole House

219 to 225

123.1m

1. PROPOSED ALTERATIONS TO CURRENT TRAFFIC SIGNALISED JUNCTION PROPOSAL ARE INDICATED IN BLACK AND INCLUDE REMOVAL OF CYCLE ADVANCE STOP LINES

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA, WEST SUSSEX COUNTY COUNCIL'S SIGNALISED JUNCTION DESIGN PROPOSAL AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 3

1:500

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

NEW FOOTWAY PROVISION PARTIALLY WITHIN 3rd PARTY LAND

ADDITIONAL STRAIGHT AHEAD LANE

ADDITIONAL STRAIGHT AHEAD LANE

NEW PEDESTRIAN CROSSING PROVISION

NEW PEDESTRIAN CROSSING PROVISION

ATKINS™

JUNCTION 4

1:500

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

N

Travel Inn

London Road

The Star Inn PH

LANES WIDENED AND LANE MARKINGS ADJUSTED

Copthorne Road

CARRIAGEWAY WIDENED TO PROVIDE 2 LANES FOR SHORT LENGTH

RADIUS OF BEND SLACKENED

FELBRIDGE COURT

Fel Bridge El Sub Sta

ATKINS™

JUNCTION 5

1:500

Appendix B
Indicative Construction Cost Estimates

Indicative Construction Cost Estimates

	Junction 1	Junction 2	Junction 3	Junction 4	Junction 5
Site Clearance	3,000	2,500	2000	7,100	2,500
Drainage	16,200	16,200	5000	35,900	8,100
Earthworks	1,300	1,200	800	9,000	800
Carriageway Construction	9,100	4,800	4,800	41,000	2,600
Footways & Paved Areas	2,600	1,400	3,000	9,400	2,100
Traffic Signs & Markings	3,000	5,400	1000	9,900	3,500
Street Lighting	5,300	5,300	5,300	12,500	4,100
Traffic Signals	20,000	40,000	5,000	40,000	40,000
Landscaping	1,000	1,000	1,000	1,000	1,000
Traffic Management	20,000	30,000	40,000	40,000	25,000
Garden Walls				35,000	
Bridge Improvements			70,000		
Total	**81,500**	**107,800**	**137,900**	**240,800**	**89,700**
Preliminaries (20%)	16,300	21,560	27,580	48,160	17,940
Sub total	**97,800**	**129,360**	**165,480**	**288,960**	**107,640**
Contingencies (20%)	19,560	25,872	33,096	57,792	21,528
Grand Total	**£117,360**	**£155,232**	**£198,576**	**£346,752**	**£129,168**

Note:

Estimates are indicative only based upon rates from SPONS 1999 factored to 2009 prices using the retail price index. Please note that the cost may increase, as well as decrease as part of any further detailing.

No costs associated with any potential stats diversion/protection measures have been included, nor costs associated with any 3rd party land take requirements, nor linking of traffic signals using SCOOT or a similar signal package.

East Grinstead Transportation Advice – 2nd Stage

Report of Tasks 1 & 2

Final Report

Notice

This report was produced by Atkins Transport Planning and Management for *West Sussex County Council* for the specific purpose of transportation advice related to housing growth in East Grinstead.

This report may not be used by any person other than *West Sussex County Council* without *West Sussex County Council's* express permission. In any event, Atkins accepts no liability for any costs, liabilities or losses arising as a result of the use of or reliance upon the contents of this report by any person other than *West Sussex County Council*.

Document History

JOB NUMBER: 5087422			DOCUMENT REF: Stage 2 Report Tasks 1 & 2 Final.doc			
4	Final	RF	HN	HN	HN	25SEP09
3	Final Draft	RF	HN	HN	HN	23SEP09
2	Draft for Comment	RF	HN	HN	HN	04SEP09
1	Draft	RF	HN	HN	HN	03SEP09
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Contents

Section Page

List of Tables

List of Figures

Appendices

1. Introduction

1.1 Background

As part of a study commissioned by the Department for Transport (DfT), Atkins Transport Planning and Management (Atkins) undertook an initial strategic study examining transportation issues relating to the delivery of approximately 2,500 dwellings in East Grinstead. Previous work has shown that a bypass would be required in order to alleviate traffic within the town in order to accommodate increased development traffic. Atkins' study put forward an outline strategy for improving sustainable transport and some suggestions for upgrades to key junctions on the A22 London Road that could be implemented to enable a proportion of development to come forward without the need for a major transportation intervention.

Additional advice and understanding is required by Mid-Sussex Distinct Council on some of the issues raised in the Stage 1 Report of March 2009 (March 2009 Report) to inform decisions on development allocations within its emerging Core Strategy. The Council also requires further clarification of the methodology and assumptions contained within the March 2009 Report to provide greater confidence in the outputs, particularly in relation to the development capacity indicated in the report.

1.2 Methodology

Our proposed methodology is in response to the deliverables set out in the brief that was provided as part of the invitation to tender for the project (Appendix A), and a meeting between Atkins and West Sussex County Council, Mid Sussex District Council and East Grinstead Town Council (The Councils) on the 21st of July 2009.

Task 1

We will provide further clarification of the detailed points (listed below) that have arisen out of our report provided to the Councils in March 2009.

a) Provide clarification of the assumptions used to derive the levels of new housing (taken from TEMPRO) in Stage 1 and the consistency with the most up to date housing projections published Mid Sussex District Council. We will make a comparison and check the consistency between TEMPRO data for East Grinstead with the proposed level of housing and its geographical distribution identified by Mid Sussex District Council. Where possible we will distribute and assign this traffic where it is likely to impact upon the network. This would be dependant on the TEMPRO dataset being of a sufficient level of detail.

b) Provision of a justification of the use of a five percent traffic threshold used in the March 2009 report. The justification will take account of proposed local junction improvements on the A22 within the town that are to be provided as part of Task 3 of the commission. Prior to undertaking the detailed junction modelling outlined in Task 3b, we will provide our professional opinion on the likely additional capacity that may be obtained if the improvements outlined in Task 3a were to be implemented.

c) Provide a written analysis of the potential likely impact upon the analysis within the March 2009 report of not including non-surveyed cross-cordon movements such as Crawley Down Road, Imberhorne Lane, Dunnings Road, and Wilderwick Road. We will provide reference to the likely impact upon these local roads as a result of the growth in traffic and the delivery of additional capacity at the A22 junctions.

d) Provide evidence to support and demonstrate the achievability of the reduction in vehicular trips that were set out in the March 2009 report. This work will also take into consideration the potential impact of the Thameslink proposals on travel characteristics in East Grinstead.

e) A written commentary on the likely impacts of a reduction of employment levels in East Grinstead, with specific reference to being able to achieve sustainable patterns of transport. Specifically, we will provide a qualitative assessment of any potential relationship between a reduction in the scale of employment to be provided and the level of internalisation of trips that could be achieved.

f) Provision of evidence that greater levels of internalisation can be achieved, thus assisting in reducing the vehicular trip rates. This will look at internalisation of trips in the development site and provide evidence and examples, using reasonably comparable towns, where this has been achieved.

g) Provide evidence to demonstrate how a 10 percent modal shift away from existing vehicular trips might be achieved in East Grinstead. We will provide an outline framework of a sustainable transport strategy for the town that not only will achieve a more sustainable modal share for the strategic development, but that will also deliver modal shift of existing vehicular trips.

Task 2

Where the work within Task 1 results in changes to the original assumptions in the March 2009 Report we will revise the spreadsheet model and update the outputs with regards to the level of strategic housing that can be delivered without the need for a major transport intervention, specifically a bypass of the town.

Task 2 will also be required to be undertaken once the detailed traffic modelling of the junctions as part of Task 3b has been completed to take account of more refined capacity benefits that can be achieved though the improvements.

Task 3

Refine the designs for the proposed improvements to the junctions identified within the March 2009 report. As part of Task 3 we propose to:

Provide one outline design at a scale of 1:500, based upon Ordnance Survey data and onsite inspections, for each of the following junctions:

- A22 (London Road) with A264 (Moat Road);
- A22 (London Road) with A22 (Station Road);
- A22 (London Road) with Lingfield Road;
- A22 (London Road) with A264 (Copthorne Road); and,
- A22 (London Road) with Imberhorne Lane.

We will also provide a written report examining issues in relation to deliverability and provide an outline indicative construction cost for delivering the improvements.

The outline design for the A22 with Lingfield Road junction will also include an indicative alignment for the provision of a pedestrian and cycle bridge parallel to the existing road bridge across the disused railway line.

2. Task 1: Clarification of Stage 1 Report

2.1 Task 1a: Housing Projection Assumptions

2.1.1 Background

Atkins was provided with traffic survey data from the 2006 East Grinstead cordon traffic survey by WSCC. Traffic flows were considered at six key locations around East Grinstead as follows:

- Node 1: A264 Copthorne Road, west of Felbridge;
- Node 2: A22 north of East Grinstead;
- Node 3: A264 Holtye Road, east of East Grinstead;
- Node 5: A22 South of East Grinstead;
- Node 6: Lingfield Road; and
- Node 7: B2110 Turner's Hill Road.

The AM and PM Peak Hours were first determined by totalling all the traffic passing the six nodes for each hour, then identifying the hourly period with the highest total volume of traffic for the AM and the PM periods. The AM Peak Hour was determined as 0745-0845 hours and the PM Peak Hour was determined as 1800-1900 hours. The AM Peak Hour was found to have the highest volume of vehicles, and thus only the AM Peak Hour was used for the assessment.

A growth rate was obtained from TEMPRO version 5.4 for the East Grinstead (main) zone to increase the 2006 flows to 2021 levels. The level and location of housing provision assumed by TEMPRO for the 2006-2021 period has been investigated as outlined below.

2.1.2 Housing assumptions within TEMPRO

TEMPRO Planning Data Version 5.4 Guidance Note

Firstly, the Department for Transport (DfT)'s "*TEMPRO Planning Data Version 5.4 Guidance Note"* (February 2008) was consulted. Table 4-5 of this document lists the regional planning documents used to produce district dwelling input assumptions. Section D3 of the South East Plan (March 2006) is identified as the planning document used for the South East.

Table H1 within Section D3 of the South East Plan identifies the housing provision and average annual growth rate for 2006-2026 for Mid Sussex as 14,100 and 705 dwellings respectively. However, housing provision for zones within Mid Sussex is not detailed. (It should be noted that the provision of dwellings within Mid Sussex from the March 2006 Draft South East Plan has been revised upwards to 17,100 dwellings as part of the May 2009 adopted South East Plan. However, this increase has not yet been incorporated into TEMPRO).

TEMPRO program

The TEMPRO program itself was therefore interrogated, which revealed housing assumptions for the East Grinstead (main) zone in Table 2.1 below, upon which the growth rate is based.

Table 2.1 – Standard housing assumptions for East Grinstead (main) zone within TEMPRO v5.4

Scenario	No. of households
2006	10,526
2021	12,535
Difference	2,009

No indication is provided regarding where this development is planned within the East Grinstead (main) zone.

2.1.3 Mid Sussex District Council's Strategic Housing Land Availability Assessment

MSDC's Strategic Housing Land Availability Assessment (SHLAA) was obtained to understand the latest predictions for planned housing development in East Grinstead in order to provide a robust assessment of the housing assumptions used in TEMPRO.

The growth rate derived from TEMPRO was for the East Grinstead (main) zone, and thus the planned housing development in the five East Grinstead wards identified within the SHLAA has been used to represent an equivalent geographical area. The five wards are as follows:

- East Grinstead Ashplats Ward;
- East Grinstead Baldwins Ward;
- East Grinstead Herontye Ward;
- East Grinstead Imberhorne Ward; and
- East Grinstead Town Ward.

Appendix 3 of the SHLAA (included as Appendix B in this report) provides a schedule of all identified sites considered through the SHLAA and the data is summarised in Table 2.2 below by each of the five wards between 2006 and 2026.

Table 2.2 – Proposed future dwellings within East Grinstead wards from MSDC's SHLAA

Ward / scenario	Years 1-5	Years 5-10	Years 11+	Total
Ashplats	247	22	0	269
Baldwins	77	210	0	287
Herontye	39	0	0	39
Imberhorne	336	690	0	1026
Town	349	134	75	558
Total	1048	1056	75	2179

In order to consider the capacity for a strategic housing development at the Imberhorne Farm site, the housing provision for this site assumed within the SHLAA has been isolated for removal. The Imberhorne Farm development figures are shown in Table 2.3 below.

Table 2.3 – Proposed future housing at Imberhorne Farm from MSDC's SHLAA

Development	Years 1-5	Years 5-10	Years 11+	Total
Imberhorne Farm	180	390	0	570

Table 2.4 then shows the proposed future housing within East Grinstead from the SHLAA without the strategic housing development at Imberhorne Farm, and shows the resulting proportion of development that is due to take place within each ward.

Table 2.4 - Proposed future housing within East Grinstead wards from MSDC's SHLAA without the strategic housing development at Imberhorne Farm

Ward / scenario	Years 1-5	Years 5-10	Years 11+	Total	% of total
Ashplats	247	22	0	269	16.7%
Baldwins	77	210	0	287	17.8%
Herontye	39	0	0	39	2.4%
Imberhorne (without Imberhorne Farm)	156	300	0	456	28.3%
Town	349	134	75	558	34.7%
Total	868	666	75	1609	100%

2.1.4 Comparison of housing assumptions between the SHLAA and TEMPRO v5.4

It has been assumed that the dwellings scheduled for development in the "Years 11+" column would be in delivered by 2021. This means that the total housing provision for East Grinstead according to the SHLAA for the period 2009-2021 is 1,609 dwellings, which equates to 134 dwellings per year. Using this annual rate derived from the SHLAA means that the equivalent housing provision for the 2006-2021 period is 2,011 dwellings.

This figure is almost identical to the predicted housing provision assumed by TEMPRO v5.4 as shown in Table 2.1 (2,009 dwellings).

Thus the TEMPRO growth rates used in Stage 1 are considered suitable for calculating the growth within East Grinstead without the strategic housing development at Imberhorne Farm. These growth rates are shown in Table 2.5 below.

Table 2.5 – TEMPRO AM Peak Hour growth rates used in Stage 1

Growth Period	Arrivals	Departures
2006-2021	1.17	1.15

As a result, Table 2.6 below shows the overall inbound and outbound flows for the AM peak hour for the 2006 cordon surveys; 2021 flows using the TEMPRO growth rates; and, the difference between them, as used in Stage 1.

Table 2.6 – Overall AM Peak Hour traffic flows for 2006, 2021 and difference between them

Scenario	Direction	Overall traffic flow
2006	Total inbound	3122
	Total outbound	3200
2021	Total inbound	3665
	Total outbound	3680
Difference	Total inbound	543
	Total outbound	480

The "difference" figures show the additional traffic that is expected to be generated by developments in East Grinstead **without** the Imberhorne Farm development and reflects existing travel patterns.

2.1.5 Distribution and assignment of development traffic to road network

Having corroborated the TEMPRO growth rate assumed in Stage 1, the distribution of development traffic has been considered to understand where it is likely to impact upon the network.

This has been done by apportioning the 2006-2021 overall development traffic (without the Imberhorne Farm development) to the road network in proportion to the volume of proposed housing development within each ward, with the resulting figures shown in Table 2.7 below.

Table 2.7 – Apportionment of AM Peak Hour development traffic (minus the Imberhorne Farm development) by ward

Ward	% of total development	Total inbound flow	Total outbound flow
Ashplats	16.7%	91	80
Baldwins	17.8%	97	86
Herontye	2.4%	13	12
Imberhorne	28.3%	154	136
Town	34.7%	188	166
Total	100.0%	543	480

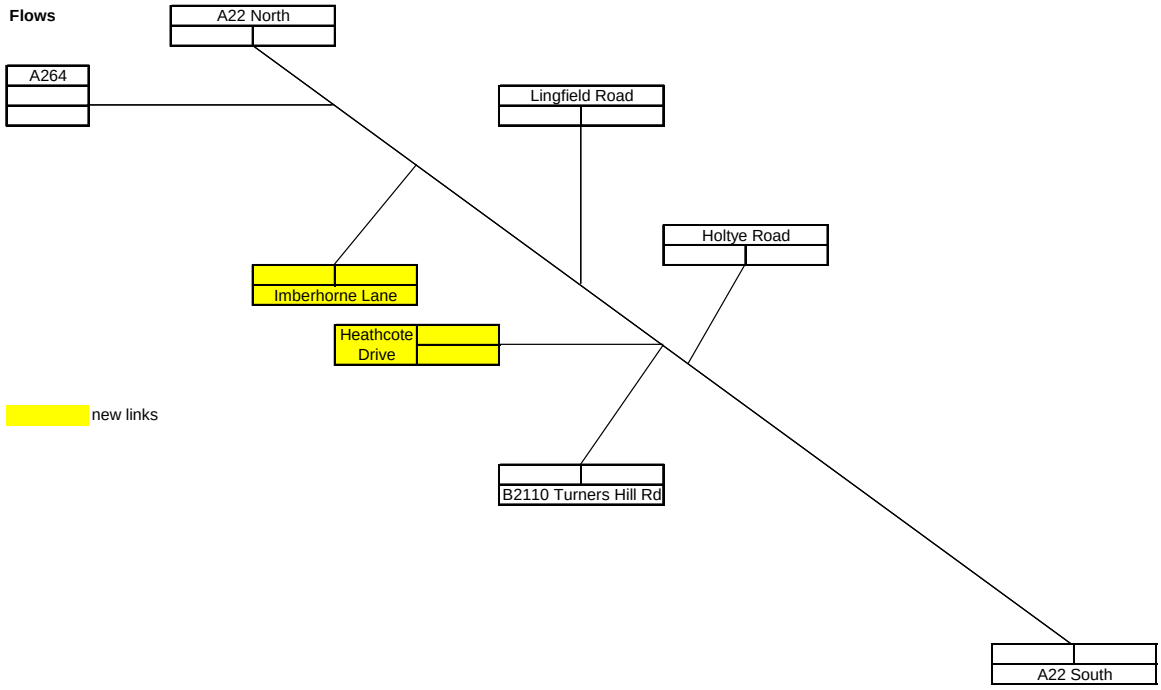
The development traffic for each ward has been assigned to the network using a "first principles" analysis, by identifying, where possible, the most likely node from the 2006 survey that traffic from each ward is likely to use as outlined in Table 2.8 below.

Table 2.8 – Assumed road used by traffic from each ward according to a "First Principles" analysis

Ward	Road
Ashplats	Holtye Road
Baldwins	Lingfield Road
Herontye	50% B2110 Turners Hill Road / 50% Imberhorne Lane
Imberhorne	50% Imberhorne Lane / 50% Heathcote Drive
Town	Distribute between all arms in accordance with proportions from 2006 cordon survey data

It should be noted that Imberhorne Lane and Heathcote Drive did not form part of the 2006 cordon survey, but are the most obvious roads to use to access the A22 for development within the Imberhorne ward. Therefore, two new arms have been added to the network diagrams from Stage 1 as shown in Figure 2.1 below.

Figure 2.1 – Revised road network



In order to distribute development traffic from the town centre, the traffic distribution from 2006 cordon survey data as shown in Table 2.9 below has been used.

Table 2.9 – Distribution of AM Peak Hour traffic using 2006 cordon survey data

Road	Total inbound	Total outbound
A264	15.3%	24.8%
A22 North	15.1%	13.3%
Lingfield Road	10.2%	11.4%
Holtye Road	19.2%	9.1%
A22 South	21.4%	18.8%
B2110 Turners Hill Rd	18.7%	22.5%
Total	100%	100%

Table 2.10 shows the results of distributing traffic in accordance with the principles from Table 2.7, Table 2.8 and Table 2.9.

Table 2.10 – Distribution of AM Peak Hour development traffic without the strategic development at Imberhorne Farm to revised road network

Road	Total inbound	Total outbound	Total
A264	29	41	70
A22 North	28	22	50
Lingfield Road	116	105	221
Holtye Road	127	95	222
A22 South	40	31	71
B2110 Turners Hill Road	42	43	85
Heathcote Drive	77	68	145
Imberhorne Lane	84	74	158
Total	543	480	1023

The flows in Table 2.10 have been added to the 2006 cordon survey flows to show the anticipated traffic flows in 2021 without the strategic development at Imberhorne Farm. Figure 2.2 and Figure 2.3 below compare the anticipated 2021 traffic flows from Stage 1 with those for the revised network diagram without the strategic development at Imberhorne Farm. It should be noted that the traffic flows for the Imberhorne Lane and Heathcote Drive links only consist of development flows without the strategic development at Imberhorne Farm due to the lack of existing survey data on these roads. Likewise, these links did not appear within the Stage 1 network diagrams and thus no comparison can be made between Stage 1 and the revised network for these links.

Figure 2.2 – 2021 AM Peak Hour traffic flows from Stage 1

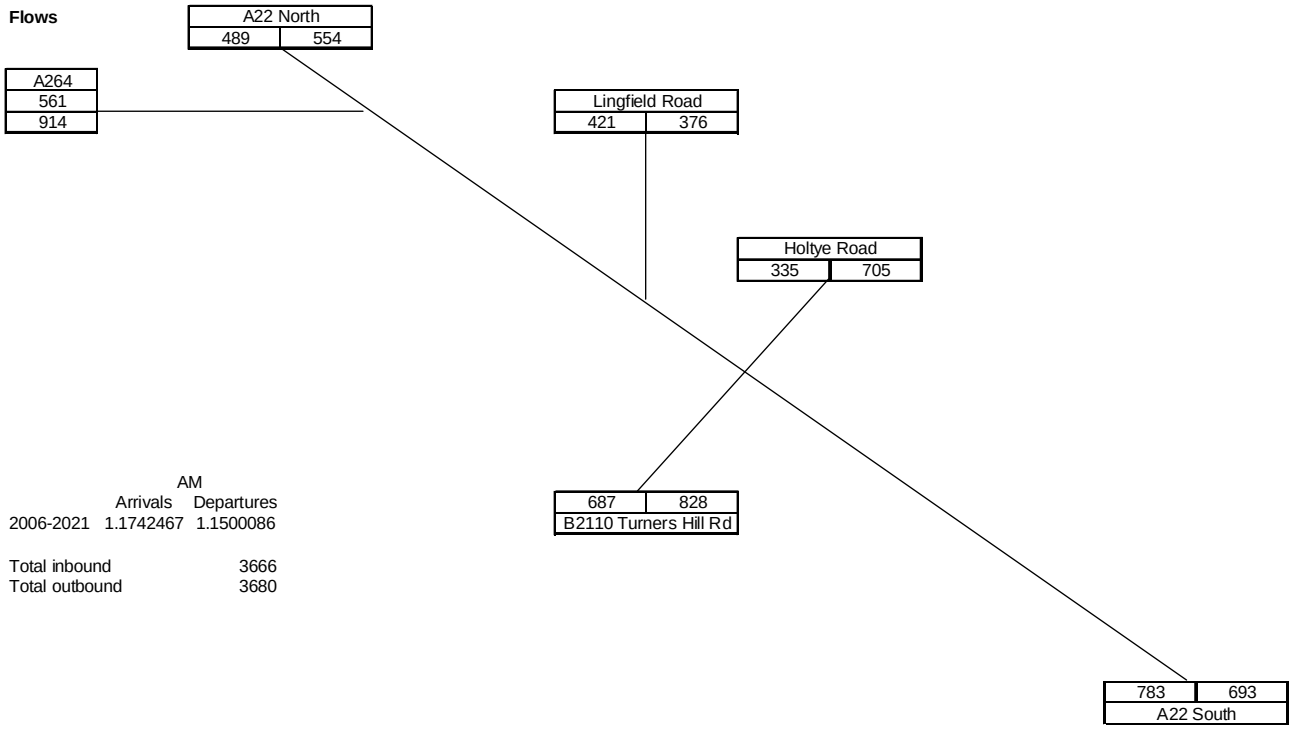


Figure 2.3 – 2021 AM Peak Hour traffic flows using revised network <u>without</u> the strategic development at Imberhorne Farm

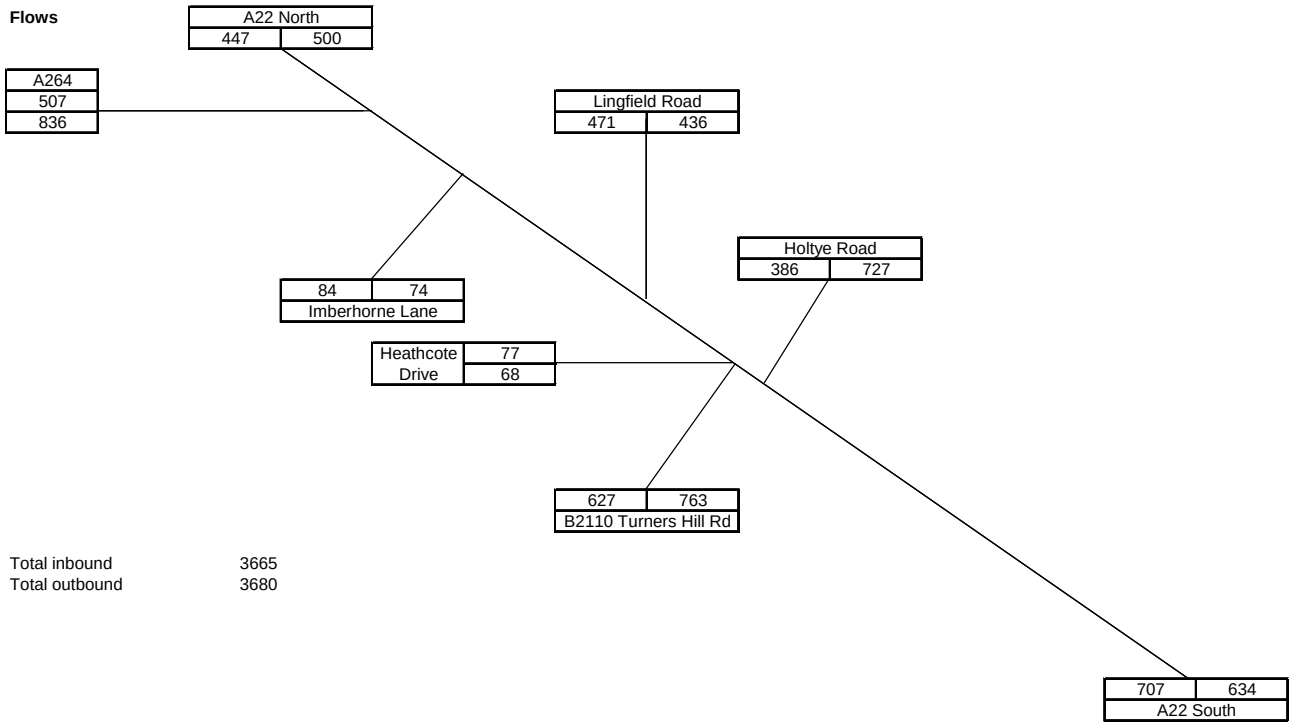


Figure 2.2 and Figure 2.3 above show that in comparison to Stage 1, the revised distribution of traffic shows that traffic flows at the following nodes have reduced:

- A264;
- A22 North;
- A22 South; and
- B2110 Turners Hill Road.

While traffic flows at the following nodes have increased:

- Lingfield Road; and
- Holtye Road.

