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

# East Grinstead Strategic Development Transport Advice

**April 2009** 

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# 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 27<sup>th</sup> 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 19<sup>th</sup> 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.

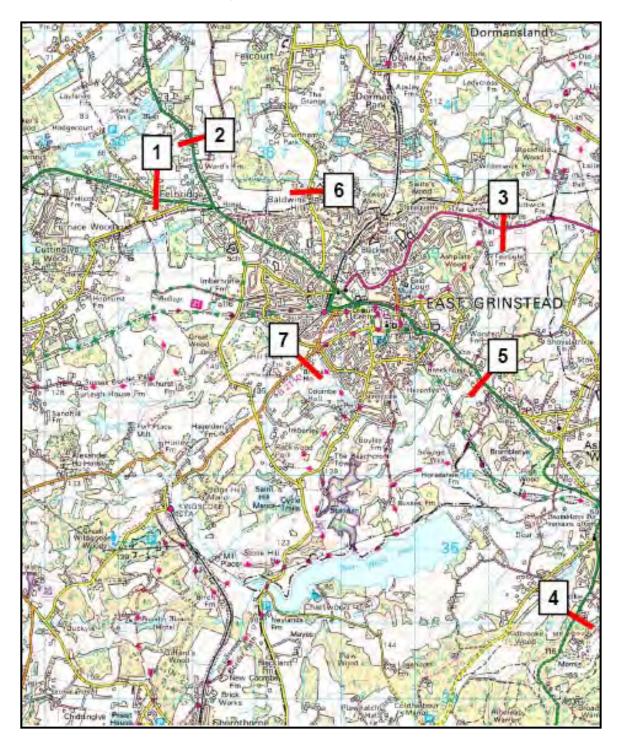
# Peter Brett Associates modelling reports

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 19<sup>th</sup> 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.

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%

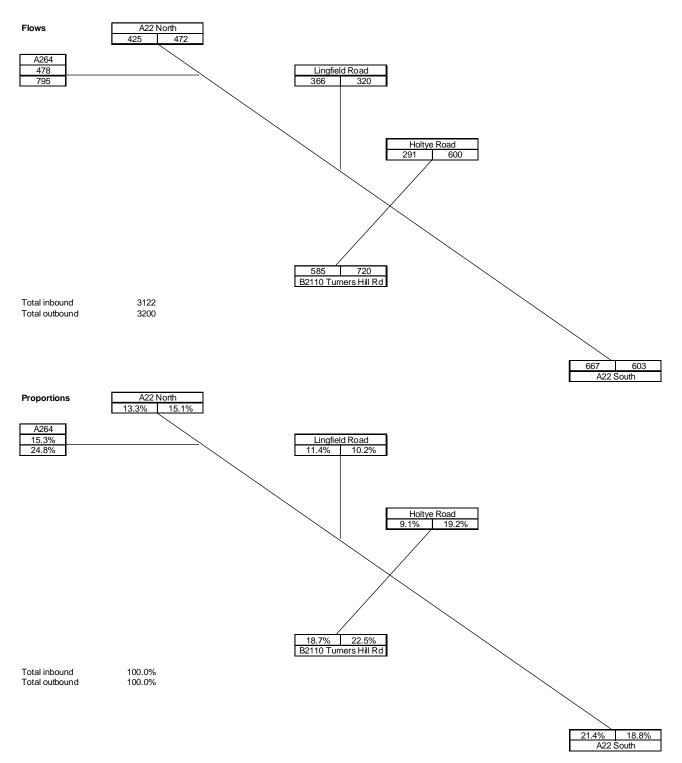
Table 3.1 - LMVR "Reduced Development" and "Full Development" Options

### **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.
- 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

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

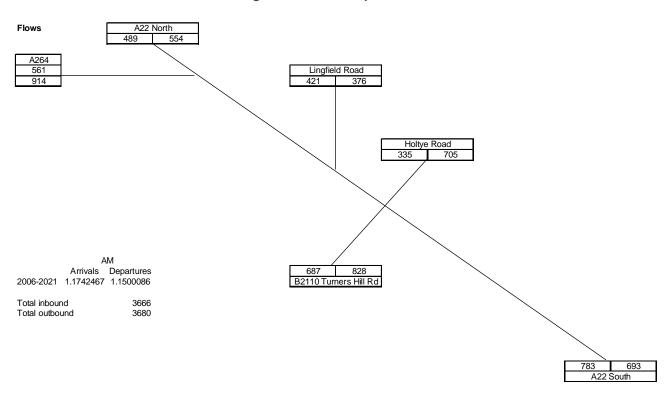


Figure 3.3 - "Reduced Development" % impacts - AM peak hour

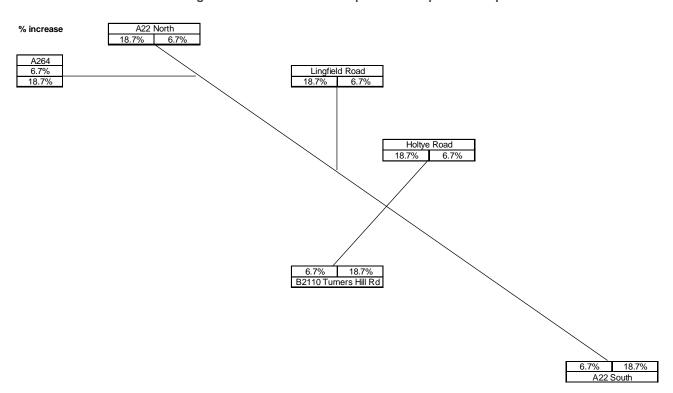
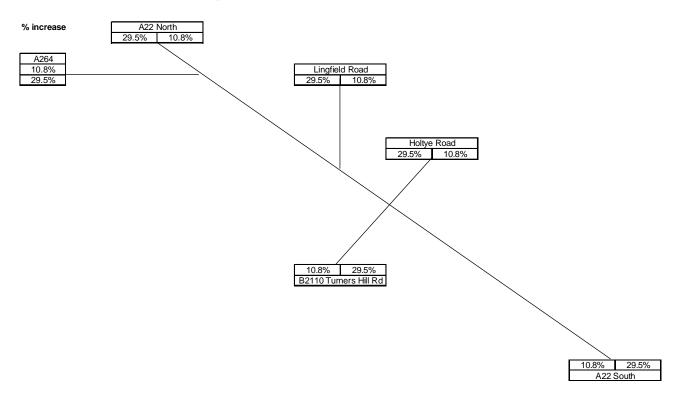


Figure 3.4 – "Full Development" % impacts – AM peak hour



# **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.
- 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.

**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%

Table 3.9 - Scenario 2 mode share

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

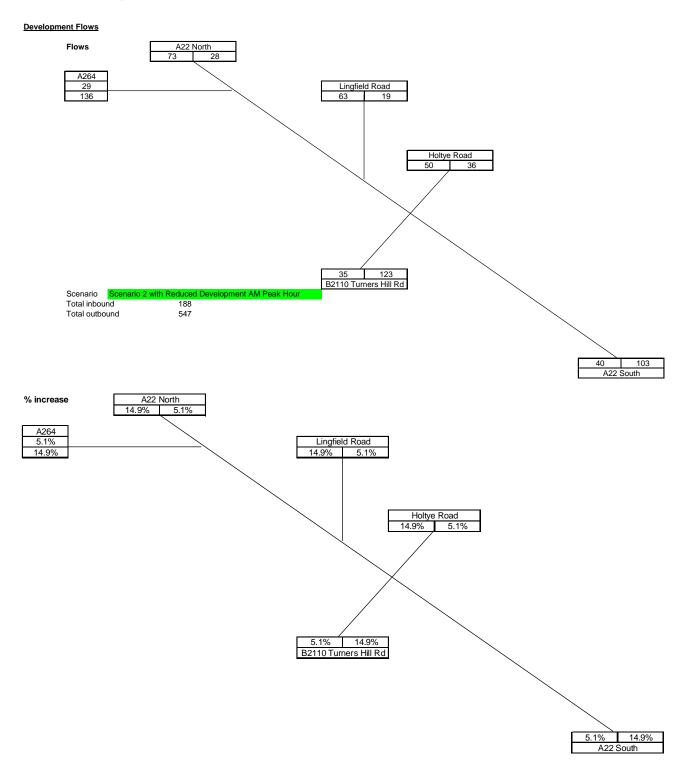
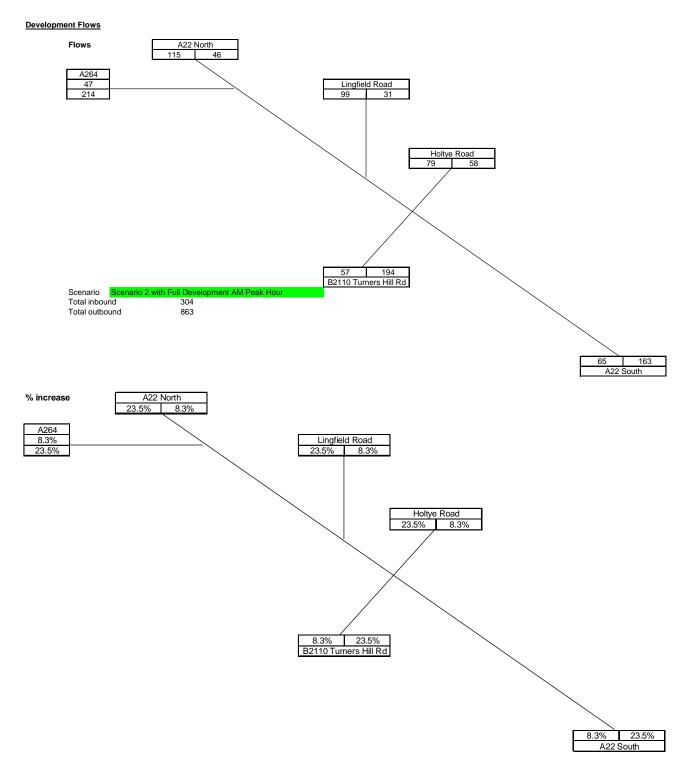