The decreases can be explained by the revised distribution of traffic and addition of two new links. The Stage 1 flows were purely devised by increasing the flows at each node by the TEMPRO growth rate. The revised distribution considers the location of the development traffic. As a result, little traffic has been assigned to the A264, A22 North, A22 South and B2110 Turners Hill Road links, so that the flows are not as substantial as Stage 1. In addition, the total development traffic is the same as Stage 1, but has now also been assigned to the Imberhorne Lane and Heathcote Drive links.

Figure 2.4 shows the percentage increases associated with each node in comparison to the 2006 survey flows for the AM Peak Hour. It should be noted that no percentage increases are available with the Imberhorne Lane and Heathcote Drive links as these did not form part of the 2006 cordon survey.

Figure 2.4 – 2021 AM Peak Hour increases in traffic without the strategic development at Imberhorne Farm in comparison to 2006 cordon survey flows

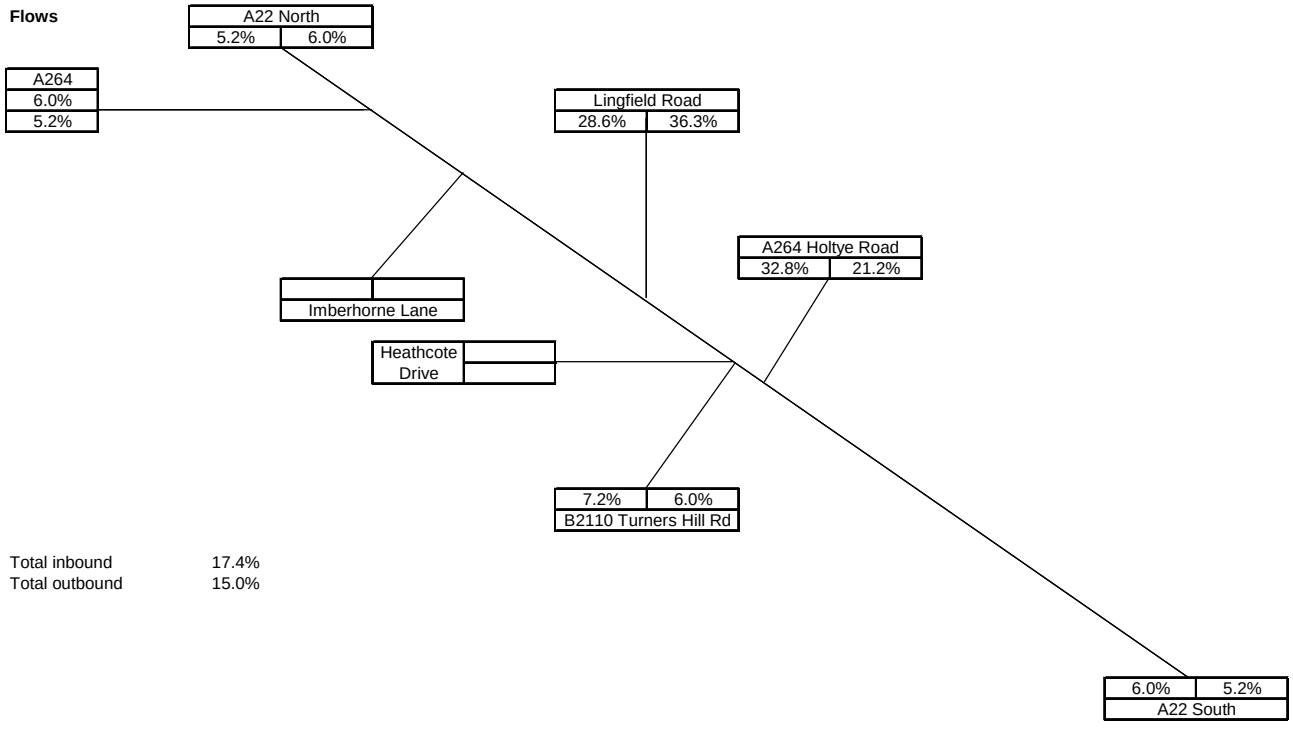


Figure 2.4 shows that overall traffic is anticipated to increase by between 15 and 18 percent, while the largest increases are associated with Lingfield Road, where increases of between 28 and 39 percent are anticipated. Figure 2.4 shows that the forecast percentage increases on the A22 (North and South) and A264 are lower than forecast in the Stage 1 report, while the percentage increases on Lingfield Road, B2110 Turners Hill Road and A264 Holtye Road are generally higher than forecast in the Stage 1 report.

2.2 Task 1b: Traffic Growth Threshold

Task 3 of the assignment involves refining the designs for the proposed improvements to the junctions identified within the March 2009 report - these are five key junctions along the A22 as outlined below.

- **Junction 1:** A22 (London Road) with A264 (Moat Road);
- **Junction 2:** A22 (London Road) with A22 (Station Road);
- **Junction 3:** A22 (London Road) with Lingfield Road;
- **Junction 4:** A22 (London Road) with Imberhorne Lane; and
- **Junction 5:** A22 (London Road) with A264 (Copthorne Road).

A separate technical note and design drawings have been produced for this task, and are included as Appendix C. Table 2.11 below summarises the professional opinion on the additional capacity benefits that are likely to result from these improvement measures. It should be noted that:

- No traffic flow data is available for these junctions and thus the assessment is indicative and based upon experience of the benefits observed from previous similar schemes;
- the potential for capacity increases would be decreased if substantial and consistent blocking-back is currently experienced through the junctions; and
- the estimated additional capacity benefits include the potential gains from linking signals, such as UTC or SCOOT.

Table 2.11 – Professional opinion on likely percentage traffic increases achievable at each of the five junctions as a result of improvements to the junctions

Junction	Improvement measures considered	Likely percentage capacity benefit
Junctions 1 and 2	Adding a 3rd lane through Moat Rd, and a 2nd lane for around 25m on the London Rd (NW) approach to Junction 1	up to 10%
Junction 3	Adding an additional traffic lane across the bridge	Up to 5%*
Junction 4	An additional third lane is proposed on London Rd (E)	At least 10%
Junction 5	Creation of an additional eastbound exit lane and the redesignation of one of the Copthorne Rd entry lanes (thus 2 lanes to be made available for right-turning traffic)	at least 5%

* the likely percentage capacity benefit of up to 5% associated with Junction 3 is in comparison to the existing junction (i.e. before the WSCC proposed improvements have been implemented).

Table 2.11 demonstrates that in the view of Atkins' Highway Engineers, junction capacity and operational efficiency can be increased at each of the junctions by between 5 and 10 percent (subject to detailed modelling) through the implementation of the schemes set out in Table 2.11 and Appendix C.

Therefore, it is considered that the five percent threshold put forward as part of Scenario 4 within our Stage 1 report is robust for the overall network. Higher capacity increases may be possible at individual junctions, such as Junctions 1, 2 and 4 (A22 / A264 Moat Road, A22 London Road / A22 Station Road and A22 / Imberhorne Lane junctions).

2.2.1 Third Party Land Issues

Four of the potential junction capacity and operational efficiency measures identified in the A22 Junction Study Report and summarised above indicate that delivery would potentially require the use of third party land or land not within the public highway. It is worth noting that this report and the A22 junction report are the thoughts of Atkins' Highway Engineers as potential measures and advice to West Sussex County Council. ***WSCC is not contemplating the acquisition of any third party land through negotiation or Compulsory Purchase Order process, in particular where such schemes affect private residential properties.***

Within this context Atkins has also been asked to consider what improvements could be delivered at each junction, and the potential percentage increase in capacity and operation, if the third party land was not utilised. This is considered below.

Junction 1

There is no requirement for third party land or non-highway land at this junction.

Junction 2

If third party land or non-highway land were not available then it would not be possible to deliver an additional straight ahead lane (eastward) outside the fire station. However, the introduction of modern traffic signals and management (UTC or SCOOT), in addition to the ability to deliver an additional lane as part of Junction 1, it is reasonable to conclude that there would still be an increase in capacity/operational efficiency of approximately five percent at this junction.

Junction 3

The third party land and/or non-highway land is required to deliver the pedestrian and cycle bridge, enabling removal of the footway on the northern side of the road bridge, rather than the highway improvements themselves. Without removal of this footway it is not possible to deliver the additional flare lane, reducing the capacity increase to the introduction of modern traffic signals and management (UTC or SCOOT). If the bridge could not be delivered, it is considered that the capacity/operational efficiency improvements are likely to be limited to between one and three percent in comparison to the existing junction (i.e. before the WSCC proposed improvements have been implemented). This could potentially be improved if the junction is linked to the signals that form part of Junctions 1 & 2.

Junction 4

If third party land or non-highway land were not available then it would not be possible to deliver an additional straight ahead lane (eastward). However, with the proposed introduction of modern traffic signals and management (UTC or SCOOT) and its linking to the signals of Junction 5, it is reasonable to conclude that there would be up to a maximum five percent increase in capacity/operational efficiency at this junction, depending upon the balance of traffic flows.

Junction 5

If third party land or non-highway land were not available then it may not be possible to deliver an additional straight ahead lane (eastward) exiting the junction. In that eventuality, and assuming the introduction of modern traffic signals and management (UTC or SCOOT) and its linking to the signals of Junction 4, it is reasonable to conclude that there would be up to a maximum five percent increase in capacity/operational efficiency at this junction, depending upon the balance of traffic flows. It should however be noted that the amount of third party / non-highway land required is very minimal and, at a detailed design stage, it may be possible to introduce all the potential measures within the confines of the public highway.

The potential highway measures are outline designs based upon OS Mapping of the existing situation. More detailed design will be required that will identify the full extent of the highway boundary and it may be possible that the measures identified could be delivered in full or in part

without encroachment onto third party / non-highway land. In addition, more detailed traffic surveys and modelling of these junctions would provide a more refined assessment of the capacity and efficiency improvements that these potential improvements will bring.

2.3 Task 1c: Assessment of Impact on Lower Classification Roads

2.3.1 Background

The 2006 cordon survey provided for use in Stage 1 was undertaken at seven nodes around East Grinstead. Several minor roads were omitted from the surveys. Task 1C involves consideration of the impact of these non-surveyed movements upon the analysis undertaken in Stage 1, with particular regard to Imberhorne Lane, Crawley Down Road, Dunnings Road and Wilderwick Road.

WSCC has indicated that these roads are used as local rat runs, but without proper survey data, it is not possible to draw any firm conclusions regarding the impact of these roads upon the Stage 1 analysis. Nor is it possible to draw any firm conclusions regarding the likely impact on these roads of making improvements to the five A22 junctions and building new housing developments in the vicinity. Thus, the analysis in this section is based on assumptions and a logical analysis of the likely outcomes.

In order to undertake a robust assessment of traffic flows around East Grinstead and to model operation of the existing junctions and proposed improvements to these junctions, a more comprehensive traffic survey would be required.

2.3.2 Effect of additional flow associated with non-surveyed roads

It is feasible that some traffic using Imberhorne Lane was not picked up by the 2006 cordon survey – specifically for developments between the A22 and Heathcote Drive. However, it is likely that the rest of the traffic using Imberhorne Lane would have been picked up by the A22 North and A264 nodes within the 2006 cordon survey due to the orientation of Imberhorne Lane.

The other three roads essentially join the East Grinstead road network within the cordon boundary and thus could feasibly add additional traffic to the network. This would mean that the overall traffic flows analysed in Stage 1 are likely to have a degree of underestimation.

However, the estimation of housing quantum that could be provided at the Imberhorne Farm site was based upon a five percent increase threshold in traffic flows crossing the survey cordon. Using this method, if additional flows were included from the four roads, the volume of trips that could be accommodated would be higher and thus it would be possible to develop more housing in East Grinstead using the spreadsheet analysis technique undertaken by Atkins. This is the limitation with this method. Without more detailed traffic survey data for the five junctions and associated modelling, it is not possible to ascertain the spare capacity in terms of traffic flows and hence develop a more accurate prediction of the scale of housing that could be developed on the Imberhorne Farm site based upon actual flows and capacities.

Making improvements to the five A22 junctions could reduce the incidence of rat running because more capacity would be provided along the A22 so not as much traffic would avoid it. However, by providing further housing within the vicinity, the resulting increase in traffic could negate the capacity increases of making junction improvements along the A22, and thus incidences of rat running could recur. The effects of this situation could be reduced by maximising sustainable mode share and internalisation associated with the new developments – a matter that is dealt with in tasks 1d and 1f respectively. Similarly, incidences of rat running could be discouraged by developing traffic calming/management measures along such roads.

2.3.3 Effects of housing development on non-surveyed roads

Table 2.12 shows the percentages of development associated with each ward within East Grinstead including the Imberhorne Farm development from the SHLAA.

Table 2.12 – Proportion of development in East Grinstead by ward including the Imberhorne Farm development

Ward	Proportion of development in East Grinstead
Ashplats	12.3%
Baldwins	13.2%
Herontye	1.8%
Imberhorne	47.1%
Town	25.6%
Total	100.0%

The greatest proportion of development is associated with the Imberhorne ward (47.1 percent) and thus it is likely that the greatest impact upon the four aforementioned roads will be associated with Imberhorne Lane in particular, but also with Crawley Down Road.

The second greatest proportion of development is associated with the Town ward (25.6 percent). However, this is likely to mainly affect the roads already included in the cordon survey.

Wilderwick Road joins Holtye Road, which runs through the Ashplats ward. The effect on this road is thus anticipated to be less than on Imberhorne Lane and Crawley Down Road, as the Ashplats ward represents 16.7 percent of future development in East Grinstead, while Wilderwick Road does not provide an obvious alternative route.

Dunnings Road leads to the Herontye ward, but this represents the smallest scale proportion of future development in East Grinstead (2.4 percent) and thus the impact on this road is anticipated to be the smallest of all four roads.

2.4 Task 1d: Evidence Supporting Levels of Reduced Vehicular Mode Share

Stage 1 involved a scenario (Scenario 2) whereby vehicle trip rates were reduced on the assumption that the mode share for sustainable modes could be increased. This section provides evidence for the proposed shift to sustainable modes.

Table 2.13 below summarises the existing modal split for employment journeys of residents based in the East Grinstead South and West wards (source: 2001 Census Journey to Work data) and the proposed modal split under the Increased Sustainable Mode Share Scenario (from the Stage 1 Report).

Table 2.13 – Mode share from 2001 census and Scenario 2 mode share from Stage 1 report

Mode of Transport	2001 census	Scenario 2 modal share
Train	9.8%	10%
Bus, minibus or coach	1.1%	10%
Passenger in a car or van	5.5%	5%
Bicycle	1.9%	5%
On foot	14.9%	15%
Driving a car or van	65.5%	55%
Motorcycle, scooter or moped	0.9%	0%
Taxi or minicab	0.5%	0%
Total	100%	100%

N.B. Journeys to work made by taxi and motorcycle have not been calculated as they are considered minimal

Case study evidence is provided below of mode shift achievements from new transport interventions and new developments which have integrated sustainable transport into their design.

2.4.1 Queen Elizabeth Park development in Guildford, Surrey

Queen Elizabeth Park in Guildford, Surrey, is a 23ha residential-led mixed use site and provides an example of how bus patronage can be maximised for new developments within the context of wider residential travel planning initiatives.

A reported 12 percent bus mode share has been achieved. At the time of planning, a 'bespoke' bus service was considered but rejected in favour of implementing a minor diversion to an existing bus route. This gave good access to key sites and trip attractors around Guildford (not just the town centre), and increased the frequency from one bus per hour to three buses per hour, while introducing new services during the evenings and on Sundays.

This provides a good example within close proximity of East Grinstead of bus mode share achievement for a major residential-led site, where a substantial proportion of trips are external to the development, and has been taken from the DfT's "Making residential travel plans work: guidelines for new development" publication from September 2005 (link provided below):

http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/makingresidentialtravelplans5775

2.4.2 High Quality Bus Services

Table 2.14 presents case study evidence of the impacts of quality bus partnerships (essentially a high quality bus service offering) on increasing patronage, as reported in Table 6.2 in the DfT's "Smarter Choices" Report (link provided below).

http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/ter6publictransportinfor5768.pdf

Table 2.14 – Bus Patronage Increase (Case Study Evidence)

Location	Description	Short term patronage increase	Medium term patronage increase	% Switched from Car	Source
Review of 11 quality bus partnerships	Bus lanes, low floor buses, more frequent services, real time information, marketing		Most in range 7 – 30% (Guided bus way 90%; one scheme only 4%)	Estimate 10%	LEK / CfIT (2002)
Birmingham	Line 33	20%	40%	10%	TAS (2001)
Hertfordshire	Elstree and Borehamwood Network		20%	3%	TAS (2001)
London	Route 220 (Harlesden – Wandsworth)		Approx 30%		Daugherty et al. (1999)
Leeds First	Scott Hall Road (guided busway)		75%	20%	CPT (2002)
Portsmouth	Portsmouth – Leigh Park service	25%			Stagecoach in CPT (2002)
Woking	Route 91		22%		
AVERAGE (based on Smart Choices Research)		18%	36%		

This evidence suggests that, on average, investment in quality bus partnerships can lead to patronage increases of 20-40% in the medium term. The construction of dedicated guided bus-ways leads to the greatest patronage increases (+75%). There is limited evidence as to whether these patronage increases were sustained in the long term.

Increases in patronage occurred as a result of a package of improvements to vehicles (low floor buses), services (increased bus frequencies) and supporting highway infrastructure (bus priority), plus "soft" measures such as a simplified fares structure and marketing campaigns. Other external, indirect influences such as city/ town centre parking charges can also have an impact on patronage. It can be concluded that the mix of infrastructure and smarter choice measures together is highly effective in increasing bus use.

2.4.3 Dedicated Walking and Cycling Infrastructure

The evidence base for mode shift achievements from the provision of dedicated walking and cycling infrastructure is limited, although a selection of case study and research findings are presented in the paragraphs below. This covers both recreational and utilitarian (commuter) cycle and walking trip generation.

Ouse Estuary Cycle Track, East Sussex

This is comprised of a new cycle route which links other paths on the National Cycle Network between Newhaven and Seaford. Between 2005 (opening year) and 2007 (monitoring year), the number of cycling trips between Newhaven and Seaford has increased by 200 percent.

Lincoln to Skellingsthorpe Traffic-Free Path, Lincolnshire

A new three mile traffic-free route between Lincoln city centre and the village of Skellingsthorpe was opened in June 2003. Prior to the implementation there were around 2,000 trips per day and after opening this rose to over 9,000 (i.e. a 350 percent increase).

Research Studies

- Work by Wardman et. al. (1997) suggested that a trebling in cycle mode share could be achieved with wholly segregated facilities;
- Forecasting work of Parkin et. al. (2007) indicates that the provision of traffic free radial routes along desired corridors might produce an increase in cycling between 17 percent and 101 percent with the lowest increase being in the hilliest area;
- Routes with more traffic lead to less cycling as do poorly maintained highways (Parking et. al. and Guthrie et al 12). Similarly the provision of off-road routes lead to more cycling to work; and
- Disaggregate modelling undertaken by Wardman et al. (2007) forecasts that a complete network of segregated cycle routes, even if unfeasible, could increase commuter cycling by 55 percent.

Residential Travel Planning Research

Residential Travel Plan case study evidence points to mode share achievements of 8-10 percent for walking and cycling from investment in a high quality package of walking and cycling measures for new residential and mixed use developments, comprised of the following:

- Dedicated walking and cycling linkages (specifically direct linkages to employment sites and other journey attractors e.g. PT interchanges);
- High quality supporting infrastructure incorporating cycle parking provision for residential properties and community facilities, adequate crossing points and signage;
- Information provision and marketing incorporating residents' welcome packs, walking and cycling maps;
- Personalised Travel Planning programmes;
- Cycle training programmes; and
- Dedicated walking and cycling Champion.

2.4.4 Sustainable Travel Demonstration Towns (Darlington, Peterborough and Worcester)

The Sustainable Travel Demonstration Towns secured DfT funding for investment in walking and cycling infrastructure, supported by marketing and promotional initiatives.

At the end of the five-year project:

- Car use had fallen by up to nine percent across the three towns;
- Levels of walking increased by more than 10 percent in each location, while bus use grew by more than a third in Peterborough and by a fifth in Worcester; and
- There had been a 12 percent increase in cycling in Peterborough and a 19 percent increase in Worcester. Darlington, which received further Government cash to improve facilities for cyclists, saw levels of cycling more than double over the same period.

2.4.5 Personalised Travel Planning Mode Shift Evidence

Personal Travel Planning (PTP) is a technique that delivers information, incentives and motivation to individuals to help them voluntarily make sustainable travel choices. It seeks to overcome habitual use of the car, enabling more journeys to be made on foot, by bike, bus, train or in shared cars.

http://www.dft.gov.uk/pgr/sustainable/travelplans/ptp/makingptpworkcase.pdf

Cairns et al. (2004) in reviewing a wide selection of projects for the DfT *Making Smarter Choices Work* report state that 'results so far available suggest that Personal Travel Planning may lead to reductions in car driver trips of 7–15 percent amongst targeted populations in urban areas'

http://www.dft.gov.uk/pgr/sustainable/smarterchoices/casestudy/terchoiceschangingtheway5765.pdf

Case study evidence from 14 PTP pilot studies part funded by DfT identifies single occupancy car mode share reductions in the region of 3-6 percent (as shown below). This is taken from the following link:

http://www.dft.gov.uk/pgr/sustainable/travelplans/ptp/personalisedtravelplanningev5774

2.4.6 Thameslink

As part of the Thameslink Programme, East Grinstead will become part of the Thameslink network by the end of 2015. A full 12-carriage timetable will be in operation by the end of 2015 and thus the platforms at East Grinstead will need to be extended.

As East Grinstead is incorporated into the Thameslink network, there will be an increase in passenger capacity and more destinations will be available to East Grinstead residents, which is likely to attract more residents to the town and could increase mode share for rail.

It should be borne in mind that more journeys are likely to be created to and from the station. This could create two problems:

- An increase in congestion caused by more traffic travelling to and from the station; and
- An increased demand for parking, which could lead to overspill onto the surrounding roads.

As such, it is important that sustainable transport opportunities are maximised to East Grinstead station, which will involve developing a public transport interchange with better integration into the bus network, improving walking and cycling routes to the station, and improving cycle parking facilities at the station. This approach would minimise the amount of extra parking that would need to be provided at the station.

2.4.7 Conclusion

It should be borne in mind that the Scenario 2 modal shares have only been applied to the strategic development at Imberhorne Farm, while travel patterns of the background traffic have not been altered. It could be considered that influencing residents' travel patterns at the new development will be more effective than existing residents, who may have become used to a particular mode of transport.

Based on the above, it is believed that a 10 percent mode share for buses is achievable and such a percentage should be set as the objective for the strategic development at Imberhorne Farm.

The Scenario 2 mode share proposed a 15 percent share for walking, which is only a marginal increase on the existing pattern (14.9 percent) and is thus considered realistic.

The Scenario 2 mode share proposed an increase from 1.9 to 5 percent for cycling, which based on the above is considered achievable and such a percentage should be set as the objective for the strategic development at Imberhorne Farm.

The Scenario 2 mode share proposed a 10 percent share for train journeys, which is only a marginal increase on the existing pattern (9.8 percent) and is thus considered realistic if not conservative based on the future incorporation of East Grinstead into the Thameslink network.

The mode share for car passengers is consistent with the present pattern (although this could be increased by promoting car sharing at the Imberhorne Farm development).

In conclusion, the mode shares proposed as part of Scenario 2 are considered achievable and such a pattern should be set as the objective for the strategic development at Imberhorne Farm.

2.5 Task 1e: Impact of Reduced Employment on Internalisation & Mode Choice

Transport is a means of travelling between two geographical points by a particular mode. Current transportation policy seeks to influence people's modal choice to travel between locations with an emphasis on trying to reduce firstly the need to travel and secondly the mode by which the journey is made.

By locating land uses that people travel between within close proximity (relatively) to each other, it is possible to not only minimise the need to travel, but it can also influence how people travel. Through the location of employment, leisure, retail etc. within close proximity, or even within residential developments, it is possible to facilitate living and working within the same neighbourhood and, as the distance between the two are likely to be small, encourage sustainable travel choices. Locating appropriate employment opportunities within a residential area creates the opportunity to internalise commuter trips within the confines of a development site and for those trips to be made by non-car modes.

The greater the quantum and diversity of the employment opportunities, the greater the likelihood that jobs will be taken by local residents. However, if employment opportunities are reduced or restricted to a particular type then the likelihood of successfully maximising internalisation may reduce. This could not only be in total numbers but also as a proportion of all employment trips generated by the new housing.

In order to reduce the reliance upon the car the Councils should maximise the opportunities for employment and other services within East Grinstead and in particular the new strategic development of Imberhorne Farm. The employment land use mix and opportunities should reflect the predicted demographic make up of the new development in order to maximise further the successful delivery of internalisation.

It is worth noting that to maximise travel by sustainable modes, linking land uses is crucial, but this needs to be complemented by public transport provision, cycle and pedestrian routes and most importantly a reduction in the number of opportunities to park at or near destinations.

2.6 Task 1f: Evidence Supporting Levels of Internalisation and Reduced Vehicular Trips

By creating new employment opportunities within East Grinstead, there is a strong potential to maximise trips within the site (internalised trips). As part of Stage 1, Scenario 2 was further developed by increasing the internalisation of trips to create Scenario 3 as shown in Table 2.15 below.

Table 2.15 - Internalisation factors (presented in the Stage 1 Report)

Land Use	Internalisation factor	
	Scenario 1 and 2	Scenario 3
New housing	20%	20%
Primary school	70%	90%
Secondary school	50%	80%
Offices	10%	20%
Industrial estate	10%	20%

Case study evidence is provided below as justification for the assumed levels of internalised trips. This evidence is based on robust forecasts (rather than actual observed figures). At present little (if any) academic research is available which examines the levels of trip internalisation within developments. Monitoring of mode share and/or trip generation of new developments is often now required through the travel planning process. Therefore in the future, there may be more data available on levels of internalised trips, particularly if this requirement is stipulated within planning conditions and obligations or if there are penalties for exceeding a number or proportion of external trips.

2.6.1 Northstowe, Cambridgeshire – Internalised Trip Forecasts

Northstowe is a proposed new town, located 8km to the North West of Cambridge City Centre. It is expected to be "an exemplar of sustainability in the use of renewable energy resources and reducing carbon emissions".

The Transport Assessment prepared to support the planning submission presents a strong case for “trip containment / internalisation”, based on Northstowe’s mixed used service offering. This level of trip internalisation is predicted to increase over time (up to a ceiling) as the development becomes established and the range and strength of mixed use service offering is maximised.

The following basis was used to calculate the level of containment forecasted by the Transport Assessment:

- The quantum of commuting trips which will be internal was determined by appraising census data for a range of comparable locations that offer a significant level of job opportunities alongside residential development;
- The level of retail trips likely to be satisfied by outlets within the new centre has been estimated;
- Pupil leakage figures have been used to estimate number of children that will be educated within the new schools; and
- Containment of leisure trips has been identified using data in National Travel Survey.

The key ‘’internalisation” headlines are as follows:

- 50 percent of total trips are predicted to be internal (for all journey purposes);
- 52 percent of trips for leisure / social purposes are predicted to be internal; and
- 10 percent of employment trips are predicted to be internal (although it is acknowledged that this proportion is likely to increase with time as employment opportunities become established within the development).