Figure 3.6 – "Full Development" traffic flows and % impact for Scenario 2: AM peak hour



# **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

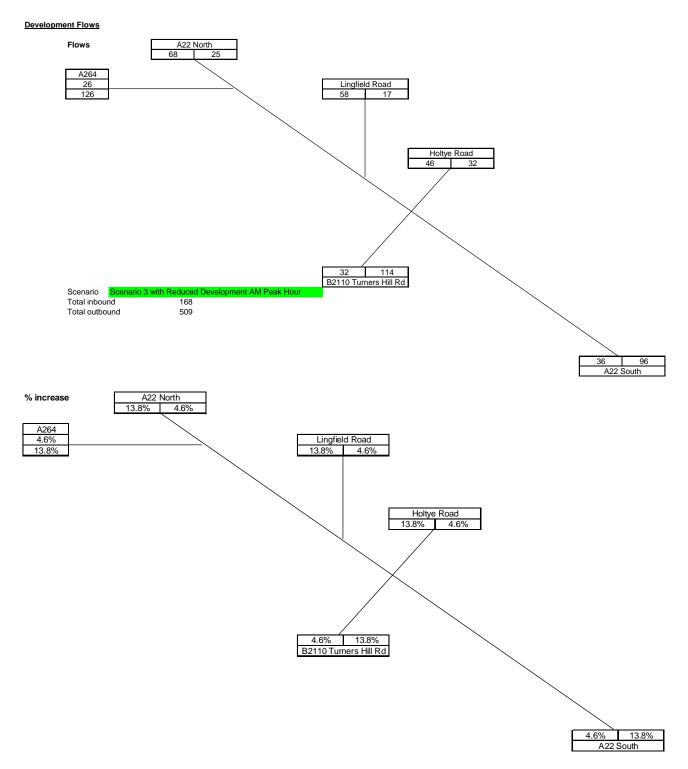
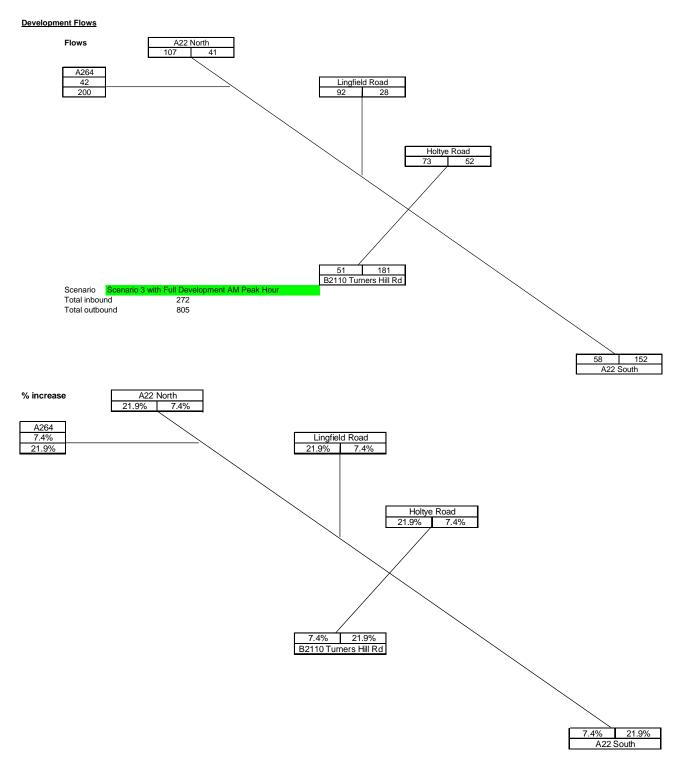


Figure 3.8 – "Full Development" traffic flows and % impact for Scenario 3: AM peak hour



# 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

- 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.
- 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

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.

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.
- 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:	02 <sup>nd</sup> 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 27<sup>th</sup> 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 31<sup>st</sup> 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 27<sup>th</sup> 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	Farshid Kamali	4
Advice	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

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.

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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 27<sup>th</sup> 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.

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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

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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.

### Feedback on constraints

### 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

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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.

# Feedback on Options

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

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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 24<sup>th</sup> 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
   22<sup>nd</sup> January 2008;
- Presentation to East Grinstead Three Tiers Group by Chris Owen on 11<sup>th</sup> 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
   22<sup>nd</sup> 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 - 22<sup>nd</sup> 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 11<sup>th</sup> 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 - 22<sup>nd</sup> 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: <a href="http://www.midsussex.gov.uk/page.cfm?pageid=3749">http://www.midsussex.gov.uk/page.cfm?pageid=3749</a>

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 – 3<sup>rd</sup> 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: <a href="http://www.midsussex.gov.uk/page.cfm?pageID=8059">http://www.midsussex.gov.uk/page.cfm?pageID=8059</a>

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 nonstrategic 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.

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# **Document History**

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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 27<sup>th</sup> 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 19<sup>th</sup> 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.

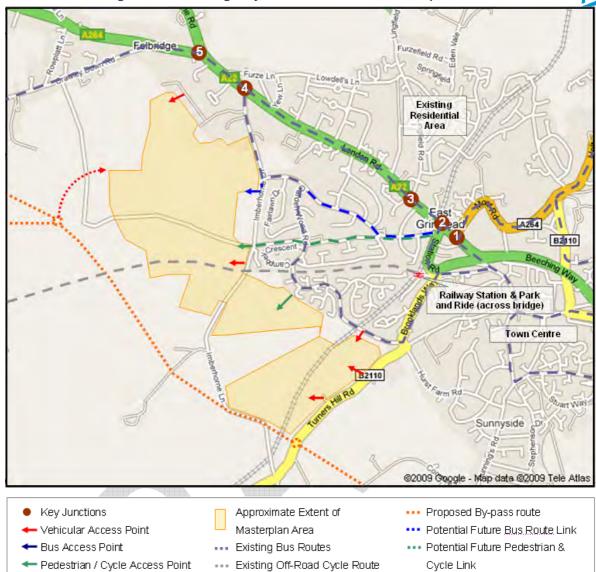


Figure 2.1 – Local Highway Network Proximate to Masterplan Area

# 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

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 3<sup>rd</sup> lane, two for A22 traffic with a 3<sup>rd</sup> 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

#### 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

Controlled pedestrian crossings are present on Station Road and on the south-east arm of Londor 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.** 

London Rd A22

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

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 3<sup>rd</sup> 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.

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

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

Figure 3.7 - London Road / Imberhorne Lane

# 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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.** 

Copthorne Rd A264

Copthorne Rd

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.

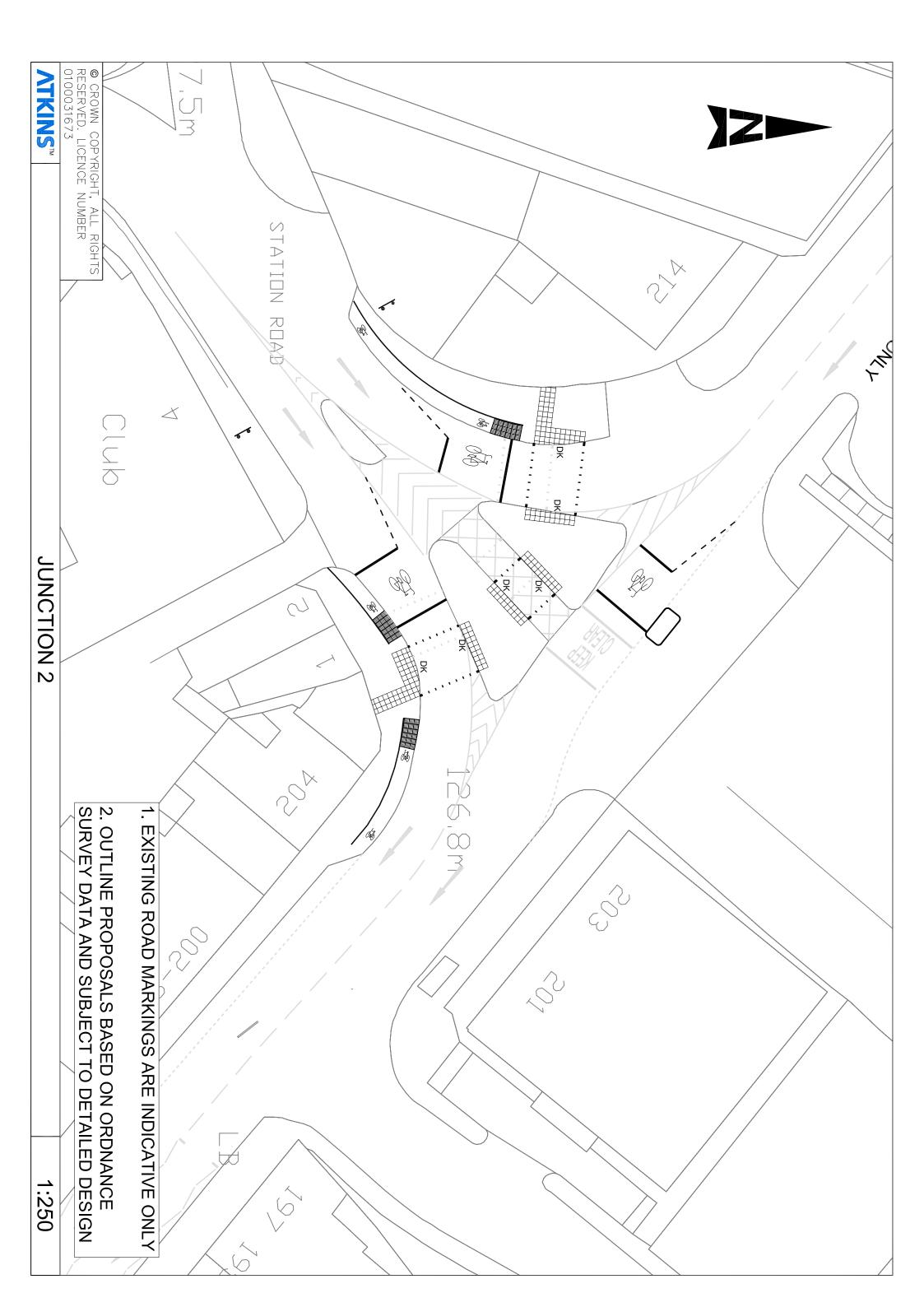
The characteristics of Junction 5 can be vastly improved by giving consideration to central islands, forming refuge for pedestrians at key crossings points. Capacity at this junction, especially for those egressing East Grinstead should be improved by incorporating new signals with the latest technology. 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.