2.6.2 Middle Quinton, Warwickshire – Internalised Trip Forecasts

Again given the mixed use nature of the proposed development, a considerable number of internalised trips are forecast (the exact levels dependent upon the specific nature of service offering within the development). The quantum of trip containment that is likely to be achieved is based on:

- Education trips - using typical figures for England, it can be demonstrated that approximately 95 percent of the resident pupils will be educated within the town;
- Commuting trips - based on travel patterns that exist elsewhere in England, the level and mix of jobs that would be available locally could result in approximately 20 percent to 25 percent of the resident work force finding employment within the new development;
- Retail trips - The proposed food store would cater for almost all of the new residents' convenience shopping needs. It is estimated that the comparison shopping and other ancillary retail uses would also cater for a large proportion of the non food retail trips undertaken by the new residents.

The effect of the internalisation of trips described above is that more than half of total peak hour trips generated by the development would be contained within Middle Quinton.

2.6.3 Conclusion

As previously stated there is a lack of monitoring information regarding whether the level of internalisation outlined above has been achieved. Nevertheless, the internalisation factors used in Scenario 3 in Stage 1 are considered consistent with the above examples as follows:

- 95 percent of resident pupils in the Middle Quinton development are predicted to be educated within the town. Scenario 3 proposed that 90 percent of primary school trips and 80 percent of secondary school trips could be internal, giving an average of less than 90 percent;
- The Middle Quinton example states that 20 percent to 25 percent of the resident work force could find employment within the new development, which is consistent with the 20 percent that was assumed for scenario 3.

In conclusion, the internalisation factors proposed as part of Scenario 3 are considered achievable and such a pattern should be set as the objective for the strategic development at Imberhorne Farm.

2.7 Task 1g: Outline Framework for East Grinstead Transport Strategy

Task 1g involved providing evidence to demonstrate how a 10 percent modal shift away from existing vehicular trips might be achieved in East Grinstead and to provide an outline framework of a sustainable transport strategy for the town. The former was addressed in task 1d and thus this section will concentrate on developing the evidence from the previous section into an outline framework of a sustainable transport strategy for the town. Table 2.16 below provides recommendations for initiatives to incorporate into an outline transport strategy for East Grinstead to achieve a single occupancy car mode share reduction potentially in the order of 10 percent.

Table 2.16 – Transport Strategy Initiatives

Type of Measure	Specific Measures
Public Transport	• Operation of 12-car trains at peak times to East Grinstead which will result in increases to capacity • Incorporation into the Thameslink network • Multi-modal transport interchange at East Grinstead rail station • Enhanced bus services along key routes in the town serving the residential areas and linking into key trip attractors and facilities • Bus priority measures where congestion on the existing road network is likely to challenge the reliability and journey time of services • High quality public transport information, including the provision of real-time information at bus stops and the railway station • Ticketing that is quick and easy to use across operators and/or different public transport modes • High quality and widespread marketing of bus services including simplified timetable and routing information
Walking and Cycling	• Provide secure and high quality bike storage at main trip attractors • Signed (and potentially dedicated and traffic-free) cycle and walking routes connecting residential areas to main trip attractors that provide journey time information rather than distance • High quality and widespread marketing of cycling and routes along with incentive schemes/offers/discounts
Streetscape / Public Realm Design	• Creation of inclusive street environments that aim to integrate pedestrians, cyclists and motorists. This might include: o home zones o shared space streets and squares

Smarter Choices	• Workplace and school Travel Plans – comprehensive programme (with monitoring and enforcement) • Carshare / Car Clubs scheme • Personalised Travel Planning • **Area-wide Travel Plans** (coordinated and delivered by stakeholders, as opposed to LA–led site specific TPs) – joined up initiatives between multiple employment sites to create 'critical mass' for sustainable transport measures – joined up initiatives between multiple occupiers of mixed use sites • Establish **Transport Management Associations (TMAs)** to develop public/private partnerships to coordinate the delivery of area-wide Travel Plans • **Appointment of team of sustainable transport champions** to deliver county-wide travel and residential Travel Planning initiatives and work in partnership with District Councils • **Appointment of sustainable transport champion in all new developments over minimum threshold** • Securing robust remedial measures and sanctions for Travel Plan performance • Agree remedial strategies for failure of Travel Plan against agreed mode share or trip generation targets • Financial bonds, sanctions and penalties through S106 agreements relating to sustainable transport contributions
Parking Management	• Limit car parking supply at employment and at trip attractors • Introduce parking restrictions/charges that discourage long stay commuter parking

Table 2.17 below provides additional measures which should be incorporated into new developments within East Grinstead.

Table 2.17 – Additional measures to be incorporated into new developments

Type of Measure	Specific Measures
Streetscape / Public Realm Design	Features to be incorporated at design stage: • Safe, attractive, and 'permeable' networks for walkers and cyclists • Walkable neighbourhoods - range of facilities within 10 minutes' walking distance (around 800m) • 'Legible' development design • Car free or car reduced residential developments • Sales of car parking spaces separate from sale of residential units, linked to management of on-street parking • Home zones (either comprehensive home zones principles or at minimum 'quasi home zone' principles – see Manual for Streets Guidance
Promoting active modes	• Provide secure bike storage at dwellings and at main trip attractors • Signed cycle and walking routes connecting new developments to existing developments
Public Transport	• Providing bus services: o within new developments and o beyond the development to connect with existing developments in East Grinstead and further afield
Technological Solutions	• **Technological solutions to influence travel behaviour** in new employment, residential and mixed use developments : - Integrated office space / broadband in new homes - Marketing of new homes as 'live-work' units • Real time public transport information into new homes or public transport information hubs into new developments
Smarter Choices	• Personalised Travel Planning for new residents • Financial incentives: taster tickets for buses, discounts on cycles • Travel Training Programme for new residents

3. Task 2: Revised Housing Capacity Modelling

Task 2 involves assessing the spreadsheet modelling undertaken in Stage 1 to see if changes are required following work undertaken in Task 1 – specifically Tasks 1a, 1b, 1d and 1f.

3.1.1 Scale of strategic development at Imberhorne Farm

Task 1a has proved that by removing the strategic development at Imberhorne Farm from the TEMPRO assumptions, the growth rates used in Stage 1 are robust (i.e. the standard TEMPRO growth rate appears to be a conservative estimate for traffic growth).

Task 1b has involved an initial analysis and professional opinion on whether the five percent capacity increase for the network is achievable and has shown that it is likely to be a conservative estimate for capacity improvements at the five A22 junctions. The limitations of the data available and resulting methodology has also been highlighted because the volume of trips that could be accommodated by the network with a five percent increase in capacity would be higher if additional flows are included from non-surveyed flows. As a result it would be possible to develop more housing in East Grinstead using the spreadsheet analysis technique undertaken by Atkins.

Task 1d and 1f have provided evidence that the mode share and internalisation factors used in Scenarios 2 and 3 from Stage 1 respectively is considered achievable and such a pattern should be set as the objective for the strategic development at Imberhorne Farm.

As a result, it is considered that the end result and overall level of housing that could be provided at the strategic development at Imberhorne Farm predicted in the Stage 1 report is robust using the data available to us and resulting methodology. Table 3.1 below shows the maximum scale of development using the ratios of land use reported in the Peter Brett Associate (PBA)'s Local Model Validation Report (LMVR).

Table 3.1 - Maximum Scale of Development using ratios of land use from PBA's LMVR

Land use	Max Scale of development
New Housing (households)	571
Primary School (pupils)	140
Secondary School (pupils)	122
Offices (employees)	198
Industrial estate (employees)	143

Thus, Table 3.1 demonstrates that 571 dwellings and 341 jobs could be provided at the strategic development at Imberhorne Farm within the five percent growth ceiling.

3.1.2 Distribution of traffic flows from strategic development at Imberhorne Farm

As part of Task 1a, the distribution of development traffic has been considered in more detail and thus it has been possible to provide a more detailed prediction of where the impacts of the development will occur. These are shown in Figure 2.3. Figure 3.1 below shows the traffic flows associated with strategic development at Imberhorne Farm for the AM Peak Hour. Figure 3.2 shows the traffic flows for 2021 including the flows associated with strategic development at Imberhorne Farm for the AM Peak Hour.

Figure 3.1 – AM Peak Hour flows associated with strategic development at Imberhorne Farm

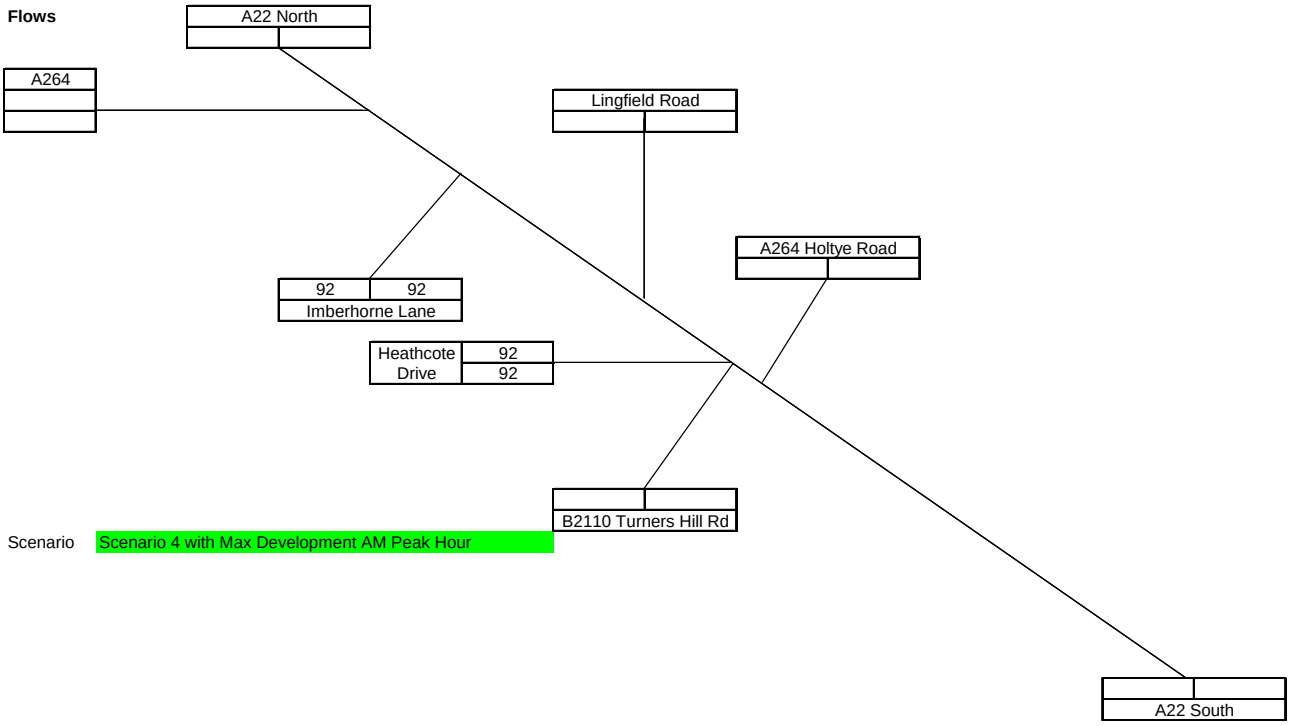
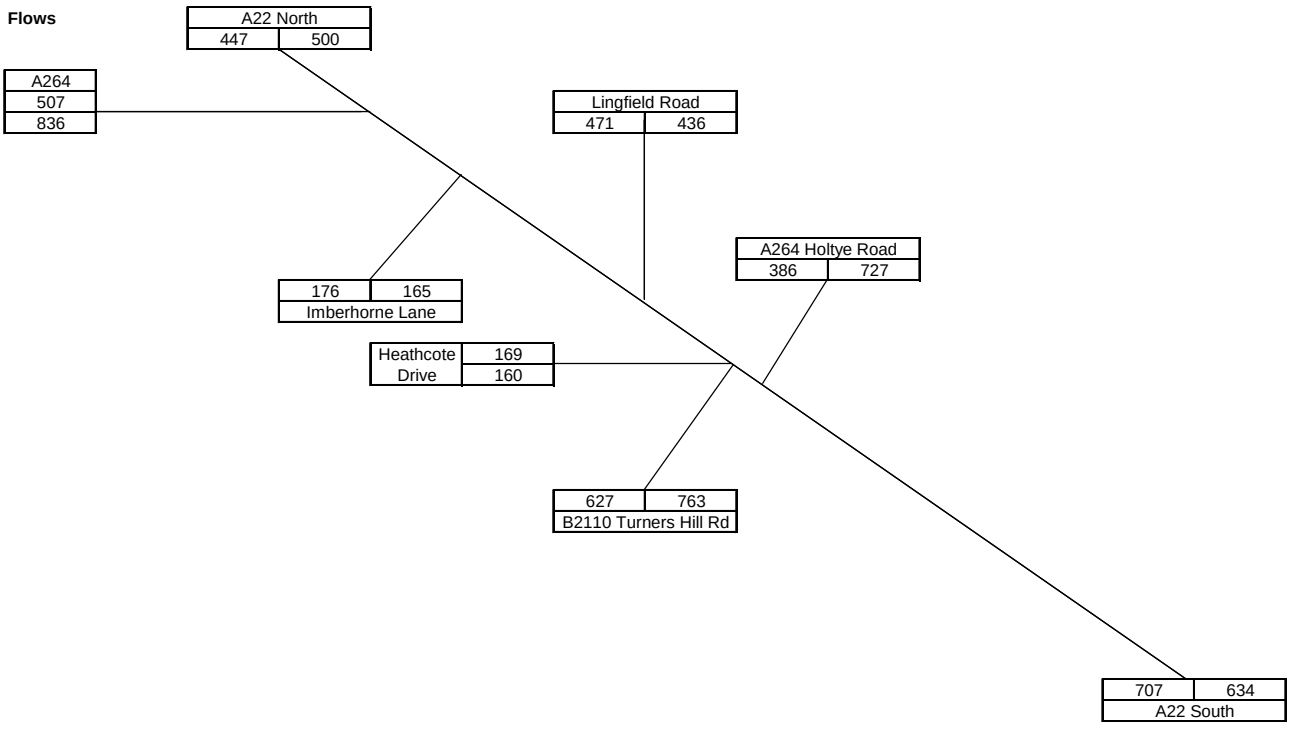


Figure 3.2 – AM Peak Hour flow for 2021 including flows associated with strategic development at Imberhorne Farm



Comparison with Stage 1

Task 1a compared the anticipated 2021 traffic flows from Stage 1 with those for the revised network diagram without the strategic development at Imberhorne Farm. This comparison remains unchanged with the addition of traffic flows from the strategic development at Imberhorne Farm, as these have been assigned to the Imberhorne Lane and Heathcote Drive links, which did not appear in the Stage 1 network. Thus, in comparison to Stage 1, the revised distribution of traffic has resulted in lower traffic flows at the following nodes:

- A264;
- A22 North;
- A22 South; and
- B2110 Turners Hill Road.

While traffic flows at the following nodes have increased:

- Lingfield Road; and
- Holtye Road.

3.1.3 Distribution of overall development traffic including strategic development at Imberhorne Farm

Table 3.2 shows the scale of development flows associated with each road to show where the greatest impacts in terms of volume of traffic are likely to occur.

Table 3.2 – AM Peak Hour Development flows by road including strategic development at Imberhorne Farm

Road	Arrivals	Departures	Total
A264	29	41	70
A22 North	28	22	50
Lingfield Road	116	105	221
Holtye Road	127	95	222
A22 South	40	31	71
B2110 Turners Hill Road	42	43	85
Heathcote Drive	169	160	329
Imberhorne Lane	176	166	342
Total	727	663	1390

Table 3.2 shows that the greatest impacts are anticipated on Heathcote Drive and Imberhorne Lane, with over 50 percent of forecast development traffic on these roads due to result from the strategic development at Imberhorne Farm. The next highest flows are anticipated on Lingfield Road and Holtye Road.

It should be noted that while the traffic generated from the strategic development at Imberhorne Farm represents a five percent increase on overall traffic in 2021, it is likely to represent a higher percentage increase on Imberhorne Lane and Heathcote Drive, as these are the only two links where this development traffic has been assigned. The exact scale of increase is not known as there is no existing traffic flow data for these links. Although the development traffic could result in percentage increases of more than five percent, Task 1b demonstrated that capacity could be

increased at the junctions closest to the Imberhorne Farm development (A22 / Imberhorne Lane and A22 London Road / A22 Station Road junctions), which would mitigate this.

3.1.4 Conclusion and Next steps

The work undertaken in Task 1 of this Stage 2 report has supported the results and conclusions of the Stage 1 work (which showed that 571 dwellings and 341 jobs could be provided at the Imberhorne Farm site within the five percent growth ceiling) is robust using the information available. A more detailed distribution of the development traffic has been considered within this report, which has shown that the greatest flows from all developments combined are expected to be on Imberhorne Lane and Heathcote Drive, with next greatest on Lingfield Road and Holtye Road, while the impacts on the A22 North and South, Turners Hill Road and A264 cordon locations are significantly lower.

It is recommended that the next step would be to undertake junction modelling of the existing and future situations at the five A22 junctions to provide a more accurate indication of spare capacity and thus how much more traffic could be absorbed by the existing network. This would require classified turning counts at each of the junctions. The conclusions of the Stage 1 and 2 studies, and hence the scale of development that can be achieved at the Imberhorne Farm site, can then be reviewed, once the results of the more detailed modelling of the A22 junctions become available.

Appendix A
Brief from West Sussex County Council

A.1 Brief

Advice upon East Grinstead's transport issues is needed to inform Mid Sussex District Council's decisions on development allocations within its emerging Core Strategy. Whatever conclusion is reached on the amount of strategic housing that East Grinstead can accommodate will clearly affect the amount of development required in other areas of the District.

The Stage 1 studies undertaken by Atkins in March 2009 highlighted a range of proposed measures, surveys and study work that deserve consideration. There is an immediate need, however, for further work to provide better understanding of and increased confidence in Atkins' initial development capacity estimates. Clarification is also required of certain aspects of their methodology and some of the assumptions made. These requirements are set out in more detail below.

Deliverables

Task 1

Provide further clarification of points arising from Atkins' March 2009 studies (listed in descending order of importance):

h) Levels of new housing and employment (from TEMPRO growth forecasts). What is the basis for the assumptions in Stage 1 and are these consistent with Mid Sussex District Council projections?

i) Basis of 5 percent traffic growth ceiling Evidence required showing that this is consistent with maximum mitigation expected from local improvements?

j) Impact of non-surveyed cross-cordon movements upon analysis Several minor roads/rat runs were omitted from the 2006 surveys i.e. Crawley Down Road/Imberhorne Lane/Dunnings Road/Wilderwick Road

k) Achievability of reduced vehicle trip rates through increased sustainable mode share Evidence needed that identified improvements could deliver suggested reductions. Consider future impact of Thameslink.

l) Potential impact of reduced employment levels upon mode shift. Would less employment hamper efforts to increase sustainable mode share?

m) Achievability of reduced vehicle trip rates through increased internalisation Evidence needed that internalisation could deliver suggested reductions

n) Achievability of 10 percent mode shift for all vehicle trips. Evidence that such a significant mode shift could be achieved in East Grinstead?

Task 2

Refine mode share predictions for new and existing development as necessary in the light of any modified assumptions or new information.

Task 3

Refine capacity estimates for strategic housing development without a relief road as necessary to strengthen evidence base supporting the Submission Mid Sussex Core Strategy.

Task 4

Refine and test proposed improvements to key A22 junctions, including consideration of traffic capacity, cost and deliverability.

Appendix B

Schedule of Sites Considered through the Mid Sussex Strategic Housing Land Availability Assessment

Mid Sussex Strategic Housing Land Availability Assessment

Appendix 3 – Schedule of All Identified Sites Considered through the SHLAA

Schedule of all identified sites considered through the Assessment

Ashurst Wood

SHLAA ID	60	**Site Reference**	AD/01	**Settlement**	AD	**Ward**		**Site location / address:**	Land at the Spinney, Lewes Road, East Grinstead						
Gross site area (ha)	0.41		**Net developable area (ha):**		0.3		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	540896 137402		
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	467	**Site Reference**	AD/03	**Settlement**	AD	**Ward**		**Site location / address:**	Land adjacent to 2 Dirty Lane, Ashurst Wood						
Gross site area (ha)	1.3		**Net developable area (ha):**		1.3		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	542365 136745		
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	468	**Site Reference**	AD/05	**Settlement**	AD	**Ward**		**Site location / address:**	Land northeast of Woods Hill Lane, Ashurst Wood						
Gross site area (ha)	2		**Net developable area (ha):**		2		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	542075 136969		
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	470	**Site Reference**	AD/06	**Settlement**	AD	**Ward**		**Site location / address:**	Wealden House, Lewes Road, Ashurst Wood						
Gross site area (ha)	1.6		**Net developable area (ha):**		1.35		**Proposed site density (dph):**		4 Flatted- 50-100+			**Grid Ref:**	541212 136893		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	50	Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	464	**Site Reference**	AD/07	**Settlement**	AD	**Ward**		**Site location / address:**	Land adjacent to playing fields, Maypole Road, Ashurst Wood						
Gross site area (ha)	0.3		**Net developable area (ha):**		0.3		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	542223 137148		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	9	Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	469	**Site Reference**	AD/10	**Settlement**	AD	**Ward**		**Site location / address:**	Springhill, Beeches Lane, Ashurst Wood						
Gross site area (ha)	0.9		**Net developable area (ha):**		0		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	541687 136933		
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	138	**Site Reference**	AD/14	**Settlement**	AD	**Ward**		**Site location / address:**	Land south of Hammerwood Road, Ashurst Wood						
Gross site area (ha)	4		**Net developable area (ha):**		4		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	542296 136600		
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	139	**Site Reference**	AD/15	**Settlement**	AD	**Ward**		**Site location / address:**	Land between 98-104 Maypole Road. Ashurst Wood						
Gross site area (ha)	0.22		**Net developable area (ha):**		0.2		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	542264 137054		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	6	Dwellings		Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	186	Site Reference	AD/17	Settlement	AD	Ward		Site location / address:	Land north of Woods Hill Lane and west of Maypole Road (reduced area), Ashurst Wood		
Gross site area (ha)	1.66	Net developable area (ha):	1.5	Proposed site density (dph):	1 Lower- 30	Grid Ref:	541848 136924				
Site Suitable: ✗	Site Available: ✗	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Albourne

SHLAA ID	58	Site Reference	AE/01	Settlement	AE	Ward		Site location / address:	Hazeldens Nursery, Albourne		
Gross site area (ha)	5.7	Net developable area (ha):	2	Proposed site density (dph):	1 Lower- 30	Grid Ref:	526500 116344				
Site Suitable: ✔	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	60	Dwellings	Developable (11 years +)	No		Dwellings

Ardingly

SHLAA ID	495	Site Reference	AR/02	Settlement	AR	Ward		Site location / address:	Land to the south of Street Lane, Ardingly		
Gross site area (ha)	2.4	Net developable area (ha):	2.2	Proposed site density (dph):	1 Lower- 30	Grid Ref:	534424 129541				
Site Suitable: ✔	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	65	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	187	Site Reference	AR/03	Settlement	AR	Ward		Site location / address:	Land between Lodgelands and Standgrove Place, College Lane, Ardingly		
Gross site area (ha)	3.5	Net developable area (ha):	3.3	Proposed site density (dph):	1 Lower- 30	Grid Ref:	534570 128880				
Site Suitable: ✗	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	261	Site Reference	AR/06	Settlement	AR	Ward		Site location / address:	Land east of High Street, Ardingly		
Gross site area (ha)	10.2	Net developable area (ha):	3	Proposed site density (dph):	1 Lower- 30	Grid Ref:	534873 129601				
Site Suitable: ✗	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Balcombe

SHLAA ID	23	Site Reference	BA/01	Settlement	BA	Ward		Site location / address:	Vintens Nursery, Oldlands Avenue, Balcombe		
Gross site area (ha)	3	Net developable area (ha):	0.5	Proposed site density (dph):	1 Lower- 30	Grid Ref:	530931 129825				
Site Suitable: ✗	Site Available: ✔	Site Achievable: ✗									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	26	Site Reference	BA/02	Settlement	BA	Ward		Site location / address:	Glebe Farm, Haywards Heath Road, Balcombe		
Gross site area (ha)	0.41	Net developable area (ha):	0.41	Proposed site density (dph):	1 Lower- 30	Grid Ref:	531502 129963				
Site Suitable: ✗	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	27	**Site Reference**	BA/03	**Settlement**	BA	**Ward**		**Site location / address:**	Land North of Station House, London Road, Balcombe								
Gross site area (ha)	0.16		**Net developable area (ha):**		0.10		**Proposed site density (dph):**		4 Flatted- 50-100+			**Grid Ref:**	530687 130200				
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✗										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	150	**Site Reference**	BA/08	**Settlement**	BA	**Ward**		**Site location / address:**	Land to the west of the Rectory, Haywards Heath Road, Balcombe								
Gross site area (ha)	0.3		**Net developable area (ha):**		0.3		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	530875 130730				
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	Yes	9	Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	418	**Site Reference**	BA/14	**Settlement**	BA	**Ward**		**Site location / address:**	Land south of Barn Meadow, Balcombe								
Gross site area (ha)	1		**Net developable area (ha):**		0.5		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	531514 130234				
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✗										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

Burgess Hill – Dunstall

SHLAA ID	42	**Site Reference**	BH/A/01	**Settlement**	BH	**Ward**	A	**Site location / address:**	Paynes Place Farm & Burgess Hill Golf Centre, Cuckfield Road, Burgess Hill								
Gross site area (ha)	55		**Net developable area (ha):**		51		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	530538 120742				
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	30	**Site Reference**	BH/A/02	**Settlement**	BH	**Ward**	A	**Site location / address:**	Chippendale, Gatehouse Lane, Burgess Hill								
Gross site area (ha)	0.17		**Net developable area (ha):**		0.17		**Proposed site density (dph):**		3 Higher- 50			**Grid Ref:**	529530 119740				
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	8	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	73	**Site Reference**	BH/A/04	**Settlement**	BH	**Ward**	A	**Site location / address:**	Covers Timber Yard, 107 Fairfield Road, Burgess Hill								
Gross site area (ha)	0.4		**Net developable area (ha):**		0.4		**Proposed site density (dph):**		4 Flatted- 50-100+			**Grid Ref:**	530637 119823				
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	18	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	489	**Site Reference**	BH/A/06	**Settlement**	BH	**Ward**	A	**Site location / address:**	Land to the north west of Burgess Hill.								
Gross site area (ha)	39.5		**Net developable area (ha):**		35		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	529443 120335				
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	229	**Site Reference**	BH/A/07	**Settlement**	BH	**Ward**	A	**Site location / address:**	Smaller piece of land to west of Jane Murray Way (part of option (a)), Burgess Hill								
Gross site area (ha)	40		**Net developable area (ha):**				**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	529260 119820				
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