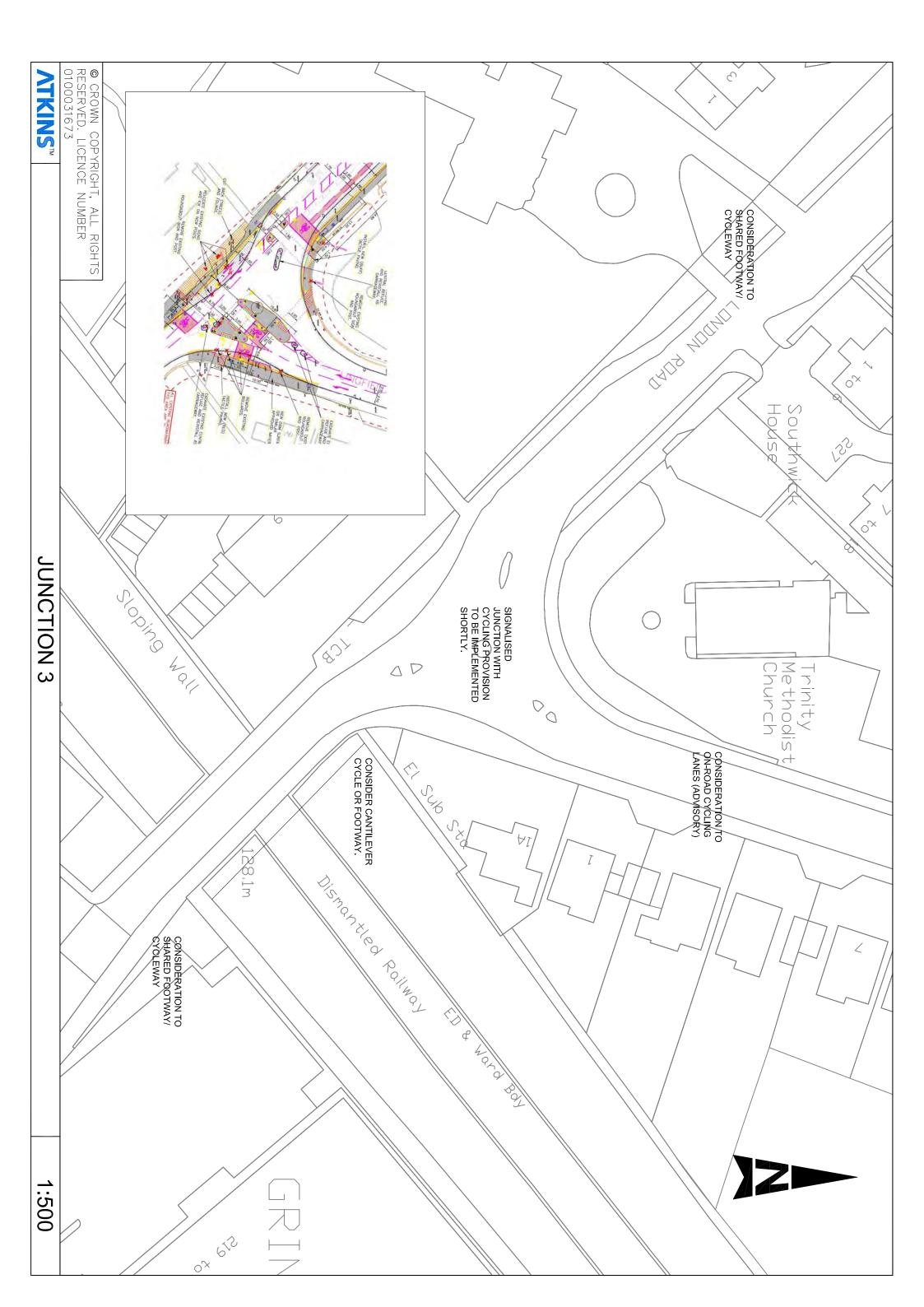
Each of the five junctions has opportunity to address the more sustainable mode of movement, whilst at the same time, the introduction of signal control and upgrading at those junction already with signals, should improve the capacity of each.

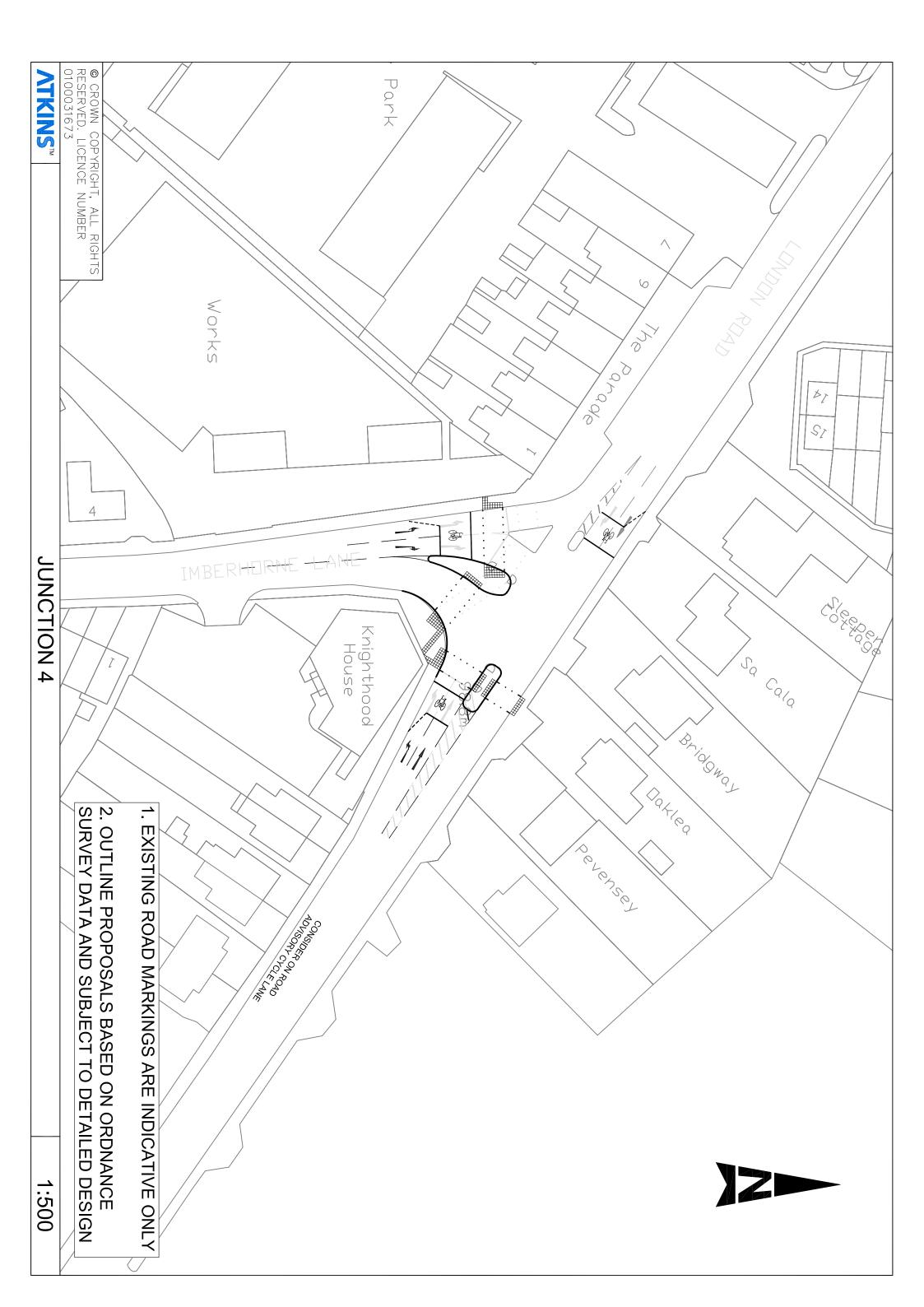
# Appendix A Possible Alterations to Existing Junctions