Schedule of all identified sites considered through the Assessment

SHLAA ID	250	**Site Reference**	BH/A/08	**Settlement**	BH	**Ward**	A	**Site location / address:**	Lane to the west of Jane Murray Way and to the east of High Hatch Lane/Danworth Lane, Burgess Hill				
Gross site area (ha)	97	**Net developable area (ha):**	62	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	528856 119721						
Site Suitable: ✗		**Site Available:** ✗		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable	✓							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	251	**Site Reference**	BH/A/09	**Settlement**	BH	**Ward**	A	**Site location / address:**	Land to the north of Sussex Way, Burgess Hill				
Gross site area (ha)	82.2	**Net developable area (ha):**	70	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	530430 120840						
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	350	Dwellings		Developable (6-10 years)	Yes	1650	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	253	**Site Reference**	BH/A/10	**Settlement**	BH	**Ward**	A	**Site location / address:**	Land west of Jane Murray Way (reduced area)				
Gross site area (ha)	16	**Net developable area (ha):**	14	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	529349 120059						
Site Suitable: ✗		**Site Available:** ✓		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable	✓							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	301	**Site Reference**	BH/A/13	**Settlement**	BH	**Ward**	A	**Site location / address:**	Magpies, Gatehouse Lane, Burgess Hill				
Gross site area (ha)	0.15	**Net developable area (ha):**		**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	529645 119701						
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	8	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	226	**Site Reference**	BH/A/14	**Settlement**	BH	**Ward**	A	**Site location / address:**	Land to the west of Jane Murray Way and to the east of Pookbourne Lane, Burgess Hill				
Gross site area (ha)	328.8	**Net developable area (ha):**	280	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	528377 119797						
Site Suitable: ✗		**Site Available:** ✗		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable	✓							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	493	**Site Reference**	BH/A/16	**Settlement**	BH	**Ward**	A	**Site location / address:**	Land to the north and north west of Burgess Hill				
Gross site area (ha)	203	**Net developable area (ha):**	104	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	530539 120718						
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	450	Dwellings		Developable (6-10 years)	Yes	1750	Dwellings		Developable (11 years +)	Yes	1050	Dwellings

SHLAA ID	47	**Site Reference**	BH/A/17	**Settlement**	BH	**Ward**	A	**Site location / address:**	91 Dunstall Avenue, Burgess Hill				
Gross site area (ha)	0.11	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	530710 120037						
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	11	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Burgess Hill – Leylands

SHLAA ID	34	**Site Reference**	BH/B/01	**Settlement**	BH	**Ward**	B	**Site location / address:**	Gas Holder Station, 132 Leylands Road, Burgess Hill, West Sussex				
Gross site area (ha)	0.9	**Net developable area (ha):**	0.9	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531490 119960						
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	58	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	43	**Site Reference**	BH/B/02	**Settlement**	BH	**Ward**	B	**Site location / address:**	Freeks Farm, Freeks Lane, Burgess Hill				
Gross site area (ha)	3.39	**Net developable area (ha):**	3.4	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	531348 120374						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	120	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	44	**Site Reference**	BH/B/03	**Settlement**	BH	**Ward**	B	**Site location / address:**	Freeks Farm/Lowlands Farm, Freeks Lane, Burgess Hill				
Gross site area (ha)	35	**Net developable area (ha):**	23	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	531460 120820						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	180	Dwellings		Developable (6-10 years)	Yes	520	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	45	**Site Reference**	BH/B/04	**Settlement**	BH	**Ward**	B	**Site location / address:**	Former Sewage Works, Fairbridge Way, Burgess Hill				
Gross site area (ha)	10.5	**Net developable area (ha):**	6	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	531092 120492						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	200	Dwellings		Developable (6-10 years)	Yes	125	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	88	**Site Reference**	BH/B/06	**Settlement**	BH	**Ward**	B	**Site location / address:**	Land north of Faulkners Way, Burgess Hill				
Gross site area (ha)	1.3	**Net developable area (ha):**	1.3	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	531260 120200						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	25	Dwellings		Developable (6-10 years)	Yes	25	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	342	**Site Reference**	BH/B/07	**Settlement**	BH	**Ward**	B	**Site location / address:**	R/o Applewalk, Sussex Lodge, Upper St Johns Road, Burgess Hill				
Gross site area (ha)	0.7	**Net developable area (ha):**	0.7	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	531021 119487						
Site Suitable: ✗	**Site Available:** ✗	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	170	**Site Reference**	BH/B/08	**Settlement**	BH	**Ward**	B	**Site location / address:**	Land at Burgess Hill Football Club, Leylands Park, Burgess Hill				
Gross site area (ha)	1.5	**Net developable area (ha):**	1.3	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	531810 120315						
Site Suitable: ✗	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	169	**Site Reference**	BH/B/09	**Settlement**	BH	**Ward**	B	**Site location / address:**	Land east of Coopers Close, Burgess Hill				
Gross site area (ha)	0.35	**Net developable area (ha):**	0.35	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	532116 120408						
Site Suitable: ✗	**Site Available:** ✗	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	228	**Site Reference**	BH/B/10	**Settlement**	BH	**Ward**	B	**Site location / address:**	Land to the north of Burgess Hill (either side of Isaac's Lane and Cuckfield Road)				
Gross site area (ha)	157	**Net developable area (ha):**	100	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	530629 120962						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	450	Dwellings		Developable (6-10 years)	Yes	1750	Dwellings		Developable (11 years +)	Yes	800	Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	80	Site Reference	BH/B/12	Settlement	BH	Ward	B	Site location / address:	Land to the north of Burgess Hill including sewage works, former landfill site and Burgess Hill Football Club, Burgess Hill		
Gross site area (ha)	29.5		Net developable area (ha):	25		Proposed site density (dph):	1 Lower- 30		Grid Ref:	531281 120427	
Site Suitable: ✔		Site Available: ✔			Site Achievable: ✔						
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	200	Dwellings	Developable (6-10 years)	Yes	350	Dwellings	Developable (11 years +)	No		Dwellings

Burgess Hill – St. Andrews

SHLAA ID	46	Site Reference	BH/C/01	Settlement	BH	Ward	C	Site location / address:	Land at and including 127 Cants Lane, Burgess Hill		
Gross site area (ha)	3		Net developable area (ha):	2.7		Proposed site density (dph):	1 Lower- 30		Grid Ref:	532870 119240	
Site Suitable: ✘		Site Available: ✔			Site Achievable: ✔						
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	232	Site Reference	BH/C/02	Settlement	BH	Ward	C	Site location / address:	Land east of Burgess Hill		
Gross site area (ha)	20.7		Net developable area (ha):	14.6		Proposed site density (dph):	1 Lower- 30		Grid Ref:	532800 119750	
Site Suitable: ✔		Site Available: ✘			Site Achievable: ✘						
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	91	Site Reference	BH/C/03	Settlement	BH	Ward	C	Site location / address:	Keymer Tile Works, Nye Road, Burgess Hill		
Gross site area (ha)	19.2		Net developable area (ha):			Proposed site density (dph):	2 Medium- 40		Grid Ref:	532400 119130	
Site Suitable: ✔		Site Available: ✔			Site Achievable: ✔						
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	150	Dwellings	Developable (6-10 years)	Yes	250	Dwellings	Developable (11 years +)	Yes	75	Dwellings

SHLAA ID	384	Site Reference	BH/C/04	Settlement	BH	Ward	C	Site location / address:	2 St. Andrews Road, Burgess Hill		
Gross site area (ha)	0.1		Net developable area (ha):	0.1		Proposed site density (dph):	4 Flatted- 50-100+		Grid Ref:	532315 119494	
Site Suitable: ✔		Site Available: ✔			Site Achievable: ✔						
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	6	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	90	Site Reference	BH/C/05	Settlement	BH	Ward	C	Site location / address:	Land adjacent to Manor Road, Burgess Hill		
Gross site area (ha)	4.1		Net developable area (ha):	4.1		Proposed site density (dph):	1 Lower- 30		Grid Ref:	532700 119850	
Site Suitable: ✔		Site Available: ✔			Site Achievable: ✔						
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	123	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	231	Site Reference	BH/C/06	Settlement	BH	Ward	C	Site location / address:	Land to the north/east of Burgess Hill		
Gross site area (ha)	14.4		Net developable area (ha):	5		Proposed site density (dph):	1 Lower- 30		Grid Ref:	532752 120358	
Site Suitable: ✔		Site Available: ✘			Site Achievable: ✘						
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	364	Site Reference	BH/C/08	Settlement	BH	Ward	C	Site location / address:	118/120 Junction Road, Burgess Hill		
Gross site area (ha)	0.25		Net developable area (ha):	0.25		Proposed site density (dph):	2 Medium- 40		Grid Ref:	532075 119695	
Site Suitable: ✔		Site Available: ✔			Site Achievable: ✔						
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	10	Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	343	**Site Reference**	BH/C/09	**Settlement**	BH	**Ward**	C	**Site location / address:**	Land rear of 1-49 Valebridge Road and 2-44 Leylands Road				
Gross site area (ha)	0.7		**Net developable area (ha):**		0.28		**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	532157 120199	
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	292	**Site Reference**	BH/C/10	**Settlement**	BH	**Ward**	C	**Site location / address:**	241 Junction Road, Burgess Hill				
Gross site area (ha)	0.08		**Net developable area (ha):**				**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	532081 119841	
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable							
Deliverable (1-5 years)	Yes	7	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	233	**Site Reference**	BH/C/11	**Settlement**	BH	**Ward**	C	**Site location / address:**	Land east of Burgess Hill (adjacent to railway line)				
Gross site area (ha)	35.7		**Net developable area (ha):**				**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	532951 118671	
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable							
Deliverable (1-5 years)	Yes	150	Dwellings			Developable (6-10 years)	Yes	250	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	398	**Site Reference**	BH/C/12	**Settlement**	BH	**Ward**	C	**Site location / address:**	75,75a and 75b Cants Lane, Burgess Hill				
Gross site area (ha)	0.38		**Net developable area (ha):**		0.38		**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	532576 119424	
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable							
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	Yes	14	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	160	**Site Reference**	BH/C/14	**Settlement**	BH	**Ward**	C	**Site location / address:**	Land in Valebridge Road, Burgess Hill				
Gross site area (ha)	0.64		**Net developable area (ha):**		0.64		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	532270 120750	
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	560	**Site Reference**	BH/C/18	**Settlement**	BH	**Ward**	C	**Site location / address:**	Land south of Janes Lane, Burgess Hill (part of Option F)				
Gross site area (ha)	8.31		**Net developable area (ha):**		7		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	532907 119674	
Site Suitable: ✔			**Site Available:** ✗				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Burgess Hill – Franklands

SHLAA ID	4	**Site Reference**	BH/D/01	**Settlement**	BH	**Ward**	D	**Site location / address:**	Wintons Farm, Folders Lane, Burgess Hill				
Gross site area (ha)	4.9		**Net developable area (ha):**		4		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	532484 117906	
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	85	**Site Reference**	BH/D/02	**Settlement**	BH	**Ward**	D	**Site location / address:**	86 Junction Road, Burgess Hill				
Gross site area (ha)	0.20		**Net developable area (ha):**		0.20		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	531931 119350	
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔						
Deliverability / Developability:						Not currently developable							
Deliverable (1-5 years)	Yes	12	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	87	**Site Reference**	BH/D/04	**Settlement**	BH	**Ward**	D	**Site location / address:**	Folders Meadow, Folders Lane, Burgess Hill						
Gross site area (ha)	2.3		**Net developable area (ha):**		2.3	**Proposed site density (dph):**			2 Medium- 40			**Grid Ref:**	532020 118235		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	90	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	84	**Site Reference**	BH/D/05	**Settlement**	BH	**Ward**	D	**Site location / address:**	The Oaks Centre, Junction Road, Burgess Hill						
Gross site area (ha)	0.42		**Net developable area (ha):**		0.42	**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	531889 119449		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	12	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	234	**Site Reference**	BH/D/06	**Settlement**	BH	**Ward**	D	**Site location / address:**	Land to the south/east of Burgess Hill to the rear of properties on south side of Folders Lane						
Gross site area (ha)	28.6		**Net developable area (ha):**		28.6	**Proposed site density (dph):**			2 Medium- 40			**Grid Ref:**	532110 117848		
Site Suitable: ✔			**Site Available:** ✘			**Site Achievable:** ✘									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	344	**Site Reference**	BH/D/07	**Settlement**	BH	**Ward**	D	**Site location / address:**	Land r/o Spinningdale, Starlings and Merryfield, Keymer Road, Burgess Hill						
Gross site area (ha)	0.35		**Net developable area (ha):**		0.35	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	531686 118436		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	20	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	206	**Site Reference**	BH/D/08	**Settlement**	BH	**Ward**	D	**Site location / address:**	Land to the rear of 68-78 Folders Lane, Burgess Hill						
Gross site area (ha)	1.1		**Net developable area (ha):**		1.1	**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	532760 117962		
Site Suitable: ✘			**Site Available:** ✘			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	86	**Site Reference**	BH/D/09	**Settlement**	BH	**Ward**	D	**Site location / address:**	Folders Farm, Folders Lane, Burgess Hill						
Gross site area (ha)	4.1		**Net developable area (ha):**			**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	532865 118300		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	14	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	291	**Site Reference**	BH/D/10	**Settlement**	BH	**Ward**	D	**Site location / address:**	36 & 38 Folders Lane, Burgess Hill						
Gross site area (ha)	0.5		**Net developable area (ha):**			**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	531736 118772		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	8	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	408	**Site Reference**	BH/D/11	**Settlement**	BH	**Ward**	D	**Site location / address:**	Oaklands, Keymer Road, Burgess Hill						
Gross site area (ha)	0.25		**Net developable area (ha):**		0.25	**Proposed site density (dph):**			2 Medium- 40			**Grid Ref:**	531700 118230		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	9	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	158	**Site Reference**	BH/D/13	**Settlement**	BH	**Ward**	D	**Site location / address:**	Land south of Greenlands Drive, Burgess Hill										
Gross site area (ha)	1.4		**Net developable area (ha):**		0.6		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	531460 117855					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	15	Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	365	**Site Reference**	BH/D/18	**Settlement**	BH	**Ward**	D	**Site location / address:**	6-10 Junction Road, Burgess Hill										
Gross site area (ha)	0.07		**Net developable area (ha):**		0.07		**Proposed site density (dph):**		4 Flatted- 50-100+				**Grid Ref:**	531769 118928					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		Yes	8	Dwellings			Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	446	**Site Reference**	BH/D/19	**Settlement**	BH	**Ward**	D	**Site location / address:**	48-50 Junction Road, Burgess Hill										
Gross site area (ha)	0.3		**Net developable area (ha):**		0.3		**Proposed site density (dph):**		3 Higher- 50				**Grid Ref:**	531897 119172					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	15	Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	534	**Site Reference**	BH/D/20	**Settlement**	BH	**Ward**	D	**Site location / address:**	Land south of Folders Lane (to the east of Wintons fishing lakes), Burgess Hill										
Gross site area (ha)	8.9		**Net developable area (ha):**		7.9		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	532831 117880					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	235	Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	557	**Site Reference**	BH/D/21	**Settlement**	BH	**Ward**	D	**Site location / address:**	Land south of Folders Lane and east of Keymer Road, Burgess Hill (western part of Option H)										
Gross site area (ha)	16.4		**Net developable area (ha):**		14.9		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	532119 117757					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		Yes	75	Dwellings			Developable (6-10 years)		Yes	309	Dwellings		Developable (11 years +)		No		Dwellings		

Burgess Hill – Meeds

SHLAA ID	502	**Site Reference**	BH/E/01	**Settlement**	BH	**Ward**	E	**Site location / address:**	Land at Burgess Hill Station, Station Road, Burgess Hill										
Gross site area (ha)	5.7		**Net developable area (ha):**		1.65		**Proposed site density (dph):**		4 Flatted- 50-100+				**Grid Ref:**	531450 118430					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	100	Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	345	**Site Reference**	BH/E/02	**Settlement**	BH	**Ward**	E	**Site location / address:**	St. Wilfrids Catholic Primary School, School Close, Burgess Hill										
Gross site area (ha)	1.65		**Net developable area (ha):**		1.65		**Proposed site density (dph):**		4 Flatted- 50-100+				**Grid Ref:**	530974 119011					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings		Developable (11 years +)		Yes	115	Dwellings		

SHLAA ID	117	**Site Reference**	BH/E/03	**Settlement**	BH	**Ward**	E	**Site location / address:**	Prospect House, 1-9 Junction Road, Burgess Hill										
Gross site area (ha)	0.07		**Net developable area (ha):**				**Proposed site density (dph):**						**Grid Ref:**	531734 118770					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		Yes	11	Dwellings			Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

Schedule of all identified sites considered through the Assessment

SHLAA ID	83	**Site Reference**	BH/E/04	**Settlement**	BH	**Ward**	E	**Site location / address:**	Burgess Hill Station yard/car park, Burgess Hill				
Gross site area (ha)	1.75	**Net developable area (ha):**	1.75	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531548 118731						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	100	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	368	**Site Reference**	BH/E/06	**Settlement**	BH	**Ward**	E	**Site location / address:**	Gloucester Motors, 201-205 Lower Church Road, Burgess Hill				
Gross site area (ha)	0.04	**Net developable area (ha):**	0.04	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	530832 119158						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	6	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	118	**Site Reference**	BH/E/07	**Settlement**	BH	**Ward**	E	**Site location / address:**	Superdrug Store, 42/44 Church Road, Burgess Hill				
Gross site area (ha)	0.05	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531435 119010						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	8	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	295	**Site Reference**	BH/E/08	**Settlement**	BH	**Ward**	E	**Site location / address:**	Rear of 5-7 Mill Road, Burgess Hill				
Gross site area (ha)	0.07	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531593 118916						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	10	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	159	**Site Reference**	BH/E/11	**Settlement**	BH	**Ward**	E	**Site location / address:**	30-32 Station Road, Burgess Hill				
Gross site area (ha)	0.15	**Net developable area (ha):**	0.15	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531450 118908						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	14	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	419	**Site Reference**	BH/E/13	**Settlement**	BH	**Ward**	E	**Site location / address:**	Osbourne House, Station Road, Burgess Hill				
Gross site area (ha)	0.17	**Net developable area (ha):**	0.17	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	530893 118791						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	21	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	92	**Site Reference**	BH/E/14	**Settlement**	BH	**Ward**	E	**Site location / address:**	Open air market, Cyprus Road, Burgess Hill				
Gross site area (ha)	0.4	**Net developable area (ha):**	0.27	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531500 119150						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	16	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	505	**Site Reference**	BH/E/16	**Settlement**	BH	**Ward**	E	**Site location / address:**	Telephone Exchange, Cyprus Road, Burgess Hill				
Gross site area (ha)	0.25	**Net developable area (ha):**	0.25	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	531523 119045						
Site Suitable: ✔	**Site Available:** ✘	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	172	**Site Reference**	BH/E/17	**Settlement**	BH	**Ward**	E	**Site location / address:**	Scout Centre, Station Road, Burgess Hill								
Gross site area (ha)	0.30		**Net developable area (ha):**		0.30	**Proposed site density (dph):**			4 Flatted- 50-100+				**Grid Ref:**	531037 118805			
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings	

SHLAA ID	528	**Site Reference**	BH/E/18	**Settlement**	BH	**Ward**	E	**Site location / address:**	Land at Burgess Hill Town Centre including land at Civic Way and The Brow								
Gross site area (ha)	2.27		**Net developable area (ha):**		2.27	**Proposed site density (dph):**			4 Flatted- 50-100+				**Grid Ref:**	531240 119002			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		Yes	90	Dwellings		Developable (6-10 years)		Yes	110	Dwellings		Developable (11 years +)		No		Dwellings	

SHLAA ID	535	**Site Reference**	BH/E/19	**Settlement**	BH	**Ward**	E	**Site location / address:**	Land to the rear of 70 Station Road, Burgess Hill								
Gross site area (ha)	0.21		**Net developable area (ha):**		0.21	**Proposed site density (dph):**			4 Flatted- 50-100+				**Grid Ref:**	531167 118810			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		Yes	12	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings	

SHLAA ID	536	**Site Reference**	BH/E/20	**Settlement**	BH	**Ward**	E	**Site location / address:**	112 Station Road, Burgess Hill								
Gross site area (ha)	0.38		**Net developable area (ha):**		0.38	**Proposed site density (dph):**			4 Flatted- 50-100+				**Grid Ref:**	530963 118789			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	45	Dwellings		Developable (11 years +)		No		Dwellings	

SHLAA ID	537	**Site Reference**	BH/E/21	**Settlement**	BH	**Ward**	E	**Site location / address:**	St Peters Nursery, 78 Park Road, Burgess Hill								
Gross site area (ha)	0.22		**Net developable area (ha):**		0.2	**Proposed site density (dph):**			1 Lower- 30				**Grid Ref:**	530993 119392			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		Yes	8	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings	

Burgess Hill – Victoria

SHLAA ID	48	**Site Reference**	BH/F/01	**Settlement**	BH	**Ward**	F	**Site location / address:**	West Hill, West Hill Drive								
Gross site area (ha)	0.30		**Net developable area (ha):**		0.30	**Proposed site density (dph):**			3 Higher- 50				**Grid Ref:**	530354 119157			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		Yes	10	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings	

SHLAA ID	205	**Site Reference**	BH/F/02	**Settlement**	BH	**Ward**	F	**Site location / address:**	Former Knowles factory building, 73 Victoria Road, Burgess Hill								
Gross site area (ha)	0.6		**Net developable area (ha):**			**Proposed site density (dph):**			2 Medium- 40				**Grid Ref:**	530016 119087			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		Yes	26	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings	

SHLAA ID	93	**Site Reference**	BH/F/03	**Settlement**	BH	**Ward**	F	**Site location / address:**	Land north of Maltings Park, Burgess Hill								
Gross site area (ha)	3.3		**Net developable area (ha):**			**Proposed site density (dph):**			2 Medium- 40				**Grid Ref:**	529800 118960			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔											
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)		Yes	105	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings	

Schedule of all identified sites considered through the Assessment

SHLAA ID	463	**Site Reference**	BH/F/04	**Settlement**	BH	**Ward**	F	**Site location / address:**	Focus DIY, 255-269 London Road, Burgess Hill				
Gross site area (ha)	0.45	**Net developable area (ha):**	0.45	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	530746 118954						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	80	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	346	**Site Reference**	BH/F/05	**Settlement**	BH	**Ward**	F	**Site location / address:**	Land at Hammonds Ridge, Burgess Hill				
Gross site area (ha)	1.2	**Net developable area (ha):**	1.2	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	530289 118433						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	Yes	10	Dwellings

SHLAA ID	245	**Site Reference**	BH/F/06	**Settlement**	BH	**Ward**	F	**Site location / address:**	Victoria Industrial Estate (part of), Burgess Hill				
Gross site area (ha)	32.1	**Net developable area (ha):**	29	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	530386 118833						
Site Suitable: ✔	**Site Available:** ✘	**Site Achievable:** ✘											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	501	**Site Reference**	BH/F/07	**Settlement**	BH	**Ward**	F	**Site location / address:**	67 Victoria Road, Victoria Industrial Estate, Burgess Hill				
Gross site area (ha)	0.38	**Net developable area (ha):**	0.38	**Proposed site density (dph):**		**Grid Ref:**	529995 118982						
Site Suitable: ✘	**Site Available:** ✔	**Site Achievable:** ✘											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	511	**Site Reference**	BH/F/08	**Settlement**	BH	**Ward**	F	**Site location / address:**	Land at Poveys Close/Southway Recreation Ground (Burgess Hill Rugby Club), Burgess Hill				
Gross site area (ha)	4.32	**Net developable area (ha):**	2.7	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	529722 119223						
Site Suitable: ✘	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	262	**Site Reference**	BH/F/09	**Settlement**	BH	**Ward**	F	**Site location / address:**	Land to the rear of Shelleys, Burgess Hill				
Gross site area (ha)	0.33	**Net developable area (ha):**	0.33	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	529848 119146						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	10	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	544	**Site Reference**	BH/F/10	**Settlement**	BH	**Ward**	F	**Site location / address:**	Land at Victoria Road (north), Burgess Hill				
Gross site area (ha)	1.83	**Net developable area (ha):**	1.7	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	530051 119045						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	68	Dwellings		Developable (11 years +)	No		Dwellings

Bolney

SHLAA ID	82	**Site Reference**	BK/03	**Settlement**	BK	**Ward**		**Site location / address:**	G&W Motors, London Road, Bolney				
Gross site area (ha)	0.3	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526550 123450						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	6	Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	156	**Site Reference**	BK/04	**Settlement**	BK	**Ward**		**Site location / address:**	Pine Lodge and Pine Cottage, London Road, Bolney		
Gross site area (ha)	1.7	**Net developable area (ha):**	1.65	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526545 123611				
Site Suitable: ✘		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	264	**Site Reference**	BK/06	**Settlement**	BK	**Ward**		**Site location / address:**	Land south of Ryecroft Road, Bolney		
Gross site area (ha)	1.4	**Net developable area (ha):**	0.65	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526327 123192				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	20	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	526	**Site Reference**	BK/07	**Settlement**	BK	**Ward**		**Site location / address:**	Land east of Paynesfield, Bolney		
Gross site area (ha)	3.1	**Net developable area (ha):**	3.1	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526257 122920				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	70	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	527	**Site Reference**	BK/08	**Settlement**	BK	**Ward**		**Site location / address:**	Land north of Ryecroft Road, Bolney		
Gross site area (ha)	1.88	**Net developable area (ha):**	1.2	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526411 123355				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	36	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	541	**Site Reference**	BK/09	**Settlement**	BK	**Ward**		**Site location / address:**	Land Adjacent to Packway House, Bolney		
Gross site area (ha)	6.2	**Net developable area (ha):**	1	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526333 123744				
Site Suitable: ✘		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	543	**Site Reference**	BK/10	**Settlement**	BK	**Ward**		**Site location / address:**	Land opposite Queens Head, Bolney		
Gross site area (ha)	5.49	**Net developable area (ha):**	3.4	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526405 122942				
Site Suitable: ✘		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Crawley Down