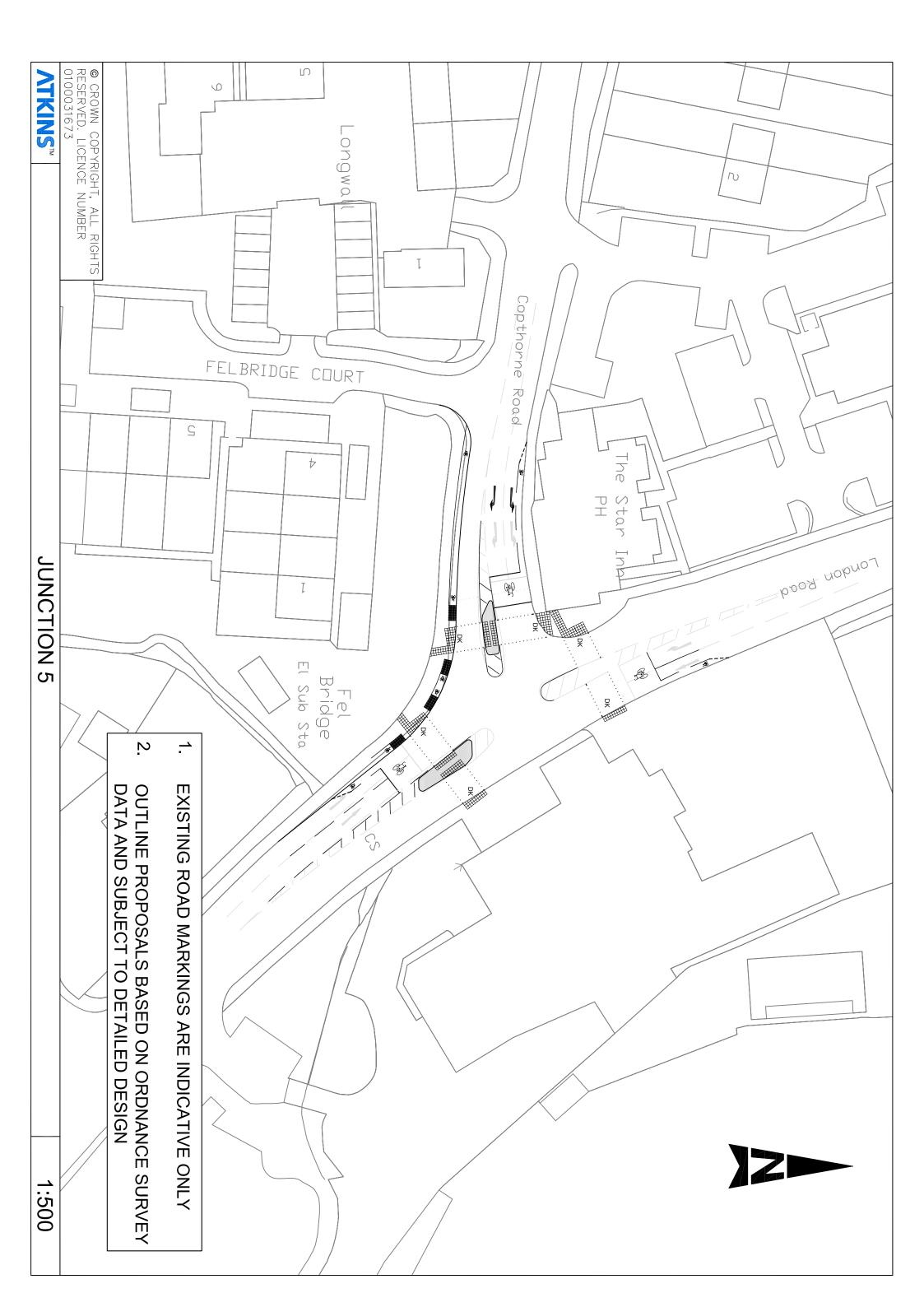


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Project:	DfT Consultancy Advice - West Sussex County Council & Mid Sussex District Council	From:	Atkins Transport Planning and Management
Subject:	East Grinstead Strategic Development Transport Advice	Date:	September 2009

# 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 21<sup>st</sup> 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	<i>Up to 5%</i> *
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%

<sup>\*</sup> 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

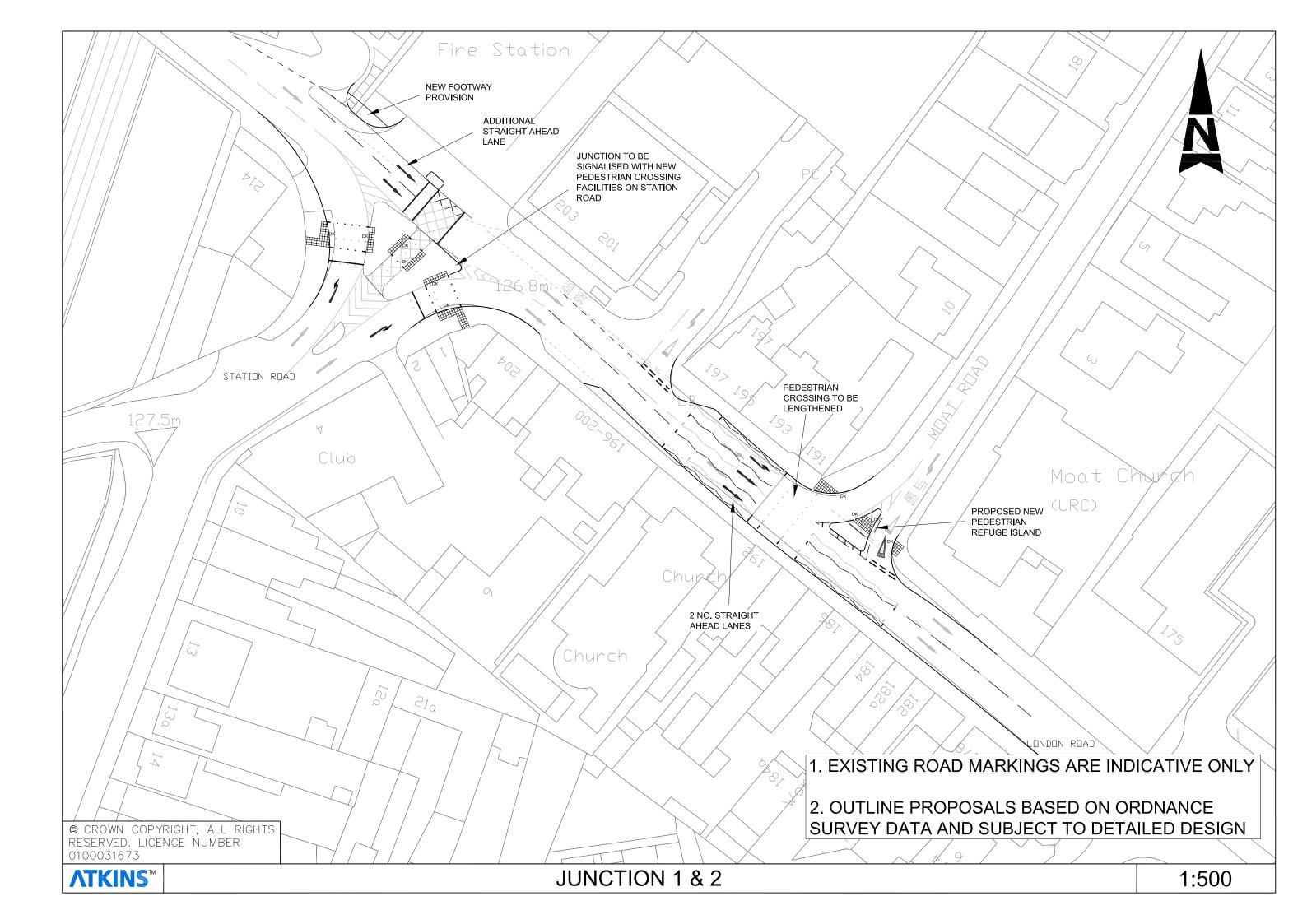
As part of Atkins Transport Planning and Management's engagement by the Department for Transport's (DfT) Housing Growth and Eco-Town team, further advice and understanding has been requested by Mid Sussex District Council on some of the issues raised in the Stage 1 Report of March 2009.

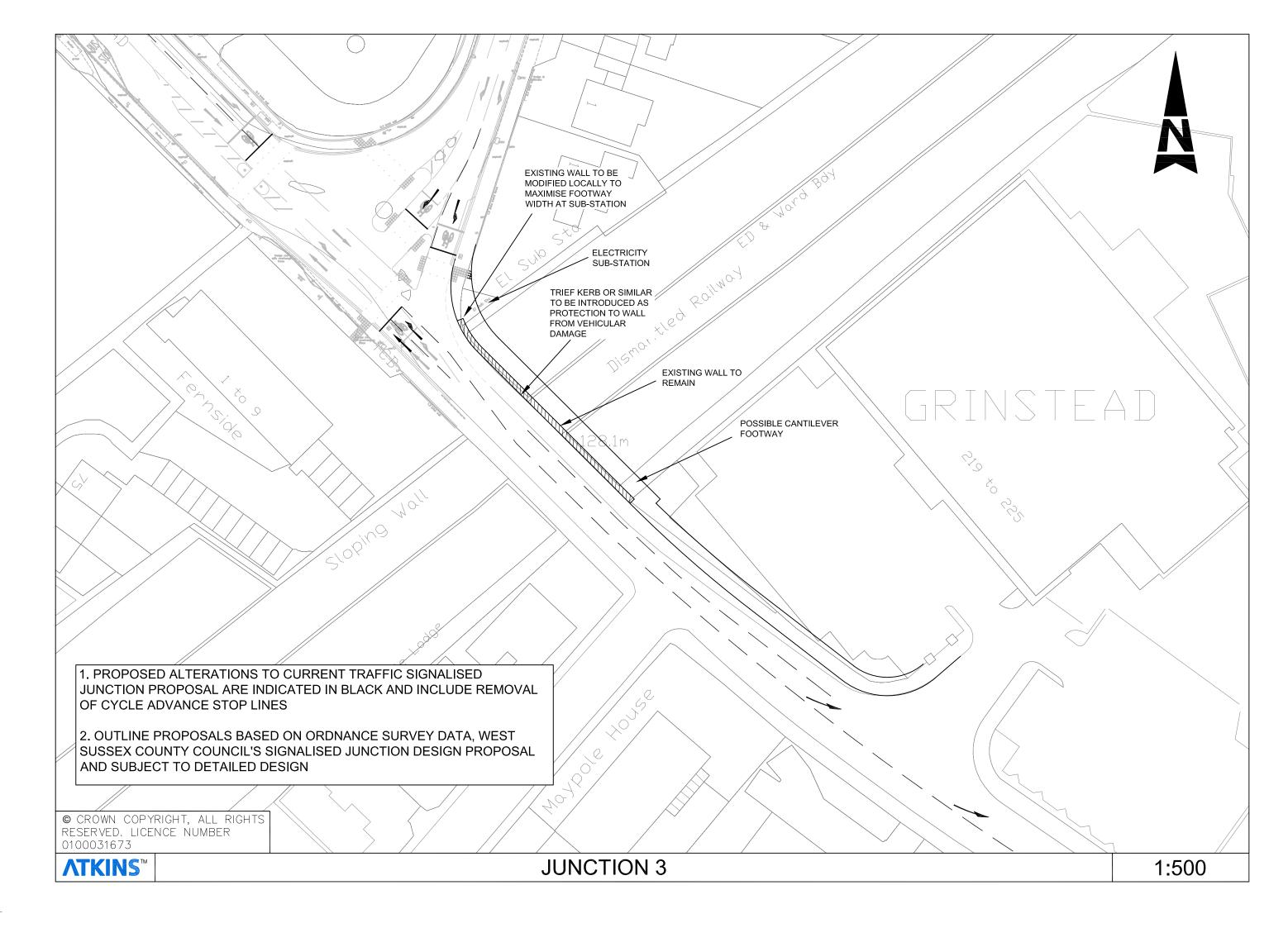
This Technical Note aims to address some of these issues namely providing more detail with regards to the proposed improvements for the junctions identified within the March 2009 report.

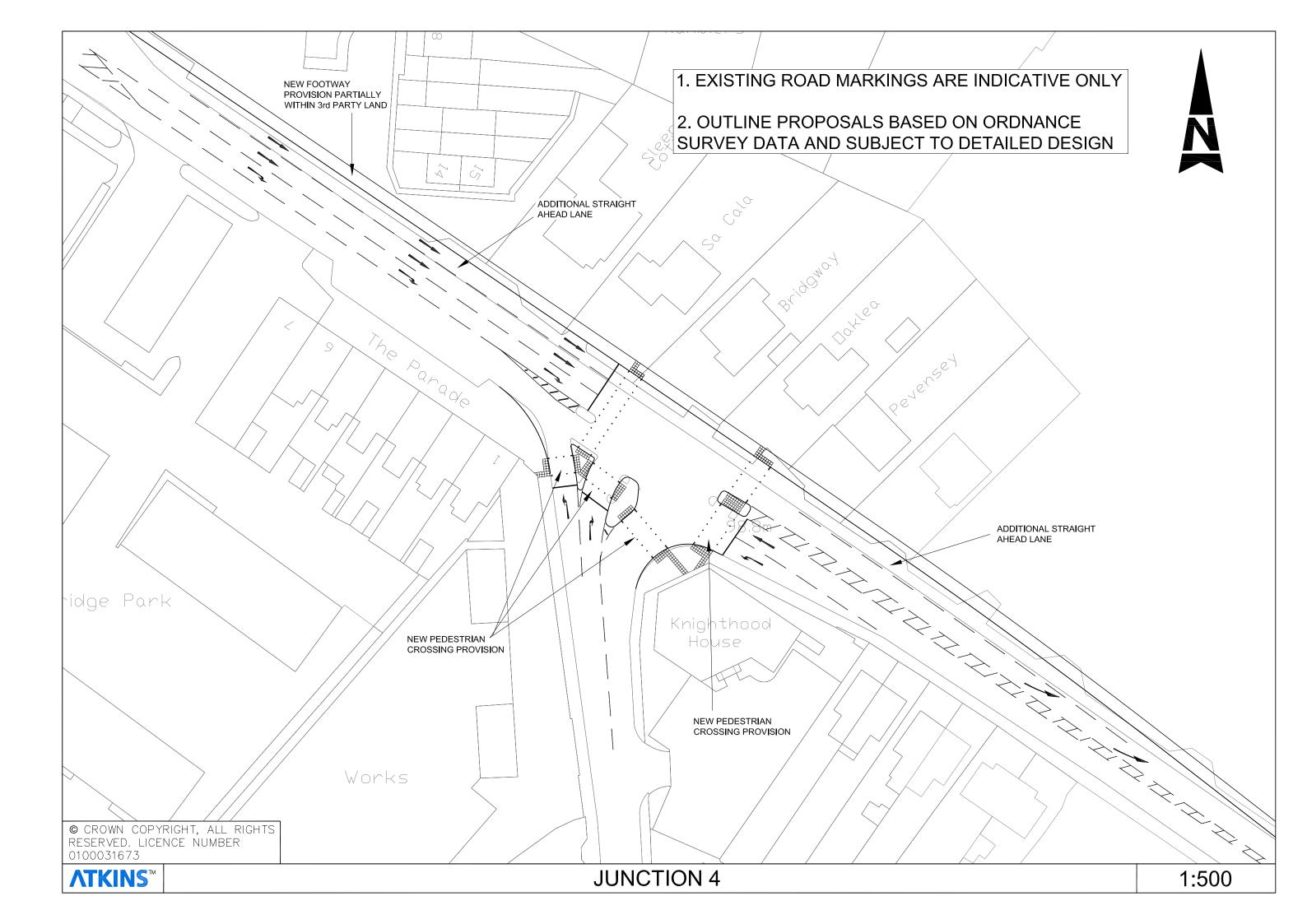
Each of the key junctions identified has been reassessed in design terms together with inclusion of indicative construction costs and a professional opinion on the likely capacity benefits of introducing these improvement measures. It should be noted that no traffic data is available for the junctions 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.

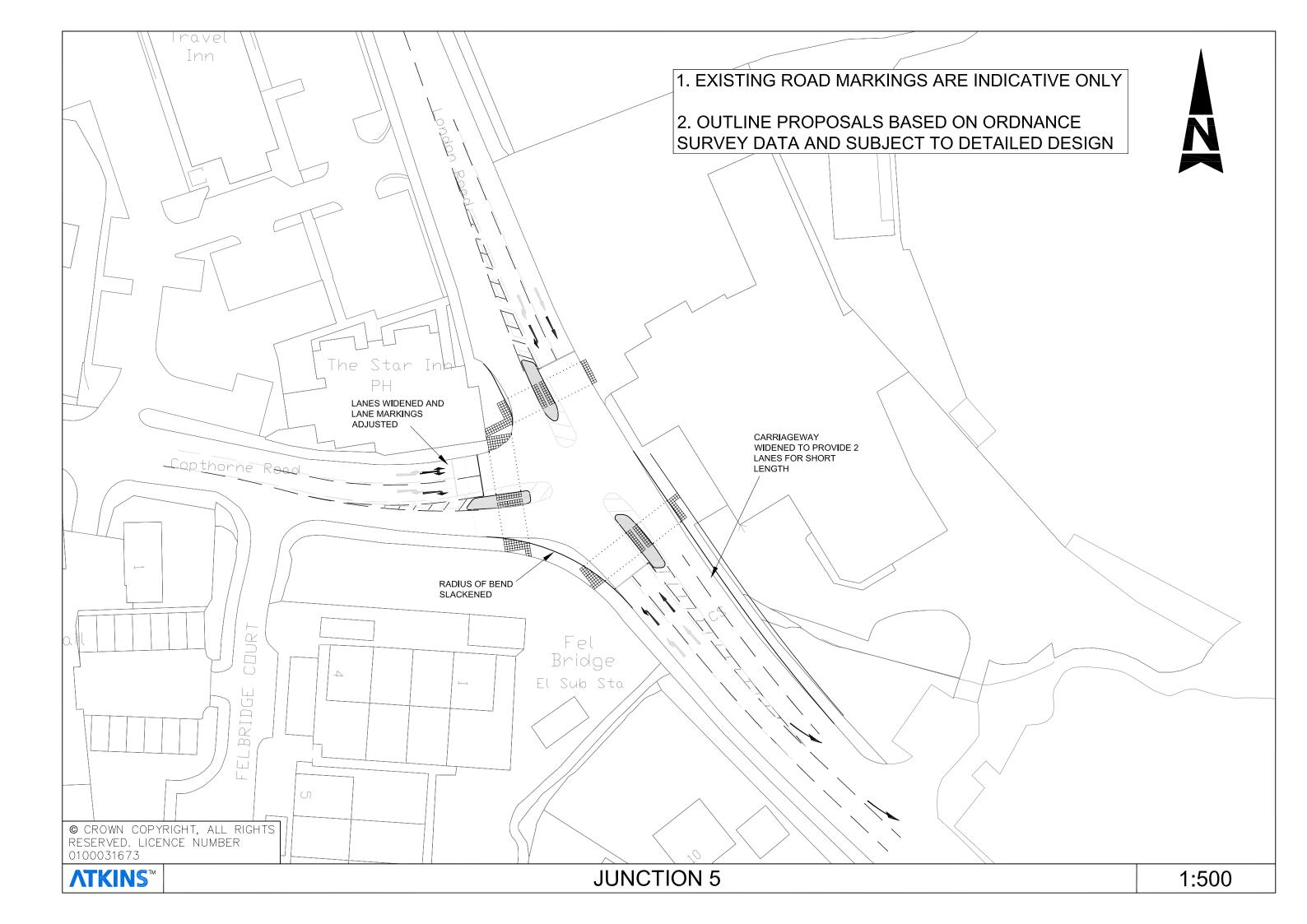
At this stage vehicular and pedestrian movements have been fully considered but cycle provision facilities have been removed on the existing busy road network.