SHLAA ID	7	**Site Reference**	CR/02	**Settlement**	CR	**Ward**		**Site location / address:**	Pasture Wood, Hophurst Lane, Crawley Down		
Gross site area (ha)	0.8	**Net developable area (ha):**	0.6	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535219 138122				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	18	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	271	**Site Reference**	CR/06	**Settlement**	CR	**Ward**		**Site location / address:**	Land at Wychwood, Turners Hill Road, Crawley Down		
Gross site area (ha)	4	**Net developable area (ha):**	2.3	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533730 137986				
Site Suitable: ✘		**Site Available:** ✘		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	272	**Site Reference**	CR/07	**Settlement**	CR	**Ward**		**Site location / address:**	Land at Wychwood, Turners Hill Road (reduced area), Crawley Down						
Gross site area (ha)	1		**Net developable area (ha):**		0.9	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533759 138008				
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	273	**Site Reference**	CR/08	**Settlement**	CR	**Ward**		**Site location / address:**	Land at Haven Sports Centre, Crawley Down						
Gross site area (ha)	8.4		**Net developable area (ha):**		7.9	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	534871 138326				
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	144	**Site Reference**	CR/10	**Settlement**	CR	**Ward**		**Site location / address:**	Land at Hazel Way, Crawley Down						
Gross site area (ha)	4		**Net developable area (ha):**		3.6	**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	535066 137424				
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	451	**Site Reference**	CR/14	**Settlement**	CR	**Ward**		**Site location / address:**	Larchwoods, Sandy Lane, Crawley Down						
Gross site area (ha)	1		**Net developable area (ha):**		1	**Proposed site density (dph):**		3 Higher- 50		**Grid Ref:**	534087 138001				
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	10	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	135	**Site Reference**	CR/16	**Settlement**	CR	**Ward**		**Site location / address:**	Land south of Grange Road, Crawley Down						
Gross site area (ha)	2.8		**Net developable area (ha):**			**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	534468 137274				
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	98	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	434	**Site Reference**	CR/17	**Settlement**	CR	**Ward**		**Site location / address:**	Properties at Rufwood, Crawley Down						
Gross site area (ha)	0.74		**Net developable area (ha):**		0.70	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	534022 137850				
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	20	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	213	**Site Reference**	CR/18	**Settlement**	CR	**Ward**		**Site location / address:**	Land at Winch Well, Crawley Down						
Gross site area (ha)	1.5		**Net developable area (ha):**		1	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	534146 137397				
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	400	**Site Reference**	CR/20	**Settlement**	CR	**Ward**		**Site location / address:**	Land north of Burleigh Infant School, Hophurst Drive, Crawley Down						
Gross site area (ha)	0.2		**Net developable area (ha):**		0.2	**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	534656 137873				
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	8	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	518	**Site Reference**	CR/21	**Settlement**	CR	**Ward**		**Site location / address:**	Land to the south of Hazel Way/east of Woodlands Close Crawley Down						
Gross site area (ha)	1.9		**Net developable area (ha):**		1.74		**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	535010 137373			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable										
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	70	Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	519	**Site Reference**	CR/22	**Settlement**	CR	**Ward**		**Site location / address:**	Land to the north of Burleigh Way/East of Woodland Close Crawley Down						
Gross site area (ha)	3.3		**Net developable area (ha):**		3		**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	535008 137430			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable										
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	105	Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	274	**Site Reference**	CR/23	**Settlement**	CR	**Ward**		**Site location / address:**	Land opposite Rufwood, Turners Hill Road, Crawley Down						
Gross site area (ha)	1.1		**Net developable area (ha):**		1.1		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533907 137792			
Site Suitable: ✘			**Site Available:** ✘				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	275	**Site Reference**	CR/24	**Settlement**	CR	**Ward**		**Site location / address:**	Land adjacent to the Haven Centre, Hophurst Lane, Crawley Down						
Gross site area (ha)	5		**Net developable area (ha):**		5		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	535013 138218			
Site Suitable: ✘			**Site Available:** ✘				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	281	**Site Reference**	CR/25	**Settlement**	CR	**Ward**		**Site location / address:**	Land south of Hazel Close, Crawley Down						
Gross site area (ha)	1.4		**Net developable area (ha):**		0.87		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	535271 137497			
Site Suitable: ✘			**Site Available:** ✘				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	488	**Site Reference**	CR/26	**Settlement**	CR	**Ward**		**Site location / address:**	Palmers Autocare Centre, Turners Hill Road, Crawley Down						
Gross site area (ha)	0.18		**Net developable area (ha):**		0.18		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533894 137923			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable										
Deliverable (1-5 years)	Yes	14	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	533	**Site Reference**	CR/27	**Settlement**	CR	**Ward**		**Site location / address:**	38 and 39 Buckley Place, Crawley Down						
Gross site area (ha)	0.15		**Net developable area (ha):**		0.15		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	534440 137766			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:					Not currently developable										
Deliverable (1-5 years)	Yes	6	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

Copthorne

SHLAA ID	61	**Site Reference**	CT/01	**Settlement**	CT	**Ward**		**Site location / address:**	Land to the north of Copthorne Road, Copthorne						
Gross site area (ha)	16.8		**Net developable area (ha):**		8		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	530526 138370			
Site Suitable: ✘			**Site Available:** ✘				**Site Achievable:** ✘								
Deliverability / Developability:					Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

Schedule of all identified sites considered through the Assessment

SHLAA ID	18	**Site Reference**	CT/02	**Settlement**	CT	**Ward**		**Site location / address:**	Crabbet Park, Old Hollow, Near Crawley										
Gross site area (ha)	172		**Net developable area (ha):**					**Proposed site density (dph):**	2 Medium- 40							**Grid Ref:**	531026 137445		
Site Suitable: ✔			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		Yes	1000	Dwellings

SHLAA ID	38	**Site Reference**	CT/03	**Settlement**	CT	**Ward**		**Site location / address:**	Land north and south of the A264 adjacent to Junction 10 of the M23										
Gross site area (ha)	90		**Net developable area (ha):**				40	**Proposed site density (dph):**	1 Lower- 30							**Grid Ref:**	530599 138981		
Site Suitable: ✘			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	268	**Site Reference**	CT/05	**Settlement**	CT	**Ward**		**Site location / address:**	Land at Holly Farm, Copthorne Way, Copthorne										
Gross site area (ha)	3.8		**Net developable area (ha):**				1.5	**Proposed site density (dph):**	1 Lower- 30							**Grid Ref:**	530937 138970		
Site Suitable: ✔			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		Yes	45	Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	252	**Site Reference**	CT/13	**Settlement**	CT	**Ward**		**Site location / address:**	Land at Crabbet Park, Crawley										
Gross site area (ha)	111		**Net developable area (ha):**				60	**Proposed site density (dph):**	1 Lower- 30							**Grid Ref:**	530444 137524		
Site Suitable: ✔			**Site Available:** ✘					**Site Achievable:** ✘											
Deliverability / Developability:								Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	437	**Site Reference**	CT/17	**Settlement**	CT	**Ward**		**Site location / address:**	Inglenook Cottage, Laurel Bank & Little Acorns, Brookhill Road, Copthorne										
Gross site area (ha)	0.30		**Net developable area (ha):**				0.30	**Proposed site density (dph):**	2 Medium- 40							**Grid Ref:**	531260 139147		
Site Suitable: ✔			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		Yes	12	Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	133	**Site Reference**	CT/18	**Settlement**	CT	**Ward**		**Site location / address:**	Lynesta/Woodside/former Brookhill Garage, Brookhill Road, Copthorne										
Gross site area (ha)	0.42		**Net developable area (ha):**					**Proposed site density (dph):**	1 Lower- 30							**Grid Ref:**	531245 139208		
Site Suitable: ✔			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		Yes	12	Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

Cuckfield

SHLAA ID	63	**Site Reference**	CU/01	**Settlement**	CU	**Ward**		**Site location / address:**	Land north of Riseholme, Broad Street. Cuckfield										
Gross site area (ha)	3.5		**Net developable area (ha):**				1.5	**Proposed site density (dph):**	1 Lower- 30							**Grid Ref:**	531360 124400		
Site Suitable: ✘			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	64	**Site Reference**	CU/02	**Settlement**	CU	**Ward**		**Site location / address:**	Land at Bylanes Close, Cuckfield										
Gross site area (ha)	1.9		**Net developable area (ha):**				1.9	**Proposed site density (dph):**	1 Lower- 30							**Grid Ref:**	530655 125620		
Site Suitable: ✔			**Site Available:** ✔					**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		Yes	57	Dwellings			Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	65	**Site Reference**	CU/03	**Settlement**	CU	**Ward**		**Site location / address:**	Land south of Cuckfield Village, Cuckfield										
Gross site area (ha)	44		**Net developable area (ha):**		40		**Proposed site density (dph):**	1 Lower- 30		**Grid Ref:**	530715 124134								
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	11	**Site Reference**	CU/04	**Settlement**	CU	**Ward**		**Site location / address:**	Land at Wheatsheaf Lane, Cuckfield										
Gross site area (ha)	6.8		**Net developable area (ha):**		5.5		**Proposed site density (dph):**	1 Lower- 30		**Grid Ref:**	531292 124763								
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	37	**Site Reference**	CU/05	**Settlement**	CU	**Ward**		**Site location / address:**	Land between Longacre Farm and Kiln Cottage, Ardingly Road, Cuckfield										
Gross site area (ha)	2.2		**Net developable area (ha):**		1		**Proposed site density (dph):**	1 Lower- 30		**Grid Ref:**	530880 125440								
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	20	Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	89	**Site Reference**	CU/06	**Settlement**	CU	**Ward**		**Site location / address:**	Land at Whitemans Green, Cuckfield										
Gross site area (ha)	4.1		**Net developable area (ha):**		4.1		**Proposed site density (dph):**	1 Lower- 30		**Grid Ref:**	530438 125941								
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	136	**Site Reference**	CU/07	**Settlement**	CU	**Ward**		**Site location / address:**	Land north west of Chatfield Road, Cuckfield										
Gross site area (ha)	1.2		**Net developable area (ha):**				**Proposed site density (dph):**	2 Medium- 40		**Grid Ref:**	530995 124838								
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		Yes	42	Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	179	**Site Reference**	CU/08	**Settlement**	CU	**Ward**		**Site location / address:**	Land east of Crouchlands Farm, Cuckfield										
Gross site area (ha)	1		**Net developable area (ha):**		0.6		**Proposed site density (dph):**	2 Medium- 40		**Grid Ref:**	530445 125655								
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	240	**Site Reference**	CU/09	**Settlement**	CU	**Ward**		**Site location / address:**	Land north of Cuckfield by-pass, Cuckfield										
Gross site area (ha)	23		**Net developable area (ha):**		20		**Proposed site density (dph):**	1 Lower- 30		**Grid Ref:**	530825 124170								
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	458	**Site Reference**	CU/10	**Settlement**	CU	**Ward**		**Site location / address:**	Delmon House, High Street, Cuckfield										
Gross site area (ha)	0.27		**Net developable area (ha):**		0.26		**Proposed site density (dph):**	1 Lower- 30		**Grid Ref:**	530439 125311								
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		Yes	8	Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

Schedule of all identified sites considered through the Assessment

SHLAA ID	189	**Site Reference**	CU/11	**Settlement**	CU	**Ward**		**Site location / address:**	Land north of Tower House Close, Cuckfield										
Gross site area (ha)	2.7		**Net developable area (ha):**		2.67		**Proposed site density (dph):**		2 Medium- 40				**Grid Ref:**	530366 125231					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	177	**Site Reference**	CU/14	**Settlement**	CU	**Ward**		**Site location / address:**	Land south of Manor Drive, Cuckfield										
Gross site area (ha)	1.65		**Net developable area (ha):**		1.65		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	530370 125270					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	176	**Site Reference**	CU/15	**Settlement**	CU	**Ward**		**Site location / address:**	Land off Polestub Lane, Cuckfield										
Gross site area (ha)	1.3		**Net developable area (ha):**		1.3		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	530630 125235					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	479	**Site Reference**	CU/16	**Settlement**	CU	**Ward**		**Site location / address:**	Land at Hanlye Lane to the east of Ardingly Road, Cuckfield										
Gross site area (ha)	7.8		**Net developable area (ha):**		5.1		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	530878 125452					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	105	Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	178	**Site Reference**	CU/20	**Settlement**	CU	**Ward**		**Site location / address:**	Land north of Tower House Close, Cuckfield										
Gross site area (ha)	0.8		**Net developable area (ha):**		0.8		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	530385 125220					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	227	**Site Reference**	CU/24	**Settlement**	CU	**Ward**		**Site location / address:**	Land to the north of Glebe Road, Cuckfield										
Gross site area (ha)	9		**Net developable area (ha):**		4.0		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	530842 125207					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		Yes	110	Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	522	**Site Reference**	CU/25	**Settlement**	CU	**Ward**		**Site location / address:**	Tentercroft, Broad Street, Cuckfield										
Gross site area (ha)	0.23		**Net developable area (ha):**				**Proposed site density (dph):**		2 Medium- 40				**Grid Ref:**	530565 124695					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)		Yes	14	Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

SHLAA ID	545	**Site Reference**	CU/26	**Settlement**	CU	**Ward**		**Site location / address:**	11 Manor Drive, Cuckfield.										
Gross site area (ha)	0.57		**Net developable area (ha):**		0.57		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	530266 125318					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✗												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings			Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings	

Schedule of all identified sites considered through the Assessment

SHLAA ID	550	**Site Reference**	CU/27	**Settlement**	CU	**Ward**		**Site location / address:**	Land east of Whitemans Green, Cuckfield						
Gross site area (ha)	1.17		**Net developable area (ha):**		1.20		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	530558 125747			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

East Grinstead – Imberhorne

SHLAA ID	5	**Site Reference**	EG/A/01	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land adjoining Acacia Cottage, 151 Crawley Down Road						
Gross site area (ha)	0.38		**Net developable area (ha):**		0.38		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	536120 139300			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	49	**Site Reference**	EG/A/02	**Settlement**	EG	**Ward**	A	**Site location / address:**	Rentokil House, Garland Road, East Grinstead						
Gross site area (ha)	0.45		**Net developable area (ha):**		0.45		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	538869 138529			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	88	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	21	**Site Reference**	EG/A/03	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land south of Copthorne Road, Felbridge						
Gross site area (ha)	1.1		**Net developable area (ha):**		1.0		**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	537012 139522			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	Yes	40	Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	405	**Site Reference**	EG/A/05	**Settlement**	EG	**Ward**	A	**Site location / address:**	The North End Club, 32-33 North End, London Road, East Grinstead						
Gross site area (ha)	0.05		**Net developable area (ha):**		0.05		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	537668 139319			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	6	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	248	**Site Reference**	EG/A/06	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land at Imberhorne Farm, Hill Place Farm and Imberhorne Lower School, East Grinstead						
Gross site area (ha)	130		**Net developable area (ha):**		76		**Proposed site density (dph):**				**Grid Ref:**	537380 138454			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	335	**Site Reference**	EG/A/07	**Settlement**	EG	**Ward**	A	**Site location / address:**	The Felbridge Hotel, London Road, East Grinstead						
Gross site area (ha)	1.5		**Net developable area (ha):**		1.5		**Proposed site density (dph):**		2 Medium- 40		**Grid Ref:**	537475 139563			
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✗								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	254	**Site Reference**	EG/A/10	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land adjacent to Shelley Road, East Grinstead						
Gross site area (ha)	0.9		**Net developable area (ha):**				**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	538710 138133			
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

Schedule of all identified sites considered through the Assessment

SHLAA ID	197	**Site Reference**	EG/A/11	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land rear of 17-47 Crawley Down Road, Felbridge						
Gross site area (ha)	2.6		**Net developable area (ha):**		2.6	**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	536870 139505		
Site Suitable: ✗			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	378	**Site Reference**	EG/A/12	**Settlement**	EG	**Ward**	A	**Site location / address:**	1,3 & 5 Halsford Park Road, East Grinstead						
Gross site area (ha)	0.31		**Net developable area (ha):**		0.31	**Proposed site density (dph):**			2 Medium- 40			**Grid Ref:**	538364 138950		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	11	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	235	**Site Reference**	EG/A/13	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land to the west of Imberhorne Lane, East Grinstead						
Gross site area (ha)	6.9		**Net developable area (ha):**		4.6	**Proposed site density (dph):**			2 Medium- 40			**Grid Ref:**	537600 138560		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	140	Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	462	**Site Reference**	EG/A/14	**Settlement**	EG	**Ward**	A	**Site location / address:**	2-4 Crescent Road, East Grinstead						
Gross site area (ha)	0.07		**Net developable area (ha):**		0.07	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	538770 138341		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	10	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	249	**Site Reference**	EG/A/15	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land west and south west of East Grinstead and Imberhorne Lower School site						
Gross site area (ha)	123		**Net developable area (ha):**		95	**Proposed site density (dph):**						**Grid Ref:**	537358 138430		
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	223	**Site Reference**	EG/A/17	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land rear of the Parade, London Road, East Grinstead						
Gross site area (ha)	0.8		**Net developable area (ha):**		0.8	**Proposed site density (dph):**			2 Medium- 40			**Grid Ref:**	537548 139350		
Site Suitable: ✔			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	196	**Site Reference**	EG/A/18	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land south of Crawley Down Road, Felbridge						
Gross site area (ha)	3.6		**Net developable area (ha):**		2.9	**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	536519 139323		
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	320	**Site Reference**	EG/A/20	**Settlement**	EG	**Ward**	A	**Site location / address:**	Strath Cottage & 11-15 Copthorne Road, Felbridge, East Grinstead						
Gross site area (ha)	0.3		**Net developable area (ha):**			**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	537162 139639		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	5	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	322	**Site Reference**	EG/A/21	**Settlement**	EG	**Ward**	A	**Site location / address:**	Maypole House, Maypole Road, East Grinstead		
Gross site area (ha)	0.15	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538777 138622				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	12	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	323	**Site Reference**	EG/A/22	**Settlement**	EG	**Ward**	A	**Site location / address:**	Premier House, Garland Road, East Grinstead		
Gross site area (ha)	0.13	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538784 138526				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	14	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	317	**Site Reference**	EG/A/23	**Settlement**	EG	**Ward**	A	**Site location / address:**	Chartwell House, 230-232 London Road, East Grinstead		
Gross site area (ha)	0.13	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538826 138584				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	14	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	486	**Site Reference**	EG/A/24	**Settlement**	EG	**Ward**	A	**Site location / address:**	Station Car Park, Grosvenor Road, East Grinstead		
Gross site area (ha)	1.2	**Net developable area (ha):**	1.2	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	538605 138262				
Site Suitable: ✘		**Site Available:** ✘		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	510	**Site Reference**	EG/A/25	**Settlement**	EG	**Ward**	A	**Site location / address:**	Imberhorne Lane car park, Imberhorne Lane, East Grinstead		
Gross site area (ha)	0.18	**Net developable area (ha):**	0.18	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	537629 139280				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	18	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	475	**Site Reference**	EG/A/26	**Settlement**	EG	**Ward**	A	**Site location / address:**	Car Park, Felbridge Hotel, London Road, East Grinstead		
Gross site area (ha)	0.13	**Net developable area (ha):**	0.13	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	537501 139492				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	10	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	547	**Site Reference**	EG/A/27	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land rear of 'Mulberry Gate', Copthorne Road, Felbridge		
Gross site area (ha)	0.36	**Net developable area (ha):**	0.31	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	537172 139541				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	12	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	548	**Site Reference**	EG/A/28	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land at rear of and including 17 Copthorne Road, Felbridge		
Gross site area (ha)	2.65	**Net developable area (ha):**	2.3	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	537079 139551				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	90	Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	561	**Site Reference**	EG/A/30	**Settlement**	EG	**Ward**	A	**Site location / address:**	Land to the west of East Grinstead (Land at Imberhorne Farm)				
Gross site area (ha)	129	**Net developable area (ha):**	88	**Proposed site density (dph):**		**Grid Ref:**	537053 138779						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable									
Deliverable (1-5 years)	Yes	180	Dwellings		Developable (6-10 years)	Yes	390	Dwellings		Developable (11 years +)	No		Dwellings

East Grinstead – Baldwins

SHLAA ID	81	**Site Reference**	EG/B/01	**Settlement**	EG	**Ward**	B	**Site location / address:**	Imberhorne Lower School, Windmill Lane, East Grinstead				
Gross site area (ha)	7	**Net developable area (ha):**	7	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	538554 139277						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable									
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	210	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	102	**Site Reference**	EG/B/03	**Settlement**	EG	**Ward**	B	**Site location / address:**	Land at the junction of Windmill Lane and London Road				
Gross site area (ha)	0.4	**Net developable area (ha):**	0.4	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538641 138863						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable									
Deliverable (1-5 years)	Yes	35	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	370	**Site Reference**	EG/B/04	**Settlement**	EG	**Ward**	B	**Site location / address:**	Garages at Buckhurst Close, East Grinstead				
Gross site area (ha)	0.14	**Net developable area (ha):**	0.14	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538333 139147						
Site Suitable: ✔		**Site Available:** ✘		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	222	**Site Reference**	EG/B/05	**Settlement**	EG	**Ward**	B	**Site location / address:**	Charlwoods Industrial Estate, East Grinstead				
Gross site area (ha)	5.7	**Net developable area (ha):**		**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	539044 139046						
Site Suitable: ✔		**Site Available:** ✘		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	369	**Site Reference**	EG/B/07	**Settlement**	EG	**Ward**	B	**Site location / address:**	53-59 Lingfield Road, East Grinstead				
Gross site area (ha)	0.12	**Net developable area (ha):**	0.12	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538822 138954						
Site Suitable: ✔		**Site Available:** ✘		**Site Achievable:** ✘									
Deliverability / Developability:				Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	402	**Site Reference**	EG/B/08	**Settlement**	EG	**Ward**	B	**Site location / address:**	Millfield, Croft, The Conifers and Spinnaker, Windmill Lane, East Grinstead				
Gross site area (ha)	0.44	**Net developable area (ha):**	0.44	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	538610 139024						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable									
Deliverable (1-5 years)	Yes	17	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	403	**Site Reference**	EG/B/10	**Settlement**	EG	**Ward**	B	**Site location / address:**	Nonsuch Cottage, Lowdells Lane, East Grinstead				
Gross site area (ha)	0.12	**Net developable area (ha):**	0.12	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	538581 139451						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:				Not currently developable									
Deliverable (1-5 years)	Yes	7	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	324	**Site Reference**	EG/B/11	**Settlement**	EG	**Ward**	B	**Site location / address:**	Meadway Garage, Lowdells Lane, East Grinstead								
Gross site area (ha)	0.16		**Net developable area (ha):**				**Proposed site density (dph):**		3 Higher- 50				**Grid Ref:**	538365 139463			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	9	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	397	**Site Reference**	EG/B/15	**Settlement**	EG	**Ward**	B	**Site location / address:**	Land at 2 Sackville Lane and rear gardens of 4 Sackville Lane, 10 Felbridge Close and Waikiki and Stone House, London Road, East Grinstead								
Gross site area (ha)	0.32		**Net developable area (ha):**		0.32		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	538025 139240			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	9	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

East Grinstead – Ashplats

SHLAA ID	52	**Site Reference**	EG/C/02	**Settlement**	EG	**Ward**	C	**Site location / address:**	Land rear of 240 - 258 Holtye Road and land adjoining Ashplats House, Holtye Road, East Grinstead								
Gross site area (ha)	5.4		**Net developable area (ha):**		5.4		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	540825 139185			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	140	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	53	**Site Reference**	EG/C/03	**Settlement**	EG	**Ward**	C	**Site location / address:**	Land rear of 240 - 254 Holtye Road								
Gross site area (ha)	0.83		**Net developable area (ha):**				**Proposed site density (dph):**						**Grid Ref:**	540695 139460			
Site Suitable: ✘			**Site Available:** ✘				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	145	**Site Reference**	EG/C/04	**Settlement**	EG	**Ward**	C	**Site location / address:**	Land east of Fairlight Lane, Holtye Road, East Grinstead								
Gross site area (ha)	0.4		**Net developable area (ha):**		0.4		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	540930 139400			
Site Suitable: ✘			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	312	**Site Reference**	EG/C/05	**Settlement**	EG	**Ward**	C	**Site location / address:**	Guinea Pig, Holtye Avenue, East Grinstead								
Gross site area (ha)	0.4		**Net developable area (ha):**		0.4		**Proposed site density (dph):**		3 Higher- 50				**Grid Ref:**	540090 139488			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	19	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	439	**Site Reference**	EG/C/07	**Settlement**	EG	**Ward**	C	**Site location / address:**	St. Lukes House and St. Lukes Church, Holtye Avenue, East Grinstead								
Gross site area (ha)	0.14		**Net developable area (ha):**		0.14		**Proposed site density (dph):**		4 Flatted- 50-100+				**Grid Ref:**	540049 139458			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	22	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

Schedule of all identified sites considered through the Assessment

SHLAA ID	96	**Site Reference**	EG/C/09	**Settlement**	EG	**Ward**	C	**Site location / address:**	Stonequarry Woods, East Grinstead				
Gross site area (ha)	1.9	**Net developable area (ha):**	1.9	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	539750 139400						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	40	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	399	**Site Reference**	EG/C/10	**Settlement**	EG	**Ward**	C	**Site location / address:**	Land at Shovelstrode Beacon, rear of Shovelstrode Cottage and 262 Holtye Road				
Gross site area (ha)	0.8	**Net developable area (ha):**	0.8	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	540833 139395						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	19	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	119	**Site Reference**	EG/C/11	**Settlement**	EG	**Ward**	C	**Site location / address:**	122-126 Holtye Road, East Grinstead				
Gross site area (ha)	0.46	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	540083 139180						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	7	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	513	**Site Reference**	EG/C/13	**Settlement**	EG	**Ward**	C	**Site location / address:**	Land corner of Holtye Road/ Blackwell Farm Road, East Grinstead				
Gross site area (ha)	0.55	**Net developable area (ha):**	0.55	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	539726 138805						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	22	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	146	**Site Reference**	EG/C/14	**Settlement**	AD	**Ward**		**Site location / address:**	Land at Worsted Farm, East Grinstead				
Gross site area (ha)	4.5	**Net developable area (ha):**	3	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	540955 138189						
Site Suitable: ✗		**Site Available:** ✗		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

East Grinstead – Herontye

SHLAA ID	22	**Site Reference**	EG/D/01	**Settlement**	EG	**Ward**	D	**Site location / address:**	Land to rear of Dunnings Mill Sports Club Dunnings Rd, East Grinstead				
Gross site area (ha)	0.9	**Net developable area (ha):**	0.9	**Proposed site density (dph):**	30	**Grid Ref:**	539140 137060						
Site Suitable: ✗		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	17	**Site Reference**	EG/D/02	**Settlement**	EG	**Ward**	D	**Site location / address:**	Land adj. Great Harwood Farm House off Harwoods Lane, East Grinstead				
Gross site area (ha)	56	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	540160 137025						
Site Suitable: ✗		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	316	**Site Reference**	EG/D/07	**Settlement**	EG	**Ward**	D	**Site location / address:**	Dunnings Mill Snooker Club, East Grinstead				
Gross site area (ha)	0.50	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	539197 136850						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	7	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	339	**Site Reference**	EG/D/08	**Settlement**	EG	**Ward**	D	**Site location / address:**	Pine Lodge, Blair House, Avondene and Varenna, Ship Street, East Grinstead						
Gross site area (ha)	0.40		**Net developable area (ha):**		0.4		**Proposed site density (dph):**		2 Medium- 40			**Grid Ref:**	539430 137528		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✕								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	134	**Site Reference**	EG/D/13	**Settlement**	EG	**Ward**	D	**Site location / address:**	Dunnings Mill, East Grinstead						
Gross site area (ha)	0.8		**Net developable area (ha):**				**Proposed site density (dph):**		3 Higher- 50			**Grid Ref:**	539225 136965		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)		Yes	32	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	562	**Site Reference**	EG/D/15	**Settlement**	EG	**Ward**	D	**Site location / address:**	Land at Hill Place Farm to the west and east of the Bluebell Railway Line - south west of East Grinstead						
Gross site area (ha)	37.3		**Net developable area (ha):**				**Proposed site density (dph):**					**Grid Ref:**	537868 137506		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	562	**Site Reference**	EG/D/15	**Settlement**	EG	**Ward**	D	**Site location / address:**	Land at Hill Place Farm to the west and east of the Bluebell Railway Line - south west of East Grinstead						
Gross site area (ha)	37.3		**Net developable area (ha):**		37		**Proposed site density (dph):**					**Grid Ref:**	537868 137506		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	563	**Site Reference**	EG/D/16	**Settlement**	EG	**Ward**	D	**Site location / address:**	Land at Hill Place Farm to the west of the Bluebell Railway Line - south west of East Grinstead						
Gross site area (ha)	18.9		**Net developable area (ha):**		18.8		**Proposed site density (dph):**					**Grid Ref:**	537868 137506		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	564	**Site Reference**	EG/D/17	**Settlement**	EG	**Ward**	D	**Site location / address:**	Land at Hill Place Farm - land parcel to the east of the Bluebell Railway Line - south west of East Grinstead						
Gross site area (ha)	18.4		**Net developable area (ha):**		18.5		**Proposed site density (dph):**					**Grid Ref:**	538239 137361		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	565	**Site Reference**	EG/D/18	**Settlement**		**Ward**		**Site location / address:**	Land to the west and south west of East Grinstead						
Gross site area (ha)			**Net developable area (ha):**				**Proposed site density (dph):**					**Grid Ref:**			
Site Suitable: ✕			**Site Available:** ✕				**Site Achievable:** ✕								
Deliverability / Developability:						Not currently developable		✔							
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