# Appendix A Outline Improvement Measure Plans









# 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 3<sup>rd</sup> party land take requirements, nor linking of traffic signals using SCOOT or a similar signal package.

# East Grinstead Transportation Advice – 2<sup>nd</sup> 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.

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# 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 21<sup>st</sup> 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 dependent 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 flo	
2006	Total inbound	3122
2000	Total outbound	3200
2021	Total inbound	3665
2021	Total outbound	3680
Difference	Total inbound	543
Dillerence	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.

R22 North

A264

Lingfield Road

Holtye Road

Heathcole
Drive

B2110 Turners Hill Rd

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.

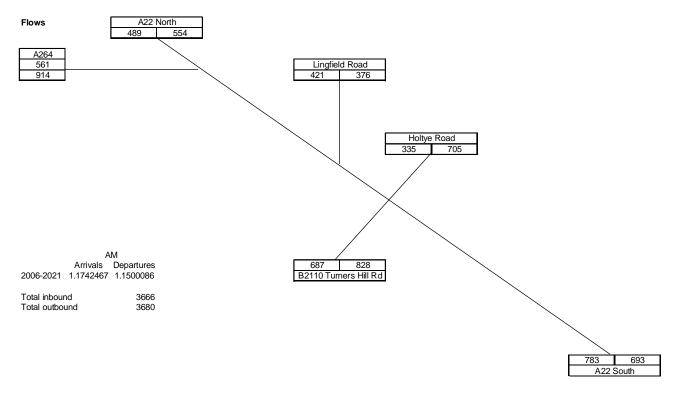


Figure 2.2 – 2021 AM Peak Hour traffic flows from Stage 1

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

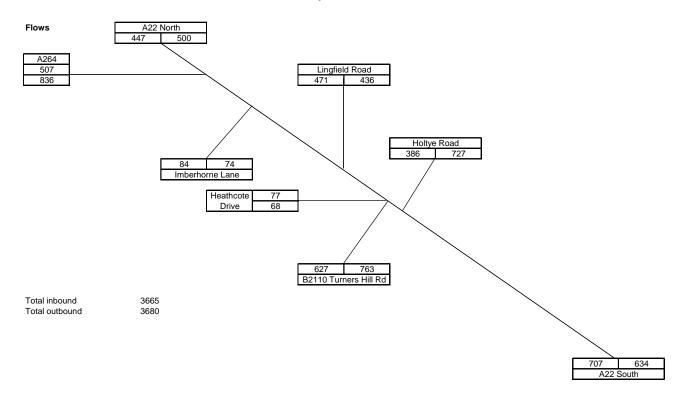


Figure 2.2 and Figure 2.3 above show that in comparison to Stage 1, the revised distribution of traffic shows that traffic flows at the following nodes have reduced:

- 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

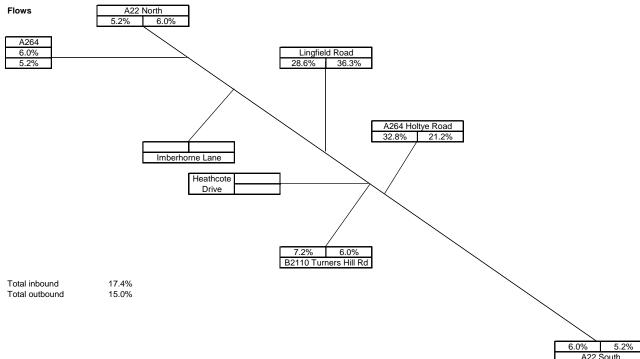




Figure 2.4 shows that overall traffic is anticipated to increase by between 15 and 18 percent, while the largest increases are associated with Lingfield Road, where increases of between 28 and 39 percent are anticipated. Figure 2.4 shows that the forecast percentage increases on the A22 (North and South) 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%	

<sup>\*</sup> 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):

 $\underline{http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/makingresidentialtravelplans5775}$ 

# 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 busways 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'

 $\underline{\text{http://www.dft.gov.uk/pgr/sustainable/smarterchoices/casestudy/terchoiceschangingtheway5765.}}\\ \underline{\text{pdf}}$ 

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.

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%						

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

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
	<ul> <li>High quality public transport information, including the provision of real-time information at bus stops and the railway station</li> </ul>
	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
	<ul> <li>shared space streets and squares</li> </ul>

Smarter Choices	<ul> <li>Workplace and school Travel Plans – comprehensive programme (with monitoring and enforcement)</li> </ul>
	Carshare / Car Clubs scheme
	Personalised Travel Planning
	<ul> <li>Area-wide Travel Plans (coordinated and delivered by stakeholders, as opposed to LA-led site specific TPs)</li> <li>joined up initiatives between multiple employment sites to create 'critical mass' for sustainable</li> </ul>
	<ul><li>transport measures</li><li>joined up initiatives between multiple occupiers of mixed use sites</li></ul>
	<ul> <li>Establish Transport Management Associations (TMAs) to develop public/private partnerships to coordinate the delivery of area-wide Travel Plans</li> </ul>
	<ul> <li>Appointment of team of sustainable transport champions to deliver county-wide travel and residential Travel Planning initiatives and work in partnership with District Councils</li> </ul>
	Appointment of sustainable transport champion in all new developments over minimum threshold
	Securing robust remedial measures and sanctions for Travel Plan performance
	<ul> <li>Agree remedial strategies for failure of Travel Plan against agreed mode share or trip generation targets</li> </ul>
	<ul> <li>Financial bonds, sanctions and penalties through S106 agreements relating to sustainable transport contributions</li> </ul>
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
	<ul> <li>Home zones (either comprehensive home zones principles or at minimum 'quasi home zone' principles</li> <li>– see Manual for Streets Guidance</li> </ul>
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
	<ul> <li>beyond the development to connect with existing developments in East Grinstead and further afield</li> </ul>
Technological Solutions	Technological solutions to influence travel behaviour in new employment, residential and mixed use developments:
	<ul> <li>Integrated office space / broadband in new homes</li> <li>Marketing of new homes as 'live-work' units</li> </ul>
	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

## 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).

Land useMax Scale of developmentNew Housing (households)571Primary School (pupils)140Secondary School (pupils)122Offices (employees)198Industrial estate (employees)143

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

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.

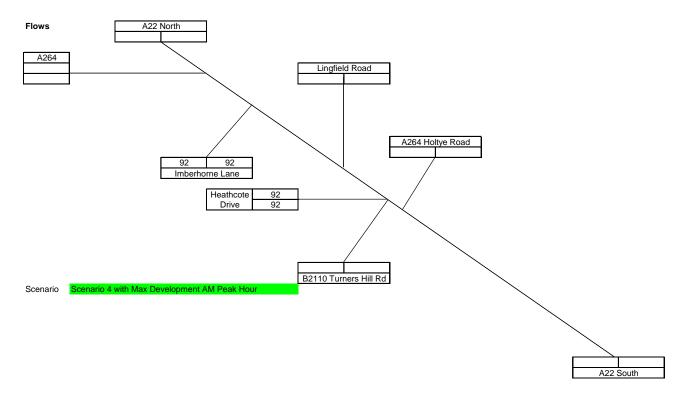
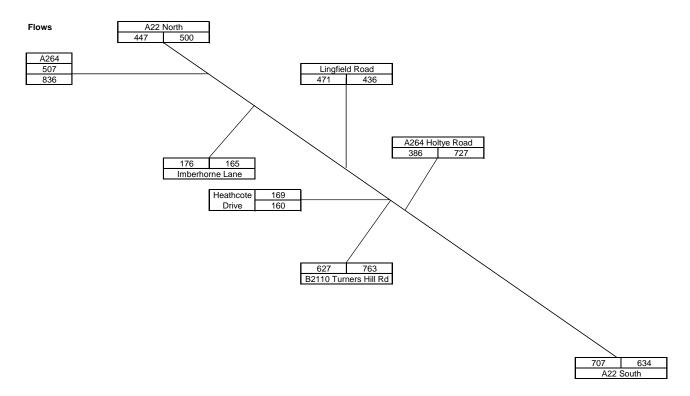


Figure 3.1 – AM Peak Hour flows associated with strategic development at Imberhorne Farm

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.
- 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

SHLAA ID 60 Site Reference	AD/01 <b>Settlement</b> 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 <b>Pr</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 540896 137402
Site Suitable: X	Site Available: ✓	Site A	chievable: ✓		
Deliverability / Developability:	Not curre	ntly developable	<b>✓</b>		
Deliverable (1-5 years) No	Dwellings Developal	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 467 Site Reference	AD/03 <b>Settlement</b> AD	Ward	Site location / address:	Land adjacent to 2 Dirty Lane, Ash	
Gross site area (ha) 1.3	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	Grid Ref: 542365 136745
Site Suitable: X	Site Available: X		chievable: ✓		
Deliverability / Developability:		ntly developable	•		
Deliverable (1-5 years) No	Dwellings Developal	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 468 Site Reference	AD/05 <b>Settlement</b> AD	Ward	Site location / address:	Land northeast of Woods Hill Lane	•
Gross site area (ha) 2	Net developable area (ha):	2 <b>Pr</b>	oposed site density (dph):	1 Lower- 30	<b>Grid Ref</b> : 542075 136969
Site Suitable: X	Site Available: X		chievable: ✓		
Deliverability / Developability:		ntly developable	<b>✓</b>		
Deliverable (1-5 years) No	Dwellings Developal	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 470 Site Reference	AD/06 <b>Settlement</b> AD	Ward	Site location / address:	Wealden House, Lewes Road, Ash	
Gross site area (ha) 1.6	Net developable area (ha):	1.35 <b>Pr</b>	oposed site density (dph):	4 Flatted- 50-100+	<b>Grid Ref</b> : 541212 136893
Site Suitable: ✓	Site Available: ✓	Site A	chievable: ✓		
Deliverability / Developability:		ntly developable			
Deliverable (1-5 years) No	Dwellings Developal	ole (6-10 years)	Yes 50 Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 464 Site Reference	AD/07 <b>Settlement</b> AD	Ward	Site location / address:	Land adjacent to playing fields, Ma	ypole Road, Ashurst Wood
SHLAA ID 464 Site Reference Gross site area (ha) 0.3	AD/07 Settlement AD  Net developable area (ha):	0.3 <b>P</b> r	oposed site density (dph):	Land adjacent to playing fields, Ma 1 Lower- 30	ypole Road, Ashurst Wood  Grid Ref: 542223 137148
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Gross site area (ha) 0.3  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 469 Site Reference  Gross site area (ha) 0.9  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 138 Site Reference  Gross site area (ha) 4  Site Suitable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 139 Site Reference	Net developable area (ha):  Site Available:   Not currer Dwellings  AD/10  Settlement AD  Net developable area (ha): Site Available:   Not currer Dwellings  AD/14  Settlement AD  Net developable area (ha): Site Available:   Not currer Dwellings  AD/14  Settlement AD  Net developable area (ha): Site Available:   Not currer Dwellings  Developal  AD/15  Settlement AD	0.3 Pr Site A httly developable ble (6-10 years)  Ward 0 Pr Site A httly developable ble (6-10 years)  Ward 4 Pr Site A httly developable ble (6-10 years)  Ward 4 Pr Site A httly developable ble (6-10 years)  Ward 0.2 Pr	oposed site density (dph): chievable:   Yes 9 Dwellings  Site location / address: oposed site density (dph): chievable:  No Dwellings  Site location / address: oposed site density (dph): chievable:  No Dwellings  Site location / address: oposed site density (dph): chievable:   No Dwellings  Site location / address:	Developable (11 years +)  Springhill, Beeches Lane, Ashurst 1 Lower- 30  Developable (11 years +)  Land south of Hammerwood Road, 1 Lower- 30  Developable (11 years +)  Land between 98-104 Maypole Ro	No
Gross site area (ha) 0.3  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 469 Site Reference  Gross site area (ha) 0.9  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 138 Site Reference  Gross site area (ha) 4  Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 139 Site Reference  Gross site area (ha) 0.22  Site Suitable:   Site Suitable:   SHLAA ID 139 Site Reference	Net developable area (ha):  Site Available:   Not currer  Dwellings  AD/10  Settlement  Net developable area (ha):  Site Available:   Not currer  Dwellings  Developal  AD/14  Settlement  AD  Net developable area (ha):  Site Available:   Not currer  Dwellings  Not currer  Dwellings	0.3 Pr Site A httly developable ble (6-10 years)  Ward 0 Pr Site A httly developable ble (6-10 years)  Ward 4 Pr Site A httly developable ble (6-10 years)  Ward 4 Pr Site A httly developable ble (6-10 years)  Ward 0.2 Pr	oposed site density (dph): chievable:   Yes 9 Dwellings  Site location / address: oposed site density (dph): chievable:  No Dwellings  Site location / address: oposed site density (dph): chievable:  No Dwellings  Site location / address: oposed site density (dph): chievable:   No Dwellings  Site location / address: oposed site density (dph):	Developable (11 years +)  Springhill, Beeches Lane, Ashurst 1 Lower- 30  Developable (11 years +)  Land south of Hammerwood Road, 1 Lower- 30  Developable (11 years +)  Land between 98-104 Maypole Ro	No
Gross site area (ha) 0.3  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 469 Site Reference  Gross site area (ha) 0.9  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 138 Site Reference  Gross site area (ha) 4  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 138 Site Reference  Gross site area (ha) 4  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 139 Site Reference  Gross site area (ha) 0.22	Net developable area (ha):  Site Available:   Not currer Dwellings  AD/10  Settlement AD  Net developable area (ha): Site Available:   Not currer Dwellings  AD/14  Settlement AD  Net developable area (ha): Site Available:   Not currer Dwellings  Not currer  Not currer Dwellings  Not currer  Not currer  Not currer	0.3 Pr Site A httly developable ble (6-10 years)  Ward 0 Pr Site A httly developable ble (6-10 years)  Ward 4 Pr Site A httly developable ble (6-10 years)  Ward 4 Pr Site A httly developable ble (6-10 years)  Ward 0.2 Pr Site A	oposed site density (dph): chievable:   Yes 9 Dwellings  Site location / address: oposed site density (dph): chievable:  No Dwellings  Site location / address: oposed site density (dph): chievable:  No Dwellings  Site location / address: oposed site density (dph): chievable:   No Dwellings  Site location / address: oposed site density (dph):	Developable (11 years +)  Springhill, Beeches Lane, Ashurst 1 Lower- 30  Developable (11 years +)  Land south of Hammerwood Road, 1 Lower- 30  Developable (11 years +)  Land between 98-104 Maypole Ro	No

	<u> </u>	u sites cons	iaoroa uni	Jugii aic	3 7 100000111	J		1		T		5
SHLAA ID		e Reference	AD/17	Settle		Ward			location / address:	Land north of Woods Hill Lane an area), Ashurst Wood	· ·	,
	<b>ea (ha)</b> 1.66	i			le area (ha):	1.5			site density (dph):	1 Lower- 30	Grid Ref:	541848 136924
							chievab	ole: ✓				
Deliverability	/ Developabili	ity:			Not currer	itly develo	pable	~				
Deliverable (1-	-5 years)	No	Dwelling	gs	Developat	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
Albourne								1				
SHLAA ID	58 <b>Sit</b> e	e Reference	AE/01	Settle	ment AE	Ward		Site	location / address:	Hazeldens Nursery, Albourne		
Gross site ar	<b>ea (ha)</b> 5.7		Net de	velopabl	le area (ha):	2			site density (dph):	1 Lower- 30	Grid Ref:	526500 116344
Site Suitable:			Site Availa	ble: ✓				chievab	ole: ✓			
Deliverability	/ Developabili	ity:			Not currer	itly develo	pable					
Deliverable (1-	-5 years)	No	Dwelling	gs	Developat	le (6-10 y	ears)	Yes	60 Dwellings	Developable (11 years +)	No	Dwellings
Ardingly												
SHLAA ID	495 <b>Sit</b> e	e Reference	AR/02	Settle	ment AR	Ward		Site	location / address:	Land to the south of Street Lane,	Ardingly	
Gross site ar	ea (ha) 2.4		Net de	velopabl	le area (ha):	2.2	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	534424 129541
Site Suitable:	<b>✓</b>		Site Availa	ble: ✓	· · · · · · · · · · · · · · · · · · ·	1		hievab		.l		
Deliverability	/ Developabil	ity:			Not currer	tly develo	pable					
Deliverable (1-	-5 years)	No	Dwelling	gs	Developab	le (6-10 y	ears)	Yes	65 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	187 <b>Sit</b> e	e Reference	AR/03	Settle	ment AR	Ward		Site	location / address:	Land between Lodgelands and St Ardingly	andgrove Place, (	College Lane,
Gross site are	<b>ea (ha)</b> 3.5				le area (ha):	3.3			site density (dph):	1 Lower- 30	Grid Ref:	534570 128880
Site Suitable:			Site Availa	ble: ✓				chievab	ole: ✓			
Deliverability		ity:			Not currer			~				
Deliverable (1-	-5 years)	No	Dwelling	gs	Developab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	261 <b>Sit</b> e	e Reference	AR/06	Settle	ment AR	Ward		Site	location / address:	Land east of High Street, Ardingly	1	
Gross site ar	<b>ea (ha)</b> 10.2		Net de	velopabl	le area (ha):	3	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	534873 129601
Site Suitable:			Site Availa		` '	1		hievab		I.		
Deliverability	/ Developabil	ity:			Not currer	tly develo	pable	~				
Deliverable (1-		No	Dwelling	gs	Developat	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
Balcombe												_
SHLAA ID	23 <b>Sit</b> e	e Reference	BA/01	Settle	ment BA	Ward		Site	location / address:	Vintens Nursery, Oldlands Avenue	e, Balcombe	
Gross site ar	<b>ea (ha)</b> 3		Net de	velopabl	le area (ha):	0.5	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	530931 129825
Site Suitable:	• •		Site Availa		` '			hievab				
Deliverability	/ Developabil	ity:			Not currer	tlv develo		~				
Deliverable (1-		No	Dwelling	gs	Developab			No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	26 <b>Sit</b> e	e Reference	BA/02	Settle	ment BA	Ward		Site	location / address:	Glebe Farm, Haywards Heath Ro	ad, Balcombe	
Gross site ar	<b>ea (ha)</b> 0.41		Net de	velopabl	le area (ha):	0.41	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	531502 129963
Site Suitable:			Site Availa		. ,	1		hievab			1	
Deliverability		ity:	-		Not currer	itly develo		~				
Deliverable (1-		No	Dwelling	gs	Developat			No	Dwellings	Developable (11 years +)	No	Dwellings