East Grinstead – Town

SHLAA ID	98	**Site Reference**	EG/E/02	**Settlement**	EG	**Ward**	E	**Site location / address:**	Adj Moatfield Surgery, St Michaels Road, East Grinstead								
Gross site area (ha)	0.6		**Net developable area (ha):**		0.6		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	539055 138825					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	17	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	315	**Site Reference**	EG/E/03	**Settlement**	EG	**Ward**	E	**Site location / address:**	Queens Hall, Queens Road, East Grinstead								
Gross site area (ha)	0.08		**Net developable area (ha):**				**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	539307 138142					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	20	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	224	**Site Reference**	EG/E/05	**Settlement**	EG	**Ward**	E	**Site location / address:**	Land at Brooklands Park, west of Orchard Way, East Grinstead								
Gross site area (ha)	2.3		**Net developable area (ha):**		0.8		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	538986 137999					
Site Suitable: ✔			**Site Available:** ✘				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	120	**Site Reference**	EG/E/07	**Settlement**	EG	**Ward**	E	**Site location / address:**	Focus DIY, 207 London Road, East Grinstead								
Gross site area (ha)	0.5		**Net developable area (ha):**				**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	538991 138552					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	11	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	422	**Site Reference**	EG/E/10	**Settlement**	EG	**Ward**	E	**Site location / address:**	Turley Cottage, Ship Street, East Grinstead								
Gross site area (ha)	0.27		**Net developable area (ha):**		0.25		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	539394 137826					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	10	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	313	**Site Reference**	EG/E/11	**Settlement**	EG	**Ward**	E	**Site location / address:**	Farringdon House, Wood Street, East Grinstead								
Gross site area (ha)	0.09		**Net developable area (ha):**				**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	538947 138317					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	41	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	311	**Site Reference**	EG/E/12	**Settlement**	EG	**Ward**	E	**Site location / address:**	R/O Cumberworth & adjacent properties, Cranston Road, East Grinstead								
Gross site area (ha)	0.4		**Net developable area (ha):**				**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	539488 138595					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	4	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	97	**Site Reference**	EG/E/16	**Settlement**	EG	**Ward**	E	**Site location / address:**	Land to the south of Old Convent, Moat Road, East Grinstead								
Gross site area (ha)	2.4		**Net developable area (ha):**				**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	539270 138817					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	70	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

Schedule of all identified sites considered through the Assessment

SHLAA ID	100	**Site Reference**	EG/E/17	**Settlement**	EG	**Ward**	E	**Site location / address:**	2-4 Orchard Way, East Grinstead		
Gross site area (ha)	0.2	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539050 138150				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	22	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	433	**Site Reference**	EG/E/19	**Settlement**	EG	**Ward**	E	**Site location / address:**	Beckford and The Little House, Lewes Road, East Grinstead		
Gross site area (ha)	0.18	**Net developable area (ha):**		**Proposed site density (dph):**		**Grid Ref:**	539983 137982				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	6	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	121	**Site Reference**	EG/E/20	**Settlement**	EG	**Ward**	E	**Site location / address:**	Market House, 27-29 Cantelupe Road, East Grinstead		
Gross site area (ha)	0.04	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539532 138121				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	11	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	123	**Site Reference**	EG/E/21	**Settlement**	EG	**Ward**	E	**Site location / address:**	Greenstede House, Wood Street/Station Road, East Grinstead		
Gross site area (ha)	0.1	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	538966 138321				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	14	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	101	**Site Reference**	EG/E/22	**Settlement**	EG	**Ward**	E	**Site location / address:**	Tennis and Squash Club, Ship Street, East Grinstead		
Gross site area (ha)	0.8	**Net developable area (ha):**	0.8	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	539480 137800				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	40	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	441	**Site Reference**	EG/E/23	**Settlement**	EG	**Ward**	E	**Site location / address:**	67-69 Railway Approach, East Grinstead		
Gross site area (ha)	0.09	**Net developable area (ha):**	0.09	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539076 138234				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	7	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	124	**Site Reference**	EG/E/24	**Settlement**	EG	**Ward**	E	**Site location / address:**	117-123 London Road, East Grinstead		
Gross site area (ha)	0.04	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539309 138265				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	8	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	444	**Site Reference**	EG/E/25	**Settlement**	EG	**Ward**	E	**Site location / address:**	Warrenside, College Lane, East Grinstead		
Gross site area (ha)	0.17	**Net developable area (ha):**	0.15	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	539848 138231				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	7	Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	435	**Site Reference**	EG/E/28	**Settlement**	EG	**Ward**	E	**Site location / address:**	Former HSBC, 1 Middle Row, East Grinstead		
Gross site area (ha)	0.009	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539601 137949				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	6	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	449	**Site Reference**	EG/E/29	**Settlement**	EG	**Ward**	E	**Site location / address:**	4 Swan Court (ex Kelly's), London Road, East Grinstead		
Gross site area (ha)	0.022	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539464 137990				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	6	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	409	**Site Reference**	EG/E/30	**Settlement**	EG	**Ward**	E	**Site location / address:**	Sussex House, London Road, East Grinstead		
Gross site area (ha)	0.24	**Net developable area (ha):**	0.24	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539149 138320				
Site Suitable: ✘		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	125	**Site Reference**	EG/E/31	**Settlement**	EG	**Ward**	E	**Site location / address:**	Mariners and Redwood, Lewes Road, East Grinstead		
Gross site area (ha)	0.24	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539969 137928				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	30	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	180	**Site Reference**	EG/E/33	**Settlement**	EG	**Ward**	E	**Site location / address:**	Land at rear of 2,3 & 51 Whitehall Parade, London Road, East Grinstead		
Gross site area (ha)	0.03	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539428 138179				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	7	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	520	**Site Reference**	EG/E/34	**Settlement**	EG	**Ward**	E	**Site location / address:**	75-77 Railway Approach, East Grinstead		
Gross site area (ha)	0.06	**Net developable area (ha):**	0.06	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539050 138235				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	6	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	524	**Site Reference**	EG/E/35	**Settlement**	EG	**Ward**	E	**Site location / address:**	Caffyns garage, King Street, East Grinstead		
Gross site area (ha)	0.21	**Net developable area (ha):**	0.21	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539452 138199				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	28	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	525	**Site Reference**	EG/E/36	**Settlement**	EG	**Ward**	E	**Site location / address:**	Queen's Walk including Queen's Road car park, East Grinstead		
Gross site area (ha)	1.79	**Net developable area (ha):**	1.79	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	539355 138185				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	25	Dwellings	Developable (6-10 years)	Yes	75	Dwellings	Developable (11 years +)	Yes	75	Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	559	Site Reference	EG/E/38	Settlement	EG	Ward	E	Site location / address:	East Grinstead Delivery Office, 76 London Road, East Grinstead		
Gross site area (ha)	0.15		Net developable area (ha):		0.15	Proposed site density (dph):		4 Flatted- 50-100+	Grid Ref:	539369 138149	
Site Suitable: ✔		Site Available: ✔				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	12	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Fulking

SHLAA ID	280	Site Reference	FK/01	Settlement	FK	Ward		Site location / address:	Land at Clappers Lane, Fulking		
Gross site area (ha)	1.1		Net developable area (ha):		1.14	Proposed site density (dph):		1 Lower- 30	Grid Ref:	524959 111589	
Site Suitable: ✘		Site Available: ✘				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Hassocks and Keymer

SHLAA ID	66	Site Reference	HA/01	Settlement	HA	Ward		Site location / address:	Land at Southdowns Farm, Hassocks		
Gross site area (ha)	1.9		Net developable area (ha):		2.2	Proposed site density (dph):		1 Lower- 30	Grid Ref:	531261 114868	
Site Suitable: ✘		Site Available: ✔				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	9	Site Reference	HA/03	Settlement	HA	Ward		Site location / address:	Land to the east of Ockley Lane, Keymer		
Gross site area (ha)	1.3		Net developable area (ha):		1.3	Proposed site density (dph):		1 Lower- 30	Grid Ref:	531647 115800	
Site Suitable: ✘		Site Available: ✔				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	506	Site Reference	HA/04	Settlement	HA	Ward		Site location / address:	Pattendens Gardens, The Crescent, Keymer, Hassocks		
Gross site area (ha)	3.20		Net developable area (ha):		2.2	Proposed site density (dph):		1 Lower- 30	Grid Ref:	531711 115416	
Site Suitable: ✘		Site Available: ✔				Site Achievable: ✘					
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	103	Site Reference	HA/06	Settlement	HA	Ward		Site location / address:	Land west of Mackie Avenue, Hassocks		
Gross site area (ha)	4.3		Net developable area (ha):		4.3	Proposed site density (dph):		1 Lower- 30	Grid Ref:	530918 116175	
Site Suitable: ✔		Site Available: ✔				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	62	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	217	Site Reference	HA/07	Settlement	HA	Ward		Site location / address:	The Weald Lawn Tennis and Squash Club, South Bank, Hassocks		
Gross site area (ha)	0.36		Net developable area (ha):		0.36	Proposed site density (dph):		4 Flatted- 50-100+	Grid Ref:	530143 115352	
Site Suitable: ✔		Site Available: ✔				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	9	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	105	Site Reference	HA/08	Settlement	HA	Ward		Site location / address:	Former Highway Depot, Hassocks		
Gross site area (ha)	0.6		Net developable area (ha):			Proposed site density (dph):		1 Lower- 30	Grid Ref:	530250 116300	
Site Suitable: ✔		Site Available: ✔				Site Achievable: ✔					
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	20	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	104	**Site Reference**	HA/09	**Settlement**	HA	**Ward**		**Site location / address:**	Extension to Land west of Mackie Avenue				
Gross site area (ha)	8.2	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	530918 116175						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	130	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	300	**Site Reference**	HA/10	**Settlement**	HA	**Ward**		**Site location / address:**	Wilmington Lodge/Beech House, Orchard Lane, Hassocks				
Gross site area (ha)	0.44	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	530925 115488						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	12	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	106	**Site Reference**	HA/14	**Settlement**	HA	**Ward**		**Site location / address:**	Station Goods Yard, Hassocks				
Gross site area (ha)	1.35	**Net developable area (ha):**		**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	530325 115405						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	70	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	375	**Site Reference**	HA/16	**Settlement**	HA	**Ward**		**Site location / address:**	National Tyre Centre, 60 Keymer Road, Hassocks				
Gross site area (ha)	0.14	**Net developable area (ha):**	0.14	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	530815 115448						
Site Suitable: ✔	**Site Available:** ✘	**Site Achievable:** ✘											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	472	**Site Reference**	HA/17	**Settlement**	HA	**Ward**		**Site location / address:**	Stafford House, Keymer Road, Hassocks				
Gross site area (ha)	0.8	**Net developable area (ha):**	0.55	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	531285 115391						
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	25	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	286	**Site Reference**	HA/19	**Settlement**	HA	**Ward**		**Site location / address:**	Land at the Ham, Hassocks				
Gross site area (ha)	5.4	**Net developable area (ha):**	5.31	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	529938 115854						
Site Suitable: ✘	**Site Available:** ✘	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	374	**Site Reference**	HA/20	**Settlement**	HA	**Ward**		**Site location / address:**	Telephone exchange, Windmill Avenue, Hassocks				
Gross site area (ha)	0.18	**Net developable area (ha):**	0.18	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	530793 115293						
Site Suitable: ✘	**Site Available:** ✘	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	210	**Site Reference**	HA/21	**Settlement**	HA	**Ward**		**Site location / address:**	Land opposite Stanford Avenue, London Road, Hassocks				
Gross site area (ha)	2	**Net developable area (ha):**	1.97	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	529848 115656						
Site Suitable: ✘	**Site Available:** ✘	**Site Achievable:** ✔											
Deliverability / Developability:	Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	221	**Site Reference**	HA/24	**Settlement**	HA	**Ward**		**Site location / address:**	Land to the north of Shepherds Walk, Hassocks									
Gross site area (ha)	6.2		**Net developable area (ha):**		5.2	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	530469 116474							
Site Suitable: ✗			**Site Available:** ✗			**Site Achievable:** ✗												
Deliverability / Developability:						Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	554	**Site Reference**	HA/25	**Settlement**	HA	**Ward**		**Site location / address:**	Hassocks Delivery Office, 36 Keymer Road, Hassocks									
Gross site area (ha)	0.10		**Net developable area (ha):**		0.1	**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	530680 115471							
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable												
Deliverable (1-5 years)		Yes	10	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

Handcross

SHLAA ID	10	**Site Reference**	HC/01	**Settlement**	HC	**Ward**		**Site location / address:**	Land off Coos Lane, Handcross									
Gross site area (ha)	1.88		**Net developable area (ha):**		1.88	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	525530 129225							
Site Suitable: ✗			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable	✔											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	127	**Site Reference**	HC/02	**Settlement**	HC	**Ward**		**Site location / address:**	Land at St. Martin Close, Handcross									
Gross site area (ha)	1.3		**Net developable area (ha):**		1.1	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	525645 129205							
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable												
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	33	Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	321	**Site Reference**	HC/03	**Settlement**	HC	**Ward**		**Site location / address:**	Seaspace House, Brighton Road, Handcross									
Gross site area (ha)	0.2		**Net developable area (ha):**			**Proposed site density (dph):**		3 Higher- 50		**Grid Ref:**	526180 129678							
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable												
Deliverable (1-5 years)		Yes	10	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	517	**Site Reference**	HC/04	**Settlement**	HC	**Ward**		**Site location / address:**	Land at Hyde Estate, Handcross									
Gross site area (ha)	5.48		**Net developable area (ha):**		4.7	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	526143 130390							
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable												
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	80	Dwellings		Developable (11 years +)		No		Dwellings		

SHLAA ID	325	**Site Reference**	HC/05	**Settlement**	HC	**Ward**		**Site location / address:**	12-16 & 11-17 West Park Road, Handcross									
Gross site area (ha)	0.21		**Net developable area (ha):**			**Proposed site density (dph):**		3 Higher- 50		**Grid Ref:**	525778 129403							
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable												
Deliverable (1-5 years)		Yes	7	Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings		

Haywards Heath – Lucastes

SHLAA ID	40	**Site Reference**	HH/A/01	**Settlement**	HH	**Ward**	A	**Site location / address:**	Penland Farm (smaller area immediately to the west of The Spinney) , Haywards Heath									
Gross site area (ha)	6.3		**Net developable area (ha):**		3	**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	532480 125498							
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔												
Deliverability / Developability:						Not currently developable												
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	90	Dwellings		Developable (11 years +)		No		Dwellings		

Schedule of all identified sites considered through the Assessment

SHLAA ID	247	**Site Reference**	HH/A/03	**Settlement**	HH	**Ward**	A	**Site location / address:**	Penland Farm, Haywards Heath		
Gross site area (ha)	22.9	**Net developable area (ha):**	13	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	532499 125500				
Site Suitable: ✗		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable	✓						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	407	**Site Reference**	HH/A/04	**Settlement**	HH	**Ward**	A	**Site location / address:**	Woodlands, Paddockhall Road, Haywards Heath		
Gross site area (ha)	0.11	**Net developable area (ha):**	0.1	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	532692 124207				
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	8	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	448	**Site Reference**	HH/A/05	**Settlement**	HH	**Ward**	A	**Site location / address:**	Land to the south of Butlers Green Road, Haywards Heath		
Gross site area (ha)	2.3	**Net developable area (ha):**	1.15	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	532157 123840				
Site Suitable: ✗		**Site Available:** ✗		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable	✓						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	110	**Site Reference**	HH/A/09	**Settlement**	HH	**Ward**	A	**Site location / address:**	Land to the south west of Haywards Heath - Bolnore Village Phases 4 & 5 (land south of Wealden Way)		
Gross site area (ha)	15.8	**Net developable area (ha):**	15.8	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	532550 123300				
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	200	Dwellings	Developable (6-10 years)	Yes	485	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	454	**Site Reference**	HH/A/11	**Settlement**	HH	**Ward**	A	**Site location / address:**	36 Paddockhall Road, Haywards Heath		
Gross site area (ha)	0.13	**Net developable area (ha):**	0.13	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	532666 124167				
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	10	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	392	**Site Reference**	HH/A/12	**Settlement**	HH	**Ward**	A	**Site location / address:**	Adjacent to Bolnore Village Centre, Updown Hill		
Gross site area (ha)	0.11	**Net developable area (ha):**	0.11	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	532282 122946				
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	14	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	201	**Site Reference**	HH/A/13	**Settlement**	HH	**Ward**	A	**Site location / address:**	Land north of Butlers Green Road, Haywards Heath		
Gross site area (ha)	2.8	**Net developable area (ha):**	2.5	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	532201 124016				
Site Suitable: ✗		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable	✓						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	507	**Site Reference**	HH/A/14	**Settlement**	HH	**Ward**	A	**Site location / address:**	Caru Hall, Bolnore Road, Haywards Heath		
Gross site area (ha)	0.55	**Net developable area (ha):**	0.45	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	532224 123407				
Site Suitable: ✓		**Site Available:** ✓		**Site Achievable:** ✓							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	12	Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	556	**Site Reference**	HH/A/16	**Settlement**	HH	**Ward**	A	**Site location / address:**	Land east of Borde Hill Lane, Haywards Heath						
Gross site area (ha)	8.53		**Net developable area (ha):**		8.5		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	532654 125870			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

Haywards Heath – Heath

SHLAA ID	32	**Site Reference**	HH/B/01	**Settlement**	HH	**Ward**	B	**Site location / address:**	Land south of Sunte House, Birchen Lane, Haywards Heath						
Gross site area (ha)	2.61		**Net developable area (ha):**		1.2		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533405 125411			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	33	**Site Reference**	HH/B/02	**Settlement**	HH	**Ward**	B	**Site location / address:**	Land North of Wickham Way and East of Birchen Lane, Haywards Heath						
Gross site area (ha)	15.5		**Net developable area (ha):**		10.5		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533206 125735			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	308	**Site Reference**	HH/B/03	**Settlement**	HH	**Ward**	B	**Site location / address:**	Kings Church, Elizabeth House, 13 Heath Road, Haywards Heath						
Gross site area (ha)	0.1		**Net developable area (ha):**				**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533274 124110			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	10	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	356	**Site Reference**	HH/B/04	**Settlement**	HH	**Ward**	B	**Site location / address:**	Telephone Exchange, Paddockhall Road, Haywards Heath						
Gross site area (ha)	0.34		**Net developable area (ha):**		0.34		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	532930 124494			
Site Suitable: ✔			**Site Available:** ✗				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	416	**Site Reference**	HH/B/06	**Settlement**	HH	**Ward**	B	**Site location / address:**	51-53 Sydney Road, Haywards Heath						
Gross site area (ha)	0.13		**Net developable area (ha):**		0.13		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533527 124741			
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	11	Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	357	**Site Reference**	HH/B/07	**Settlement**	HH	**Ward**	B	**Site location / address:**	59 Perrymount Road, Haywards Heath						
Gross site area (ha)	0.06		**Net developable area (ha):**		0.06		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533126 124527			
Site Suitable: ✔			**Site Available:** ✗				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

SHLAA ID	443	**Site Reference**	HH/B/08	**Settlement**	HH	**Ward**	B	**Site location / address:**	Rockwood House, Perrymount Road, Haywards Heath						
Gross site area (ha)	0.33		**Net developable area (ha):**		0.33		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533044 124212			
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings	

Schedule of all identified sites considered through the Assessment

SHLAA ID	307	**Site Reference**	HH/B/11	**Settlement**	HH	**Ward**	B	**Site location / address:**	17-25 Boltro Road, Haywards Heath		
Gross site area (ha)	0.09	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	532958 124379				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	42	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	351	**Site Reference**	HH/B/12	**Settlement**	HH	**Ward**	B	**Site location / address:**	Private car park to the south of Trevelyan Place, Church Road, Haywards Heath		
Gross site area (ha)	0.18	**Net developable area (ha):**	0.18	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533190 123953				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	27	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	131	**Site Reference**	HH/B/13	**Settlement**	HH	**Ward**	B	**Site location / address:**	Corner Paddockhall Road/Milton Road, Haywards Heath		
Gross site area (ha)	0.4	**Net developable area (ha):**	0.4	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	532930 124490				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	Yes	14	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	354	**Site Reference**	HH/B/14	**Settlement**	HH	**Ward**	B	**Site location / address:**	38-42 Perrymount Road, Haywards Heath		
Gross site area (ha)	0.12	**Net developable area (ha):**	0.12	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533191 124455				
Site Suitable: ✘		**Site Available:** ✘		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	353	**Site Reference**	HH/B/15	**Settlement**	HH	**Ward**	B	**Site location / address:**	Concord House, Balcombe Road, Haywards Heath		
Gross site area (ha)	0.11	**Net developable area (ha):**	0.11	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533023 125025				
Site Suitable: ✔		**Site Available:** ✘		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	352	**Site Reference**	HH/B/16	**Settlement**	HH	**Ward**	B	**Site location / address:**	Garage area, Newton Court, Perrymount Road, Haywards Heath		
Gross site area (ha)	0.09	**Net developable area (ha):**	0.09	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533179 124270				
Site Suitable: ✘		**Site Available:** ✘		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable	✔						
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	327	**Site Reference**	HH/B/17	**Settlement**	HH	**Ward**	B	**Site location / address:**	Car parks at Hazelgrove Road, Haywards Road and to the rear of the Orchards, Haywards Heath		
Gross site area (ha)	1.12	**Net developable area (ha):**	1.12	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533244 123826				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	14	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	509	**Site Reference**	HH/B/19	**Settlement**	HH	**Ward**	B	**Site location / address:**	MSDC Offices, Oaklands Road Campus, Haywards Heath		
Gross site area (ha)	2.1	**Net developable area (ha):**	2.1	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	532773 124145				
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔							
Deliverability / Developability:				Not currently developable							
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	80	Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	304	**Site Reference**	HH/B/20	**Settlement**	HH	**Ward**	B	**Site location / address:**	Maplehurst, 53 Oathall Road, Haywards Heath										
Gross site area (ha)	0.26		**Net developable area (ha):**		0.26	**Proposed site density (dph):**			1 Lower- 30						**Grid Ref:**	533512 124523			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable													
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	8	Dwellings		Developable (11 years +)			No			Dwellings	

SHLAA ID	326	**Site Reference**	HH/B/23	**Settlement**	HH	**Ward**	B	**Site location / address:**	Mid Sussex Timber Company, College Road, Haywards Heath										
Gross site area (ha)	0.16		**Net developable area (ha):**		0.11	**Proposed site density (dph):**			4 Flatted- 50-100+						**Grid Ref:**	533153 125049			
Site Suitable: ✔			**Site Available:** ✘			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable		✔											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)			No			Dwellings	

SHLAA ID	299	**Site Reference**	HH/B/24	**Settlement**	HH	**Ward**	B	**Site location / address:**	Muster Green Car Park, Haywards Heath										
Gross site area (ha)	0.17		**Net developable area (ha):**		0.1	**Proposed site density (dph):**			4 Flatted- 50-100+						**Grid Ref:**	532874 123962			
Site Suitable: ✔			**Site Available:** ✘			**Site Achievable:** ✘													
Deliverability / Developability:						Not currently developable		✔											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)			No			Dwellings	

SHLAA ID	328	**Site Reference**	HH/B/25	**Settlement**	HH	**Ward**	B	**Site location / address:**	45-47 Perrymount Road, Haywards Heath										
Gross site area (ha)	0.11		**Net developable area (ha):**		0.11	**Proposed site density (dph):**			4 Flatted- 50-100+						**Grid Ref:**	533126 124414			
Site Suitable: ✔			**Site Available:** ✘			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable		✔											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)			No			Dwellings	

SHLAA ID	329	**Site Reference**	HH/B/26	**Settlement**	HH	**Ward**	B	**Site location / address:**	4 Church Road, Haywards Heath										
Gross site area (ha)	0.26		**Net developable area (ha):**		0.20	**Proposed site density (dph):**			4 Flatted- 50-100+						**Grid Ref:**	533207 123901			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable													
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	30	Dwellings		Developable (11 years +)			No			Dwellings	

SHLAA ID	330	**Site Reference**	HH/B/27	**Settlement**	HH	**Ward**	B	**Site location / address:**	Land to the north of 1 & 3 Church Road, Haywards Heath										
Gross site area (ha)	0.1		**Net developable area (ha):**		0.1	**Proposed site density (dph):**			4 Flatted- 50-100+						**Grid Ref:**	533061 124045			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable													
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	15	Dwellings		Developable (11 years +)			No			Dwellings	

SHLAA ID	111	**Site Reference**	HH/B/30	**Settlement**	HH	**Ward**	B	**Site location / address:**	Haywards Heath Station Quarter, Haywards Heath										
Gross site area (ha)	2.7		**Net developable area (ha):**		3.4	**Proposed site density (dph):**			4 Flatted- 50-100+						**Grid Ref:**	533078 124497			
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable													
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		Yes	250	Dwellings		Developable (11 years +)			Yes	25		Dwellings	

SHLAA ID	382	**Site Reference**	HH/B/33	**Settlement**	HH	**Ward**	B	**Site location / address:**	11-17 Oathall Road, Haywards Heath										
Gross site area (ha)	1.1		**Net developable area (ha):**		0.39	**Proposed site density (dph):**			1 Lower- 30						**Grid Ref:**	533364 124231			
Site Suitable: ✘			**Site Available:** ✔			**Site Achievable:** ✔													
Deliverability / Developability:						Not currently developable		✔											
Deliverable (1-5 years)		No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)			No			Dwellings	

Schedule of all identified sites considered through the Assessment

SHLAA ID	379	**Site Reference**	HH/B/34	**Settlement**	HH	**Ward**	B	**Site location / address:**	10-14 Sydney Road, Haywards Heath						
Gross site area (ha)	0.13		**Net developable area (ha):**		0.13	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	533255 124649		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	20	Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

SHLAA ID	521	**Site Reference**	HH/B/35	**Settlement**	HH	**Ward**	B	**Site location / address:**	Browns Garage, Market Place, Haywards Heath						
Gross site area (ha)	0.13		**Net developable area (ha):**		0.13	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	532962 124478		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	9	Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

SHLAA ID	539	**Site Reference**	HH/B/36	**Settlement**	HH	**Ward**	B	**Site location / address:**	Land Parcel south of 9 Mill Hill Close, Haywards Heath						
Gross site area (ha)	0.26		**Net developable area (ha):**		0.26	**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	533017 125233		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	8	Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

SHLAA ID	551	**Site Reference**	HH/B/37	**Settlement**	HH	**Ward**	B	**Site location / address:**	38-42 South Road 1st and 2nd floor, Haywards Heath						
Gross site area (ha)	0.03		**Net developable area (ha):**		0.03	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	533314 123629		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	6	Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

Haywards Heath – Bentswood

SHLAA ID	128	**Site Reference**	HH/C/01	**Settlement**	HH	**Ward**	C	**Site location / address:**	Sawyers Health Club, Boston Road, Haywards Heath						
Gross site area (ha)	0.15		**Net developable area (ha):**		0.15	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	534250 124037		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	Yes	14	Dwellings			Developable (11 years +)	No		Dwellings

SHLAA ID	199	**Site Reference**	HH/C/02	**Settlement**	HH	**Ward**	C	**Site location / address:**	141-151 Western Road, Haywards Heath						
Gross site area (ha)	0.8		**Net developable area (ha):**		0.8	**Proposed site density (dph):**			1 Lower- 30			**Grid Ref:**	533946 123889		
Site Suitable: ✔			**Site Available:** ✘			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable	✔								
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

SHLAA ID	436	**Site Reference**	HH/C/03	**Settlement**	HH	**Ward**	C	**Site location / address:**	Fir Trees, Hazelgrove Road, Haywards Heath						
Gross site area (ha)	0.11		**Net developable area (ha):**		0.11	**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	533380 123812		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	9	Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

SHLAA ID	333	**Site Reference**	HH/C/04	**Settlement**	HH	**Ward**	C	**Site location / address:**	The Priory, Franklynn Road, Haywards Heath						
Gross site area (ha)	0.16		**Net developable area (ha):**			**Proposed site density (dph):**			4 Flatted- 50-100+			**Grid Ref:**	533500 123515		
Site Suitable: ✔			**Site Available:** ✔			**Site Achievable:** ✔									
Deliverability / Developability:						Not currently developable									
Deliverable (1-5 years)	Yes	10	Dwellings			Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	129	**Site Reference**	HH/C/05	**Settlement**	HH	**Ward**	C	**Site location / address:**	R/O Hazelgrove Gardens, Haywards Heath				
Gross site area (ha)	0.15	**Net developable area (ha):**	0.09	**Proposed site density (dph):**	2 Medium- 40	**Grid Ref:**	533409 123913						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	6	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	107	**Site Reference**	HH/C/09	**Settlement**	HH	**Ward**	C	**Site location / address:**	Site of St. Paul's Catholic College, Haywards Heath				
Gross site area (ha)	3.4	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533587 124456						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	19	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	497	**Site Reference**	HH/C/10	**Settlement**	HH	**Ward**	C	**Site location / address:**	Caxton Way / Syresham Gardens, Haywards Heath				
Gross site area (ha)	0.04	**Net developable area (ha):**	0.05	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533464 123623						
Site Suitable: ✗	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	461	**Site Reference**	HH/C/11	**Settlement**	HH	**Ward**	C	**Site location / address:**	Drill Hall, 85 Eastern Road, Haywards Heath				
Gross site area (ha)	0.36	**Net developable area (ha):**	0.36	**Proposed site density (dph):**	3 Higher- 50	**Grid Ref:**	533957 123628						
Site Suitable: ✗	**Site Available:** ✗	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	530	**Site Reference**	HH/C/12	**Settlement**	HH	**Ward**	C	**Site location / address:**	Wilmington Estate Development, Wilmington Way, Haywards Heath				
Gross site area (ha)	4.2	**Net developable area (ha):**	4.2	**Proposed site density (dph):**		**Grid Ref:**	534490 124430						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	76	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Haywards Heath – Franklands

SHLAA ID	57	**Site Reference**	HH/D/01	**Settlement**	HH	**Ward**	D	**Site location / address:**	Land at Foxhill (Gamblemead Lane), Foxhill, Haywards Heath				
Gross site area (ha)	6.2	**Net developable area (ha):**	5.4	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533565 121832						
Site Suitable: ✗	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	246	**Site Reference**	HH/D/02	**Settlement**	HH	**Ward**	D	**Site location / address:**	Hurst Farm, Hurstwood Lane, Haywards Heath				
Gross site area (ha)	14.7	**Net developable area (ha):**	14.7	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533896 122352						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	100	Dwellings		Developable (6-10 years)	Yes	175	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	109	**Site Reference**	HH/D/03	**Settlement**	HH	**Ward**	D	**Site location / address:**	East of hospital playing field (Parcel Y), Haywards Heath				
Gross site area (ha)	4.2	**Net developable area (ha):**		**Proposed site density (dph):**		**Grid Ref:**	533900 122800						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	132	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	108	**Site Reference**	HH/D/04	**Settlement**	HH	**Ward**	D	**Site location / address:**	Anscombe Wood, Fox Hill (Parcel X), Haywards Heath								
Gross site area (ha)	2.7		**Net developable area (ha):**		2.2		**Proposed site density (dph):**				**Grid Ref:**	533550 122800					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	90	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	487	**Site Reference**	HH/D/05	**Settlement**	HH	**Ward**	D	**Site location / address:**	Land at the junction of Hurstwood Lane and Fox Hill, Haywards Heath								
Gross site area (ha)	1.5		**Net developable area (ha):**		1.5		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533800 121903					
Site Suitable: ✘			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	485	**Site Reference**	HH/D/06	**Settlement**	HH	**Ward**	D	**Site location / address:**	Land south of Rocky Lane and to the west of Weald Rise and Fox Hill Village, Haywards Heath								
Gross site area (ha)	29		**Net developable area (ha):**		24		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533172 122114					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	105	Dwellings				Developable (6-10 years)	Yes	300	Dwellings		Developable (11 years +)	Yes	315	Dwellings		

SHLAA ID	496	**Site Reference**	HH/D/09	**Settlement**	HH	**Ward**	D	**Site location / address:**	Land south of Rocky Lane & to the west of Weald Rise and Fox Hill Village, Haywards Heath								
Gross site area (ha)	13.51		**Net developable area (ha):**		11		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	533172 122114					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	105	Dwellings				Developable (6-10 years)	Yes	225	Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	531	**Site Reference**	HH/D/10	**Settlement**	HH	**Ward**	D	**Site location / address:**	Land Parcel north of 99 Reed Pond Walk, Franklands Village, Haywards Heath								
Gross site area (ha)	0.48		**Net developable area (ha):**		0.48		**Proposed site density (dph):**		1 Lower- 30		**Grid Ref:**	534196 123567					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	15	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

Haywards Heath – Ashenground

SHLAA ID	417	**Site Reference**	HH/E/01	**Settlement**	HH	**Ward**	E	**Site location / address:**	Victoria Gate, 119-127 South Road, Haywards Heath								
Gross site area (ha)	0.04		**Net developable area (ha):**		0.04		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533136 123741					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	Yes	8	Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	298	**Site Reference**	HH/E/02	**Settlement**	HH	**Ward**	E	**Site location / address:**	18-22 Franklynn Road, Haywards Heath								
Gross site area (ha)	0.11		**Net developable area (ha):**				**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533477 123423					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	Yes	10	Dwellings				Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings		

SHLAA ID	440	**Site Reference**	HH/E/04	**Settlement**	HH	**Ward**	E	**Site location / address:**	Land at 22 Gower Road, Haywards Heath								
Gross site area (ha)	0.16		**Net developable area (ha):**		0.16		**Proposed site density (dph):**		4 Flatted- 50-100+		**Grid Ref:**	533243 123463					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:							Not currently developable										
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	Yes	10	Dwellings		Developable (11 years +)	No		Dwellings		

Schedule of all identified sites considered through the Assessment

SHLAA ID	445	**Site Reference**	HH/E/05	**Settlement**	HH	**Ward**	E	**Site location / address:**	5 Ashenground Road, Haywards Heath				
Gross site area (ha)	0.08	**Net developable area (ha):**	0.08	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533346 123219						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	6	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	126	**Site Reference**	HH/E/06	**Settlement**	HH	**Ward**	E	**Site location / address:**	Ex Horace Hilton, Gower Road, Haywards Heath				
Gross site area (ha)	0.08	**Net developable area (ha):**		**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533311 123501						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	14	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	95	**Site Reference**	HH/E/07	**Settlement**	HH	**Ward**	E	**Site location / address:**	Sandrocks, Rocky Lane, Haywards Heath				
Gross site area (ha)	2.1	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	532950 122415						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	65	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	455	**Site Reference**	HH/E/09	**Settlement**	HH	**Ward**	E	**Site location / address:**	The Duck Public House, 27 Wivelsfield Road, Haywards Heath				
Gross site area (ha)	0.17	**Net developable area (ha):**	0.17	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533454 123022						
Site Suitable: ✘		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	239	**Site Reference**	HH/E/12	**Settlement**	HH	**Ward**	E	**Site location / address:**	Land to the south and west of Sandrocks, Rocky Lane, Haywards Heath				
Gross site area (ha)	15.9	**Net developable area (ha):**	13	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	532784 122199						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	105	Dwellings		Developable (6-10 years)	Yes	285	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	296	**Site Reference**	HH/E/13	**Settlement**	HH	**Ward**	E	**Site location / address:**	52 Sussex Road, Haywards Heath				
Gross site area (ha)	0.06	**Net developable area (ha):**	0.06	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533396 123270						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	6	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	361	**Site Reference**	HH/E/15	**Settlement**	HH	**Ward**	E	**Site location / address:**	Land r/o Priory Court, Triangle Road, Haywards Heath				
Gross site area (ha)	0.08	**Net developable area (ha):**	0.08	**Proposed site density (dph):**	4 Flatted- 50-100+	**Grid Ref:**	533466 123395						
Site Suitable: ✘		**Site Available:** ✘		**Site Achievable:** ✘									
Deliverability / Developability:					Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	94	**Site Reference**	HH/E/17	**Settlement**	HH	**Ward**	E	**Site location / address:**	N/O Rookery Farm, Rocky Lane, Haywards Heath				
Gross site area (ha)	1.7	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533100 122400						
Site Suitable: ✔		**Site Available:** ✔		**Site Achievable:** ✔									
Deliverability / Developability:					Not currently developable								
Deliverable (1-5 years)	Yes	45	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	334	Site Reference	HH/E/18	Settlement	HH	Ward	E	Site location / address:	Land between Colwell Road and Southdowns Park (former St. Francis Hospital), Haywards Heath		
Gross site area (ha)	3	Net developable area (ha):		Proposed site density (dph):	1 Lower- 30	Grid Ref:	533734 122958				
Site Suitable: ✔	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	Yes	89	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Horsted Keynes

SHLAA ID	69	Site Reference	HK/03	Settlement	HK	Ward		Site location / address:	Ludwell Field adj Keysford and Sugar Lane		
Gross site area (ha)	0.92	Net developable area (ha):	0.92	Proposed site density (dph):	1 Lower- 30	Grid Ref:	537895 128060				
Site Suitable: ✘	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	70	Site Reference	HK/04	Settlement	HK	Ward		Site location / address:	Front field (Village field), Jeffreys Farm, Horsted Keynes		
Gross site area (ha)	1.2	Net developable area (ha):	1.19	Proposed site density (dph):	1 Lower- 30	Grid Ref:	538040 127885				
Site Suitable: ✘	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	183	Site Reference	HK/05	Settlement	HK	Ward		Site location / address:	Constance Wood Recreation Ground, Hamsland, Horsted Keynes		
Gross site area (ha)	1.4	Net developable area (ha):	1.4	Proposed site density (dph):	1 Lower- 30	Grid Ref:	538260 127780				
Site Suitable: ✔	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	42	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	184	Site Reference	HK/06	Settlement	HK	Ward		Site location / address:	Land south of St. Stephens Church, Hamsland, Horsted Keynes		
Gross site area (ha)	1.13	Net developable area (ha):	1.13	Proposed site density (dph):	1 Lower- 30	Grid Ref:	538420 127860				
Site Suitable: ✔	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	33	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	216	Site Reference	HK/07	Settlement	HK	Ward		Site location / address:	Land at Birch Grove Road/Danehill Lane, Horsted Keynes		
Gross site area (ha)	0.4	Net developable area (ha):	0.4	Proposed site density (dph):	1 Lower- 30	Grid Ref:	538806 128185				
Site Suitable: ✘	Site Available: ✘	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

West Hoathly

SHLAA ID	406	Site Reference	HO/01	Settlement	HO	Ward		Site location / address:	West Hoathly Garage, Top Road, West Hoathly		
Gross site area (ha)	0.55	Net developable area (ha):		Proposed site density (dph):		Grid Ref:	536512 133004				
Site Suitable: ✔	Site Available: ✔	Site Achievable: ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	Yes	12	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	476	Site Reference	HO/02	Settlement	HO	Ward		Site location / address:	Land to the rear of 1-33 Broadfield, West Hoathly		
Gross site area (ha)	1.2	Net developable area (ha):	0.7	Proposed site density (dph):	1 Lower- 30	Grid Ref:	536171 133096				
Site Suitable: ✘	Site Available: ✘	Site Achievable: ✘									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

Hurstpierpoint

SHLAA ID	19	**Site Reference**	HP/04	**Settlement**	HP	**Ward**		**Site location / address:**	Land east of College Lane, Hurstpierpoint										
Gross site area (ha)	5.5			**Net developable area (ha):**		5.5		**Proposed site density (dph):**	1 Lower- 30						**Grid Ref:**	529245 116020			
Site Suitable: ✗				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	2	**Site Reference**	HP/05	**Settlement**	HP	**Ward**		**Site location / address:**	Land north of Highfield Drive, Hurstpierpoint										
Gross site area (ha)	5			**Net developable area (ha):**		3		**Proposed site density (dph):**	1 Lower- 30						**Grid Ref:**	528940 116503			
Site Suitable: ✔				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		Yes	50	Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	514	**Site Reference**	HP/07	**Settlement**	HP	**Ward**		**Site location / address:**	Car Park at Brown Twins Road, Hurstpierpoint										
Gross site area (ha)	0.12			**Net developable area (ha):**		0.12		**Proposed site density (dph):**	3 Higher- 50						**Grid Ref:**	528421 116402			
Site Suitable: ✔				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		Yes	6	Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	3	**Site Reference**	HP/08	**Settlement**	HP	**Ward**		**Site location / address:**	Land at Trinity Road, Hurstpierpoint										
Gross site area (ha)	0.17			**Net developable area (ha):**		0.17		**Proposed site density (dph):**	2 Medium- 40						**Grid Ref:**	528370 116555			
Site Suitable: ✔				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		Yes	6	Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	35	**Site Reference**	HP/09	**Settlement**	HP	**Ward**		**Site location / address:**	Land at Chalkers Lane, Hurstpierpoint										
Gross site area (ha)	1.15			**Net developable area (ha):**		1.15		**Proposed site density (dph):**	1 Lower- 30						**Grid Ref:**	528268 117647			
Site Suitable: ✗				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	380	**Site Reference**	HP/10	**Settlement**	HP	**Ward**		**Site location / address:**	103-109 Cuckfield Road, Hurstpierpoint										
Gross site area (ha)	0.47			**Net developable area (ha):**		0.30		**Proposed site density (dph):**	1 Lower- 30						**Grid Ref:**	528010 117100			
Site Suitable: ✔				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		Yes	8	Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	13	**Site Reference**	HP/11	**Settlement**	HP	**Ward**		**Site location / address:**	Land west of Kemps, Hurstpierpoint										
Gross site area (ha)	3.8			**Net developable area (ha):**		3.8		**Proposed site density (dph):**	2 Medium- 40						**Grid Ref:**	527670 117065			
Site Suitable: ✗				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable	✔										
Deliverable (1-5 years)		No		Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

SHLAA ID	452	**Site Reference**	HP/12	**Settlement**	HP	**Ward**		**Site location / address:**	Pickett White Ltd, Albourne Road, Hurstpierpoint										
Gross site area (ha)	0.12			**Net developable area (ha):**		0.12		**Proposed site density (dph):**	4 Flatted- 50-100+						**Grid Ref:**	527721 116602			
Site Suitable: ✔				**Site Available:** ✔				**Site Achievable:** ✔											
Deliverability / Developability:								Not currently developable											
Deliverable (1-5 years)		Yes	6	Dwellings				Developable (6-10 years)		No		Dwellings			Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	283	**Site Reference**	HP/13	**Settlement**	HP	**Ward**		**Site location / address:**	Land at Hurst Wickham, Hurstpierpoint										
Gross site area (ha)	0.8		**Net developable area (ha):**		0.8		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	529022 116715					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	173	**Site Reference**	HP/16	**Settlement**	HP	**Ward**		**Site location / address:**	Land adjacent to 149 College Lane, Hurstpierpoint										
Gross site area (ha)	1.3		**Net developable area (ha):**		1.3		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	529205 116972					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	164	**Site Reference**	HP/18	**Settlement**	HP	**Ward**		**Site location / address:**	Land to the rear of 78 Wickham Hill , Hurstpierpoint										
Gross site area (ha)	0.6		**Net developable area (ha):**		0.6		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	529170 115865					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	238	**Site Reference**	HP/19	**Settlement**	HP	**Ward**		**Site location / address:**	Land to the north of Hurstpierpoint										
Gross site area (ha)	24.4		**Net developable area (ha):**		8.5		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	528437 116968					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	Yes	250	Dwellings			Developable (11 years +)	No		Dwellings			

Lindfield

SHLAA ID	75	**Site Reference**	LF/01	**Settlement**	LF	**Ward**		**Site location / address:**	Land n/o Snowdrop Lane, West of Scamps Hill (B2111)										
Gross site area (ha)	9.7		**Net developable area (ha):**		9.3		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	535576 124148					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	76	**Site Reference**	LF/02	**Settlement**	LF	**Ward**		**Site location / address:**	East of High Beech Lane, Haywards Heath										
Gross site area (ha)	12.3		**Net developable area (ha):**		14.3		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	534072 126111					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	77	**Site Reference**	LF/03	**Settlement**	LF	**Ward**		**Site location / address:**	Spring Lane, Lindfield										
Gross site area (ha)	12		**Net developable area (ha):**		10		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	534792 126082					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable	✔											
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	6	**Site Reference**	LF/04	**Settlement**	LF	**Ward**		**Site location / address:**	Land between Gravelye Lane and Scamps Hill, Lindfield										
Gross site area (ha)	6.5		**Net developable area (ha):**		6.5		**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	535087 124680					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	Yes	195	Dwellings			Developable (11 years +)	No		Dwellings			

Schedule of all identified sites considered through the Assessment

SHLAA ID	29	**Site Reference**	LF/06	**Settlement**	LF	**Ward**		**Site location / address:**	Land off Snowdrop Lane, Lindfield, Haywards Heath				
Gross site area (ha)	4.9	**Net developable area (ha):**	3.6	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535445 123800						
Site Suitable: ✗	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	494	**Site Reference**	LF/07	**Settlement**	LF	**Ward**		**Site location / address:**	Land to the east of Gravelye Lane and south of Scamps Hill and bounded to the east by Northlands Brook (Option K), Lindfield				
Gross site area (ha)	24.5	**Net developable area (ha):**	24	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535153 124373						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	175	Dwellings		Developable (6-10 years)	Yes	410	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	59	**Site Reference**	LF/08	**Settlement**	LF	**Ward**		**Site location / address:**	Land between Gravelye Lane, Lyoth Lane and Scamps Hill (east of Haywards Heath), Lindfield				
Gross site area (ha)	31.1	**Net developable area (ha):**	29	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535153 124373						
Site Suitable: ✗	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	151	**Site Reference**	LF/10	**Settlement**	LF	**Ward**		**Site location / address:**	Land east of Portsmouth Wood Close, Lindfield				
Gross site area (ha)	1.85	**Net developable area (ha):**	1.85	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533945 125970						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	Yes	55	Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	498	**Site Reference**	LF/11	**Settlement**	LF	**Ward**		**Site location / address:**	Land north east of Lindfield				
Gross site area (ha)	50	**Net developable area (ha):**	35	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535286 125472						
Site Suitable: ✗	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	112	**Site Reference**	LF/12	**Settlement**	LF	**Ward**		**Site location / address:**	Land at Gravelye Lane/Lyoth Lane				
Gross site area (ha)	2.2	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533274 124110						
Site Suitable: ✓	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable												
Deliverable (1-5 years)	Yes	65	Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	483	**Site Reference**	LF/15	**Settlement**	LF	**Ward**		**Site location / address:**	Land to the east of Northlands Brook and south of Scamps Hill, Lindfield				
Gross site area (ha)	11.2	**Net developable area (ha):**	11	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535429 124476						
Site Suitable: ✗	**Site Available:** ✓	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

SHLAA ID	237	**Site Reference**	LF/16	**Settlement**	LF	**Ward**		**Site location / address:**	Land to the north of Scamps Hill, Lindfied				
Gross site area (ha)	19.3	**Net developable area (ha):**	14	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535555 124900						
Site Suitable: ✗	**Site Available:** ✗	**Site Achievable:** ✓											
Deliverability / Developability:	Not currently developable	✓											
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	137	**Site Reference**	LF/20	**Settlement**	LF	**Ward**		**Site location / address:**	Land r/o Newton Road, Lindfield		
Gross site area (ha)	3.5	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	535118 125442				
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	Yes	120	Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	503	**Site Reference**	LF/21	**Settlement**	LF	**Ward**		**Site location / address:**	Haywards Heath Golf Course, High Beech Lane, Haywards Heath		
Gross site area (ha)	31.5	**Net developable area (ha):**	16.6	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	533528 126426				
Site Suitable: ✘	**Site Available:** ✔	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

Pease Pottage

SHLAA ID	243	**Site Reference**	PP/03	**Settlement**	PP	**Ward**		**Site location / address:**	Land at Lower Tilgate		
Gross site area (ha)	343	**Net developable area (ha):**		**Proposed site density (dph):**		**Grid Ref:**	527500 133399				
Site Suitable: ✘	**Site Available:** ✔	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	516	**Site Reference**	PP/07	**Settlement**	PP	**Ward**		**Site location / address:**	CUC House, Old Brighton Road, Pease Pottage		
Gross site area (ha)	0.37	**Net developable area (ha):**	0.37	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	525976 133199				
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	11	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	132	**Site Reference**	PP/09	**Settlement**	PP	**Ward**		**Site location / address:**	Woodhurst, Brighton Road, Pease Pottage		
Gross site area (ha)	0.30	**Net developable area (ha):**		**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	525897 132094				
Site Suitable: ✔	**Site Available:** ✘	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	153	**Site Reference**	PP/10	**Settlement**	PP	**Ward**		**Site location / address:**	Land south of Pease Pottage		
Gross site area (ha)	2.8	**Net developable area (ha):**	2.3	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	525720 132680				
Site Suitable: ✘	**Site Available:** ✘	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable	✔									
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	No		Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	152	**Site Reference**	PP/11	**Settlement**	PP	**Ward**		**Site location / address:**	Land north of Black Swan Close, Pease Pottage		
Gross site area (ha)	1.99	**Net developable area (ha):**	1.5	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	525879 133237				
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	45	Dwellings	Developable (11 years +)	No		Dwellings

SHLAA ID	193	**Site Reference**	PP/13	**Settlement**	PP	**Ward**		**Site location / address:**	Forest Ridge, Old Brighton Road, Pease Pottage		
Gross site area (ha)	0.9	**Net developable area (ha):**	0.9	**Proposed site density (dph):**	1 Lower- 30	**Grid Ref:**	526000 133255				
Site Suitable: ✔	**Site Available:** ✔	**Site Achievable:** ✔									
Deliverability / Developability:	Not currently developable										
Deliverable (1-5 years)	No		Dwellings	Developable (6-10 years)	Yes	27	Dwellings	Developable (11 years +)	No		Dwellings

Schedule of all identified sites considered through the Assessment

SHLAA ID	538	**Site Reference**	PP/14	**Settlement**	PP	**Ward**		**Site location / address:**	The Grapes, Old Brighton Road, Pease Pottage								
Gross site area (ha)	0.13		**Net developable area (ha):**		0.13		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	525981 132917					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

Pyecombe

SHLAA ID	114	**Site Reference**	PY/01	**Settlement**	PY	**Ward**		**Site location / address:**	Land between Church Lane and A23 Pyecombe								
Gross site area (ha)	1		**Net developable area (ha):**				**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	529272 112448					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	Yes	20	Dwellings		Developable (11 years +)	No		Dwellings			

Sayers Common

SHLAA ID	442	**Site Reference**	SC/01	**Settlement**	SC	**Ward**		**Site location / address:**	Allotment gardens, Sayers Common								
Gross site area (ha)	0.67		**Net developable area (ha):**		0.62		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	526798 118366					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	31	**Site Reference**	SC/02	**Settlement**	SC	**Ward**		**Site location / address:**	Land at White Oaks, London Road, Sayers Common								
Gross site area (ha)	0.25		**Net developable area (ha):**		0.25		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	526733 118477					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable											
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	Yes	7	Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	491	**Site Reference**	SC/03	**Settlement**	SC	**Ward**		**Site location / address:**	Land south of Furzeland Way, Sayers Common								
Gross site area (ha)	1.42		**Net developable area (ha):**		1.42		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	526560 117840					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✗										
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	166	**Site Reference**	SC/04	**Settlement**	SC	**Ward**		**Site location / address:**	Land north of Oaklands, Sayers Common								
Gross site area (ha)	0.5		**Net developable area (ha):**		0.4		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	526965 118648					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	220	**Site Reference**	SC/05	**Settlement**	SC	**Ward**		**Site location / address:**	Land north of Kingsland Laines, Sayers Common								
Gross site area (ha)	5		**Net developable area (ha):**		5		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	526505 118308					
Site Suitable: ✗			**Site Available:** ✔				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

SHLAA ID	194	**Site Reference**	SC/07	**Settlement**	SC	**Ward**		**Site location / address:**	Land to rear of Aymers, London Road, Sayers Common								
Gross site area (ha)	0.4		**Net developable area (ha):**		0.36		**Proposed site density (dph):**	1 Lower- 30			**Grid Ref:**	526630 118265					
Site Suitable: ✗			**Site Available:** ✗				**Site Achievable:** ✔										
Deliverability / Developability:						Not currently developable	✔										
Deliverable (1-5 years)	No		Dwellings			Developable (6-10 years)	No		Dwellings		Developable (11 years +)	No		Dwellings			

Schedule of all identified sites considered through the Assessment

Scaynes Hill

SHLAA ID	78	**Site Reference**	SH/01	**Settlement**	SH	**Ward**		**Site location / address:**	Land at junction of Snow Drop Lane / Bedales Hill						
Gross site area (ha)	4		**Net developable area (ha):**		3		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	535742 123929		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	515	**Site Reference**	SH/02	**Settlement**	SH	**Ward**		**Site location / address:**	Eastlands, Lewes Road, Scaynes Hill						
Gross site area (ha)	4		**Net developable area (ha):**		3		**Proposed site density (dph):**		2 Medium- 40			**Grid Ref:**	536401 123239		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	484	**Site Reference**	SH/07	**Settlement**	SH	**Ward**		**Site location / address:**	Land south of Woodcutters, Scaynes Hill						
Gross site area (ha)	0.6		**Net developable area (ha):**		0.6		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	536962 123189		
Site Suitable: ✔			**Site Available:** ✕				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	426	**Site Reference**	SH/08	**Settlement**	SH	**Ward**		**Site location / address:**	Land at Church Road, Scaynes Hill						
Gross site area (ha)	0.30		**Net developable area (ha):**		0.30		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	537083 123520		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		Yes	9	Dwellings		Developable (11 years +)		No		Dwellings

Sharpthorne

SHLAA ID	148	**Site Reference**	ST/01	**Settlement**	ST	**Ward**		**Site location / address:**	Land north of Top Road, Sharpthorne						
Gross site area (ha)	3.2		**Net developable area (ha):**		1		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	537584 132458		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		Yes	30	Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	147	**Site Reference**	ST/02	**Settlement**	ST	**Ward**		**Site location / address:**	West Hoathly Station Goods Yard, Station Road, Sharpthorne						
Gross site area (ha)	1.1		**Net developable area (ha):**		0.5		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	537143 133002		
Site Suitable: ✕			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	477	**Site Reference**	ST/04	**Settlement**	ST	**Ward**		**Site location / address:**	Land adjacent to Cookhams, south of Top Road, Sharpthorne						
Gross site area (ha)	1.4		**Net developable area (ha):**		0.79		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	537339 132360		
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔								
Deliverability / Developability:							Not currently developable								
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		Yes	24	Dwellings		Developable (11 years +)		No		Dwellings

SHLAA ID	386	**Site Reference**	ST/05	**Settlement**	ST	**Ward**		**Site location / address:**	Ibstock Brickworks, Sharpthorne						
Gross site area (ha)	3.136		**Net developable area (ha):**		3.1		**Proposed site density (dph):**		1 Lower- 30			**Grid Ref:**	537261 133047		
Site Suitable: ✕			**Site Available:** ✕				**Site Achievable:** ✕								
Deliverability / Developability:							Not currently developable	✔							
Deliverable (1-5 years)	No		Dwellings		Developable (6-10 years)		No		Dwellings		Developable (11 years +)		No		Dwellings

Schedule of all identified sites considered through the Assessment

Turners Hill

SHLAA ID	116	**Site Reference**	TH/01	**Settlement**	TH	**Ward**		**Site location / address:**	Clockfield, North Street, Turners Hill										
Gross site area (ha)	1.9		**Net developable area (ha):**				**Proposed site density (dph):**						**Grid Ref:**	534250 135800					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)	Yes	30	Dwellings				Developable (6-10 years)	No		Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	492	**Site Reference**	TH/02	**Settlement**	TH	**Ward**		**Site location / address:**	Old Vicarage Field, Church Road, Turners Hill										
Gross site area (ha)	1.30		**Net developable area (ha):**			1.3	**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	534001 135602					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	Yes	39	Dwellings			Developable (11 years +)	No		Dwellings			

SHLAA ID	553	**Site Reference**	TH/04	**Settlement**	TH	**Ward**		**Site location / address:**	The Old Estate Yard, Church Road, Turners Hill										
Gross site area (ha)	0.30		**Net developable area (ha):**			0.29	**Proposed site density (dph):**		1 Lower- 30				**Grid Ref:**	534089 135594					
Site Suitable: ✔			**Site Available:** ✔				**Site Achievable:** ✔												
Deliverability / Developability:							Not currently developable												
Deliverable (1-5 years)	No		Dwellings				Developable (6-10 years)	Yes	9	Dwellings			Developable (11 years +)	No		Dwellings			

Appendix C
A22 junctions report

Project:	DfT Consultancy Advice - West Sussex County Council & Mid Sussex District Council	**From:**	Atkins Transport Planning and Management
Subject:	East Grinstead Strategic Development Transport Advice	**Date:**	September 2009

1. Introduction

Atkins Transport Planning and Management, as part of a study commissioned by the Department for Transport (DfT), previously undertook an initial strategic study examining transportation issues relating to the delivery of approximately 2,500 dwellings in East Grinstead. Atkins' study put forward an outline strategy for improving sustainable transport and some suggestions for upgrades to key junctions on the A22 (London Road) that could be implemented to enable a significant proportion of development to come forward without the need for a major transportation intervention.

Additional advice and understanding is required by Mid Sussex District Council on some of the issues raised in the Stage 1 Report of March 2009 to inform decisions on development allocations within its emerging Core Strategy.

The following technical note addresses the points outlined below as indicated in the brief provided as part of the invitation to tender for the project, and at a meeting between Atkins and West Sussex County council, Mid Sussex District Council and East Grinstead Town Council on the 21st of July 2009.

- Refine the designs of the following junctions identified in the March 2009 report:
  - A22 (London Road) with A264 (Moat Road);
  - A22 (London Road) with A22 (Station Road);
  - A22 (London Road) with Lingfield Road; including indicative alignment for the provision of a pedestrian and cycle bridge parallel to the existing road bridge across the disused railway line;
  - A22 (London Road) with Imberhorne Lane; and
  - A22 (London Road) with A264 (Copthorne Road).
- Based on the outline improvement measures for each of the junctions noted above, provide a justification of the use of a five percent traffic threshold used in the March 2009 report (Professional opinion on the likely additional capacity that may be obtained if improvement measures were implemented).

As part of the above designs this note examines issues related to the deliverability of the improvements and an indicative construction cost for delivering the improvements.

2. Key Junctions

2.1 Junction 1: A22 (London Road) with A264 (Moat Road)

Existing situation

This three arm priority junction currently consists of a southbound one way length of London Road, as part of the local gyratory system, and the minor arm of Moat Road connecting from the north-east. Existing road markings indicate a straight ahead lane and a left turn lane on London Road in the vicinity of the junction. Traffic on Moat Road joining London Road is restricted to left only at the give way line in accordance with the one way system.

To the south east of the junction London Road forks, with traffic in the left hand lane feeding onto A22 Beeching Way (East) and traffic in the right hand lane feeding onto A22 Beeching Way (West) and London Road South.

A controlled pedestrian crossing is located immediately to the north of the junction on London Road. Footways are wide (2 – 3.5m) on London Road, but narrow in places on Moat Road (1.5 – 2m) with pedestrian crossing facilities relatively poor.

Outline improvement measures

The potential measures considered at this junction include the following:

- widening of carriageway on London Road into existing footway areas in order to provide three lanes of traffic prior to the junction allowing for two straight ahead lanes with an additional length of left turn only lane;
- improved pedestrian facilities on the Moat Road arm of the junction including a central pedestrian refuge island; and
- linking of signalised pedestrian crossing on London Road with signals proposed as part of works to Junction 2: A22 (London Road) / A22 (Station Road) (please refer to section 2.2).

These measures, which are illustrated in Appendix A, could potentially increase the capacity of the junction in vehicular terms, whilst providing a safer route for pedestrians crossing Moat Road. Allowing two lanes of straight ahead traffic along London Road will increase vehicle flows through the junction whilst linkage with Junction 2 should allow more opportunity for vehicles to enter London Road from Moat Road (*Consideration was given to introducing a merging lane for vehicles entering London Road from Moat Road but due to design limitations together with the weaving movements along this section of London Road it was deemed inappropriate at this location*).

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Impact on existing pedestrian signals;
- Servicing implications;
- Construction implications e.g. diversions, bus routes etc.; and
- Cost.

Impact on existing Statutory Undertakers Services

Widening into existing footway areas may adversely impact on services such as gas, electric, water and BT, running along the length of the A22 (London Road). Services located in footways may become closer to the surface than acceptable should the footway become carriageway. This may result in services needing to be lowered to ensure adequate cover is provided. In order to fully appreciate the impact on any services, a services inquiry in accordance with Appendix C2 and C3 of the New Roads and Street Works Act (NRSWA), should be carried out which will provide initial confirmation of the services in the area (C2) and secondly a budget cost estimate for any protection/diversion measures deemed necessary (C3).

Potential pedestrian safety impact due to reduced footway widths

In order to widen the carriageway to increase the capacity of the junction the existing footway widths would need to be reduced. At present footway widths along this section of the A22 (London Road) vary between 2.5m and 3m wide. The outline improvement measures are designed in such a way that at least a 2m wide footway is provided at all times on either side of the A22 (London Road), which should be sufficient to accommodate the moderate levels of pedestrian footfall associated with the retail and commercial units either side of the A22 (London Road). A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

No advisory cycle lanes and advanced stop lines are provided as part of the outline measures proposed at this junction. Should they be introduced, initially as advanced stop lines at the signals, then the capacity of the junction will be reduced

Impact on existing pedestrian signals

The existing crossing width of the pedestrian signals to the north of the junction will be increased as part of the outline measures, and would therefore need to be assessed in capacity terms. An increased cycle time in conjunction with the signals being linked to signalisation of the A22 (London Road) / A22 (Station Road) (Please refer to section 2.2), would need to be fully assessed to appreciate any capacity implications.

Servicing implications

The existing servicing lay-by on the western side of London Road north of the junction may need to be reduced in length in order to accommodate the changes needed at the junction. It is understood that this lay-by may currently service the retail outlets adjacent to the bay and therefore the servicing requirements would need to be fully understood and discussed with relevant stakeholders should these proposals be progressed.

Construction implications e.g. diversions, bus routes etc

Introduction of any outline improvement measures may have a significant impact on the existing network during the construction sequences. Traffic Management including potential bus route diversions, as well as servicing provisions and emergency vehicle considerations would need to be fully assessed and a detailed method statement produced as appropriate.

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £117,360 (please refer to Appendix B for further details).

2.2 Junction 2: A22 (London Road) with A22 (Station Road)

Existing situation

This is a three arm priority junction on the A22, and marks the start of a one-way clockwise loop, for south bound A22 traffic flows. To the north of this junction there is two-way traffic flow along London Road. Located immediately to the east side of the junction is a fire station which is accessed from the minor arm of Station Road, via a dedicated lane between the two traffic islands which separate the right and left turning lanes from this arm. 'Wig-Wag' signs and stop lines are present on Station Road and London Road for responses to emergencies.

Footways are present along the entire length of both sides of each arm and vary in width between 2 and 4 metres. There are no controlled crossing facilities on London Road at the junction. However, there are uncontrolled pedestrian crossings on Station Road.

Outline improvement measures

The potential measures considered at this junction include the following:

- signalisation of the junction, including introduction of an additional lane on London Road, and also controlled crossing points on Station Road; and
- linking the junction with the signalised pedestrian crossing on London Road and possibly also with signals proposed as part of works to Junction 3: A22 (London Road) / Lingfield Road (please refer to section 2.3).

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians crossing Station Road. The additional lane on London Road adjacent to the fire station would allow greater numbers of vehicles through the junction, whilst signalisation of Station Road may aid movements further along the one way route such as allowing vehicles onto London Road from Moat Road.

In addition by linking with a number of junctions via SCOOT or other similar signal packages the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Fire station considerations;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Construction implications e.g. diversions, bus routes etc.; and
- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Third Party Land Take requirements

In order to introduce the additional lane along London Road, widening is required into the fire station forecourt and possibly adjacent third party land owners. This may potentially require agreements with these land owners, or Compulsory Purchase Orders and would result in alterations to private drainage and street lighting provisions. The extent of local authority/highway

ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Fire station considerations

Further to the above note on third party land take requirements, once any agreements have been reached with regards to using the fire station land, further liaison would be needed with the fire station to ensure access/egress to the station can be maintained at all times, as well as vehicle movements within the Station.

Potential pedestrian safety impact due to reduced footway widths

Although footway widths are generally maintained within the vicinity of this junction, there are points at which the footways are narrowed as well as a short length of new footway being introduced to the west of the fire station. The outline improvement measures illustrate at least a 2m wide footway being provided including the new provision near to the fire station forecourt. No specific footway is provided across the forecourt of the fire station, but should these options be progressed then a safety audit should be carried out to determine any safety concerns. A pedestrian count survey may also be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £155,232 (please refer to Appendix B for further details).

2.3 Junction 3: A22 (London Road) with Lingfield Road

Existing situation

This is currently a three arm mini-roundabout junction between the major arm, A22 (London Road), running north-west to south-east and the minor arm, Lingfield Road, connecting from the north-east. Each arm has a single lane of traffic running in each direction. A bus bay is provided on London Road immediately to the north-west of the junction for northbound vehicles. To the south east the highway alignment is constrained by an existing bridge over a dismantled railway line.

Footways are currently provided along the entire length of both sides of the highways on each arm in proximity to the junction. Refuge islands are provided on each arm of the mini-roundabout.

Proposed improvement measures (West Sussex County Council)

There is a current proposal to signalise the junction, with flared approaches on all arms to accommodate turning movements. Dedicated pedestrian phases would be incorporated into the proposed signal arrangement for the junction. Advanced cycle stop lines are proposed for each arm of the junction.

Outline improvement measures

The potential measures considered at this junction would constitute alterations to West Sussex County Council's proposed improvements and include the following:

- removal of the advanced stop lines on all approaches as proposed in West Sussex County Council's signalisation scheme in the interests of maximising capacity gains. It should be noted that the other junctions considered in this report have not included for advanced stop lines at this stage;
- removal of the existing north eastern footway on the bridge across the dismantled railway line, including the length of footway continuing southwards to the access junction, and introduction of new carriageway construction in its place with appropriate structural improvements to the bridge as deemed necessary; and
- Inclusion of a new cantilevered footbridge on the north eastern side of the bridge, together with a new footway provision to the southeast of the bridge.

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians over the bridge. By removing the existing footpath and replacing with an additional traffic lane greater numbers of vehicles will be able to pass through the junction and over the bridge. Separating the footpath will provide a safe route for pedestrians whilst opening up possible links for cyclists and pedestrians alike along the dismantled railway line.

In addition by linking with a number of junctions via SCOOT or other similar signal packages the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Construction implications e.g. diversions, bus routes etc.; and

- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road). In addition there is an electricity sub station located at the northern end of the bridge, adjacent to the proposed cantilevered footway. As part of the detailed design, consultation will be necessary with all statutory undertakers but especially with the electricity supplier to ensure appropriate footway widths can be maintained and necessary licence agreements as appropriate are provided.

Third Party Land Take requirements

In order to introduce the new traffic lane and separate footpath over the dismantled railway line which also continues further south it may be necessary to liaise with Network Rail and possibly other third party land owners, should the land be outside of the council owned areas. This may potentially require agreements with these land owners, or Compulsory Purchase Orders and would result in alterations to private drainage and street lighting provisions. The extent of local authority/highway ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Potential pedestrian safety impact due to reduced footway widths

Although a new footway is to be provided adjacent to the existing bridge, there may be specific points at which the footways are narrowed locally, such as near to the existing electricity sub station. A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road). However, even though the advanced cycle lines have been removed, the new footway provision may open up possible future linkages with the dismantled railway line.

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road). In addition due to potential structural improvement measures needed at the bridge, there may be substantial Traffic Management requirements during the construction/strengthening stages which would need to be fully addressed and discussed with all appropriate stakeholders. Structural assessments of the bridge will need to be carried out to determine any strengthening requirements in addition to the design of the additional cantilever footbridge.

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The works cost estimate for the outline improvement measures associated with this junction is approximately £198,576 (please refer to Appendix B for further details). West Sussex County Council's current estimate for its proposed improvements is around £187,000. It should be noted, therefore, that the combined cost of all proposed improvements to this junction is approximately £385,000,

2.4 Junction 4: A22 (London Road) with Imberhorne Lane

Existing situation

This is currently a three arm signalised junction between the major arm, A22 (London Road), running from north-west to south-east and the minor arm, Imberhorne Lane, connecting from the south.

London Road consists of a single lane running in each direction which is flared on both arms in proximity to the junction to create dedicated straight ahead and turning lanes. Similarly, the minor arm, Imberhorne Lane is flared in proximity to the junction to create dedicated right and left turning lanes.

Footways are currently provided along the entire length of both sides of the highways on each arm in proximity to the junction. They are generally between 1.5m and 2m in width. A pedestrian phase across the northern arm of London Road is incorporated into the existing signals at this junction. An uncontrolled crossing point is marked across the minor arm, Imberhorne Lane.

Outline improvement measures

The potential measures considered at this junction include the following:

- improvements to the pedestrian facilities by introducing pedestrian crossing phases into the existing signals for Imberhorne Lane and also the southern arm of London Road;
- widening on the eastern side of London Road into existing footway areas and private land in order to provide three lanes of traffic prior to the junction allowing for two straight ahead lanes with an additional length of right turn only lane; and
- linking of this junction with Junction 5: A22 (London Road) / A264 (Copthorne Road) signalised junction (please refer to section 2.5).

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians. The introduction of an additional lane on London Road would commence approximately 100m prior to the stop line, with the two straight ahead lanes continuing through the junction for approximately a further 140m before merging back to a single straight ahead lane.

The improved pedestrian provision on both London Road and Imberhorne Lane will enable pedestrians to cross safely opening up access to both sides of the A22 even though the crossing distances are increased on London Road. In addition by linking with a number of junctions via SCOOT or other similar signal packages pedestrian crossing phases and the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Individual property access considerations;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Impact on existing pedestrian signals;
- Construction implications e.g. diversions, bus routes etc.; and
- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Third Party Land Take requirements

In order to introduce the additional lane along London Road, widening is required into the gardens of properties adjacent to the junction on the eastern side of London Road. This may potentially require agreements with these land owners, or Compulsory Purchase Orders. The extent of local authority/highway ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Individual property access considerations

In addition to the third party land take requirements as noted above, there are also potential access considerations that need to be fully appreciated. The properties on the eastern side of London Road appear to have vehicular access points that would need to be maintained during any construction phase and also provided for in any new alignment proposed. The local authorities' access design standards would need to be adhered to in any proposal and therefore early understanding of the requirements may be beneficial.

Potential pedestrian safety impact due to reduced footway widths

In order to widen the carriageway to increase the capacity of the junction the existing footway widths may need to be reduced in specific locations. At present footway widths along this section of the A22 (London Road) vary between 1.5m and 2m wide. The outline improvement measures illustrate a 2m wide footway along the eastern side of London Road in the proximity of the junction. A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £346,752 (please refer to Appendix B for further details).

2.5 Junction 5: A22 (London Road) with A264 (Copthorne Road)

Existing situation

This is currently a three arm signalised junction between the major arm, A22 (London Road), running from north to south and the minor arm, A264 (Copthorne Road) which links to the M23, connecting from the west.

London Road consists of a single lane running in each direction which is flared on both arms in proximity to the junction to create dedicated straight ahead and turning lanes. Similarly, the minor arm, Copthorne Road is flared in proximity to the junction to create dedicated right and left turning lanes.

Footways are currently provided along the entire length of both sides of the highways on each arm in proximity to the junction. No pedestrian phases are incorporated into the existing signals at this junction, although uncontrolled crossing points including central refuge islands are provided on London Road on both the southern and northern arms. No pedestrian refuge is provided on the minor arm.

Outline improvement measures

The potential measures considered at this junction include the following:

- improvements to the pedestrian facilities by introducing pedestrian crossing phases into the existing signals for all arms;
- widening on the eastern side of London Road to allow two lanes of traffic southbound through the junction, widening of the two lanes entering London Road from Copthorne Road thereby allowing two lanes of traffic to turn right, and slackening of the bend from London Road (South) to Copthorne Road in order to ease the movement towards the M23; and
- linking of this junction with Junction 4: A22 (London Road) / Imberhorne Lane signalised junction.

These measures, which are illustrated in Appendix A, could potentially increase the capacity and efficiency of the junction in vehicular terms, whilst providing a safer route for pedestrians. It is understood that the movements from Copthorne Road to London Road (south) and vice versa are the predominate movements due to the link with the M23. Therefore slackening of the bend for movements towards Copthorne Road will aid the efficiency of the junction especially for larger HGV's. Similarly for inbound movements from the M23 the two existing traffic lanes have been widened and lane markings adjusted to allow for two lanes turning right.

The improved pedestrian provision on both London Road and Copthorne Road will enable pedestrians to cross safely opening up access to both sides of the A22. In addition by linking with a number of junctions via SCOOT or other similar signal packages the flow of vehicles in and out of this and adjacent junctions can be accurately assessed and adjusted to match the demand pattern throughout the day.

Deliverability

In order to determine the practicality of implementing these improvement measures, there are a number of factors which need to be considered and fully understood. These are listed below:

- Impact on existing Statutory Undertakers Services;
- Third Party Land Take requirements;
- Potential pedestrian safety impact due to reduced footway widths;
- Limited cycle facility provision;
- Impact on existing pedestrian signals;
- Construction implications e.g. diversions, bus routes etc.; and

- Cost.

Impact on existing Statutory Undertakers Services

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road)

Third Party Land Take requirements

In order to introduce the short length of additional lane along London Road, widening is required into the footway areas and potentially third party land on the eastern side of London Road. This may potentially require agreements with these land owners, or Compulsory Purchase Orders. The extent of local authority/highway ownership would need to be established initially prior to entering into any negotiations if the options are deemed appropriate.

Potential pedestrian safety impact due to reduced footway widths

In order to widen the carriageway to increase the capacity of the junction the existing footway widths may need to be reduced in specific locations such as at the bend leading from London Road (south) to Copthorne Road. The outline improvement measures illustrate a 2m wide footway along the eastern side of London Road in the proximity of the junction, together with a reduction to 2m footway width on the western side around the bend. A pedestrian count survey may be needed to confirm the existing footfall in the vicinity of the junction.

Limited cycle facility provision

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Construction implications e.g. diversions, bus routes etc

Please refer to information contained in the same section relating to Junction 1: A22 (London Road) with A264 (Moat Road).

Cost

The cost associated with these outline improvement measures is obviously key in determining their viability. An outline cost has been determined based on the information currently available. In order to standardise the costs at this stage the SPON'S Civil Engineering and Highway Works Price Book 1999 has been used with rates factored from 1999 prices to 2009 prices using the retail price index.

The budget estimate for the works associated with this junction is approximately £129,168 (please refer to Appendix B for further details).

3. Professional opinion on likely additional capacity

Using the outline improvement plans discussed in Section 2 and illustrated in Appendix A, the likely additional capacity benefits resulting from these improvement measures has been considered. It should be noted that the estimated additional capacity benefits take into account all the measures outlined above, including the potential gains from linking signals, such as UTC or SCOOT.

Noting that no traffic flow data is available and hence the indicative nature of this assessment, please see Table 3.1 below illustrating potential benefits that may result:

Table 3.1 – Professional opinion on likely percentage traffic increases achievable at each of the five junctions as a result of improvements to the junctions

Junction	Improvement measures	Likely percentage capacity benefit
Junction 1 and 2	*Adding a 3rd lane through Moat Road, and a 2nd lane for around 25m on the London Road (NW) approach to Junction 1*	*up to 10%*
Junction 3	*Adding an additional traffic lane across the bridge*	*Up to 5%**
Junction 4	*A third lane is proposed to be added on London Road (E)*	*at least 10%*
Junction 5	*Creation of an additional eastbound exit lane and the redesignation of one of the Copthorne Road entry lanes (thus 2 lanes to be made available for right-turning traffic)*	*at least 5%*

* the likely percentage capacity benefit of up to 5% associated with junction 3 is in comparison to the existing junction (i.e. before the WSCC proposed improvements have been implemented).

Please note that this assessment is indicative and not based on any detailed traffic flow data. For each of the above, the potential for capacity increases would be decreased if substantial blocking-back is currently experienced through the junctions and the corridor.

4. Summary

As part of Atkins Transport Planning and Management's engagement by the Department for Transport's (DfT) Housing Growth and Eco-Town team, further advice and understanding has been requested by Mid Sussex District Council on some of the issues raised in the Stage 1 Report of March 2009.

This Technical Note aims to address some of these issues namely providing more detail with regards to the proposed improvements for the junctions identified within the March 2009 report.

Each of the key junctions identified has been reassessed in design terms together with inclusion of indicative construction costs and a professional opinion on the likely capacity benefits of introducing these improvement measures. It should be noted that no traffic data is available for the junctions and thus the professional opinion is indicative only. For a more accurate assessment of the potential for the improvements to result in capacity increases, traffic surveys would need to be undertaken to provide traffic flow data, along with site observations during the peak periods to determine whether there is any blocking-back through the junctions and the corridor.

At this stage vehicular and pedestrian movements have been fully considered but cycle provision facilities have been removed on the existing busy road network.

Appendix A
Outline Improvement Measure Plans

NEW FOOTWAY PROVISION

ADDITIONAL STRAIGHT AHEAD LANE

JUNCTION TO BE SIGNALISED WITH NEW PEDESTRIAN CROSSING FACILITIES ON STATION ROAD

PEDESTRIAN CROSSING TO BE LENGTHENED

PROPOSED NEW PEDESTRIAN REFUGE ISLAND

2 NO. STRAIGHT AHEAD LANES

Fire Station

STATION ROAD

LONDON ROAD

MOAT ROAD

Club

Church

Church

Moat Church (URC)

126.8m

127.5m

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 1 & 2

1:500

EXISTING WALL TO BE MODIFIED LOCALLY TO MAXIMISE FOOTWAY WIDTH AT SUB-STATION

ELECTRICITY SUB-STATION

TRIEF KERB OR SIMILAR TO BE INTRODUCED AS PROTECTION TO WALL FROM VEHICULAR DAMAGE

EXISTING WALL TO REMAIN

POSSIBLE CANTILEVER FOOTWAY

El Sub Sta

Dismantled Railway

ED & Ward Bdy

GRINSTEAD

1 to 9 Fernside

Sloping Wall

Maypole House

219 to 225

123.1m

1. PROPOSED ALTERATIONS TO CURRENT TRAFFIC SIGNALISED JUNCTION PROPOSAL ARE INDICATED IN BLACK AND INCLUDE REMOVAL OF CYCLE ADVANCE STOP LINES

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA, WEST SUSSEX COUNTY COUNCIL'S SIGNALISED JUNCTION DESIGN PROPOSAL AND SUBJECT TO DETAILED DESIGN

ATKINS™

JUNCTION 3

1:500

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

NEW FOOTWAY PROVISION PARTIALLY WITHIN 3rd PARTY LAND

ADDITIONAL STRAIGHT AHEAD LANE

ADDITIONAL STRAIGHT AHEAD LANE

NEW PEDESTRIAN CROSSING PROVISION

NEW PEDESTRIAN CROSSING PROVISION

ATKINS™

JUNCTION 4

1:500

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN

N

Travel Inn

London Road

The Star Inn PH

LANES WIDENED AND LANE MARKINGS ADJUSTED

Copthorne Road

CARRIAGEWAY WIDENED TO PROVIDE 2 LANES FOR SHORT LENGTH

RADIUS OF BEND SLACKENED

FELBRIDGE COURT

Fel Bridge El Sub Sta

ATKINS™

JUNCTION 5

1:500

Appendix B
Indicative Construction Cost Estimates

Indicative Construction Cost Estimates

	Junction 1	Junction 2	Junction 3	Junction 4	Junction 5
Site Clearance	3,000	2,500	2000	7,100	2,500
Drainage	16,200	16,200	5000	35,900	8,100
Earthworks	1,300	1,200	800	9,000	800
Carriageway Construction	9,100	4,800	4,800	41,000	2,600
Footways & Paved Areas	2,600	1,400	3,000	9,400	2,100
Traffic Signs & Markings	3,000	5,400	1000	9,900	3,500
Street Lighting	5,300	5,300	5,300	12,500	4,100
Traffic Signals	20,000	40,000	5,000	40,000	40,000
Landscaping	1,000	1,000	1,000	1,000	1,000
Traffic Management	20,000	30,000	40,000	40,000	25,000
Garden Walls				35,000	
Bridge Improvements			70,000		
Total	**81,500**	**107,800**	**137,900**	**240,800**	**89,700**
Preliminaries (20%)	16,300	21,560	27,580	48,160	17,940
Sub total	**97,800**	**129,360**	**165,480**	**288,960**	**107,640**
Contingencies (20%)	19,560	25,872	33,096	57,792	21,528
Grand Total	**£117,360**	**£155,232**	**£198,576**	**£346,752**	**£129,168**

Note:

Estimates are indicative only based upon rates from SPONS 1999 factored to 2009 prices using the retail price index. Please note that the cost may increase, as well as decrease as part of any further detailing.

No costs associated with any potential stats diversion/protection measures have been included, nor costs associated with any 3rd party land take requirements, nor linking of traffic signals using SCOOT or a similar signal package.