		Cita Dafarrana						0:1-	landing / address.	1 11 11 10 10 11		<b>D</b>	
SHLAA ID	27	Site Reference	BA/03	Settlem	_	A Ward	_		location / address:	Land North of Station House, Lon			
Gross site ar		0.16	Net developable area (ha): 0.10					site density (dph):	4 Flatted- 50-100+	Gri	d Ref:	530687 130200	
Site Suitable:			Site Availa	able: ✓				chievat	ole: X				
Deliverability	/ Develo					rently develo		~				T	
Deliverable (1	-5 years)	No	Dwellin	ngs	Develop	pable (6-10 )	years)	No	Dwellings	Developable (11 years +)	No	D	wellings
SHLAA ID	150	Site Reference	BA/08	Settlem	nent B	A Ward		Site	location / address:	Land to the west of the Rectory, F	laywards F	leath Ro	ad, Balcombe
Gross site ar	rea (ha)	0.3		levelopable	area (ha	a): 0.3	Р	roposed	site density (dph):	1 Lower- 30	Gri	d Ref:	530875 130730
Site Suitable:			Site Availa	able: ✓			Site A	chievat	ole: ✓				
Deliverability	/ Develo	pability:			Not cur	rently develo	opable						
Deliverable (1	-5 years)	No	Dwellin	ngs	Develop	pable (6-10 y	years)	Yes	9 Dwellings	Developable (11 years +)	No	D	wellings
SHLAA ID	418	Site Reference	BA/14	Settlem	nent B	A Ward		Site	location / address:	Land south of Barn Meadow, Balo	ombe		
Gross site ar	rea (ha)	1	Net d	evelopable	area (ha	a): 0.5	Р	roposed	site density (dph):	1 Lower- 30	Gri	d Ref:	531514 130234
Site Suitable:			Site Availa		, , , , , , , , , , , , , , , , , , , ,	.,.		chievat		1 = 2 11 2 1			
Deliverability		pability:			Not cur	rently develo		<u> </u>					
Deliverable (1		No	Dwellin	ngs		pable (6-10 v		No	Dwellings	Developable (11 years +)	No	D	wellings
		-		.90	20.0.0		, ,		2				
Burgess Hi	טע – ווו	IISIdII	T.				T			D D E 0 D :::			<u></u>
SHLAA ID	42	Site Reference	BH/A/01	Settlem	nent B	H Ward	Α	Site	location / address:	Paynes Place Farm & Burgess Hi Burgess Hill	II Golf Cen	tre, Cuck	field Road,
Gross site ar	rea (ha)	55	Net d	evelopable	area (ha	a): 51	Р	roposed	site density (dph):	1 Lower- 30	Gri	d Ref:	530538 120742
Site Suitable:			Site Availa			,		Achievat				I_	
Deliverability	/ Develo	pability:	I.		Not cur	rently develo	opable	~					
Deliverable (1		No	Dwellin	ngs		pable (6-10		No	Dwellings	Developable (11 years +)	No	D	wellings
SHLAA ID	30	Site Reference	BH/A/02	Settlem	nent B	H Ward	Α	Site	location / address:	Chippendale, Gatehouse Lane, B	uraess Hill		
Gross site ar	rea (ha)		Net d	evelopable			Р		site density (dph):	3 Higher- 50		d Ref:	529530 119740
Site Suitable:		0.17	Site Availa		<i>y</i> u. ou (	<b>2):</b> 0.17		chievat		o riigiioi co	<b>O</b>	u 11011	020000 1107 10
Deliverability		nability:	Ono / train		Not cur	rently develo		torno rak					
Deliverable (1		Yes	8 Dwellin	nas		pable (6-10		No	Dwellings	Developable (11 years +)	No	Г	wellings
SHLAA ID	73	Site Reference	BH/A/04	Settlem		H Ward	A	_	location / address:	Covers Timber Yard, 107 Fairfield			9
	_												
Gross site an		0.4		evelopable	area (na	a): 0.4			site density (dph):	4 Flatted- 50-100+	Gri	d Ref:	530637 119823
Site Suitable:			Site Availa	able: 🗸	Nat			chievat	ne: 🗸				
Deliverable (4			10   D	200		rently develo		NI-	Desallia	Dovolonskie (44 vesa: - ·)	No		) wallings
Deliverable (1	-o years)	Yes	18 Dwellin	igs	Develop	pable (6-10 )	years)	No	Dwellings	Developable (11 years +)	No	L	wellings
SHLAA ID	489	Site Reference	BH/A/06	Settlem	nent B	H Ward	Α	Site	location / address:	Land to the north west of Burgess	Hill.		
Cross sits or	1 1					a): 35	P	roposed	site density (dph):	1 Lower- 30	Gri	d Ref:	529443 120335
Gross site ar	rea (ha)	39.5	Net d	levelopable	e area (ha	a). 33			site delibity (upii).	I LOWEI- 30	GII	u ivei.	
Site Suitable:		39.5	Net de Site Availa		area (ha	a).   30		chievat		1 Lower- 30	GII	u itei.	
Site Suitable:	: X ` ´				·		Site A			i Lower- 30	GII	u ivei.	
	: X / Develo			able: ✓	Not cur	rently developable (6-10 y	Site A	chievat		Developable (11 years +)	No		Owellings
Site Suitable: Deliverability	: X / Develo	pability:	Site Availa	able: ✓	Not cur Develor	rently developable (6-10 y	Site A	No	ole: 🗸	Developable (11 years +)  Smaller piece of land to west of Ja	No	D	owellings
Site Suitable: Deliverability Deliverable (1	: X // Develo -5 years)	pability: No Site Reference	Dwellin BH/A/07	able: ✓ ngs Settlem	Not cur Develop	rently developable (6-10 y	Site A opable years)	No Site	Dwellings  location / address:	Developable (11 years +)  Smaller piece of land to west of Ja Burgess Hill	No ane Murray	Way (pa	owellings art of option (a)),
Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar	: X // Develo -5 years) 229 rea (ha)	pability: No Site Reference	Dwellin BH/A/07 Net d	able:   ngs  Settlem evelopable	Not cur Develop	rently developable (6-10 y	Site Appable years)  A	No Site	Dwellings  location / address: site density (dph):	Developable (11 years +)  Smaller piece of land to west of Ja	No ane Murray	D	Owellings
Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar Site Suitable:	: X // Develo -5 years) 229 rea (ha)	pability: No Site Reference	Dwellin BH/A/07	able:   ngs  Settlem evelopable	Not cur Develop nent B	rently developable (6-10 y Ward	Site A copable years)  A P Site A	No Site roposed	Dwellings  location / address: site density (dph):	Developable (11 years +)  Smaller piece of land to west of Ja Burgess Hill	No ane Murray	Way (pa	owellings art of option (a)),
Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar	: X // Develo -5 years) 229 rea (ha) : X	pability: No Site Reference	Dwellin BH/A/07 Net d	able: velopable able: X	Not cur Develop nent B area (ha	rently developable (6-10 y	Site A opable years)  A P Site A opable	No Site	Dwellings  location / address: site density (dph):	Developable (11 years +)  Smaller piece of land to west of Ja Burgess Hill	No ane Murray	Way (pa	owellings art of option (a)),

Schedule of all identified sites cons	idered irrough the Assessme	JIIL			
SHLAA ID 250 Site Reference	BH/A/08 <b>Settlement</b> BH	<b>Ward</b> A	Site location / address:	Lane to the west of Jane Murray Wa Lane/Danworth Lane, Burgess Hill	ay and to the east of High Hatch
Gross site area (ha) 97	Net developable area (ha):	62 <b>Pro</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 528856 119721
Site Suitable: X	Site Available: X	Site Ad	chievable: ✓		
Deliverability / Developability:		tly developable	<b>✓</b>		
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 251 Site Reference	BH/A/09 <b>Settlement</b> BH	Ward A	Site location / address:	Land to the north of Sussex Way, Bu	urgess Hill
Gross site area (ha) 82.2	Net developable area (ha):	70 <b>Pro</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 530430 120840
Site Suitable: ✓	Site Available: ✓		chievable: ✓		
Deliverability / Developability:		tly developable			
Deliverable (1-5 years) Yes 35	50 Dwellings Developab	le (6-10 years)	Yes 1650 Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 253 Site Reference	BH/A/10 <b>Settlement</b> BH	Ward A	Site location / address:	Land west of Jane Murray Way (red	uced area)
Gross site area (ha) 16	Net developable area (ha):	14 <b>Pro</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 529349 120059
Site Suitable: X	Site Available: ✓		chievable: 🗸	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
Deliverability / Developability:	Not current	tly developable	<b>✓</b>		
Deliverable (1-5 years) No		le (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 301 Site Reference	BH/A/13 <b>Settlement</b> BH	Ward A	Site location / address:	Magpies, Gatehouse Lane, Burgess	
Gross site area (ha) 0.15	Net developable area (ha):		oposed site density (dph):	3 Higher- 50	Grid Ref: 529645 119701
Site Suitable: ✓	Site Available: ✓		chievable: 🗸	3 Higher- 30	329043 119701
Deliverability / Developability:		tly developable	Silievable. V		
Deliverable (1-5 years) Yes		le (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
Bonverable (1 o years)	o bwellinge bevelepas	io (o ro youro)	110 Eweimige		
SHLAA ID 226 Site Reference	BH/A/14 <b>Settlement</b> BH	Ward A	Site location / address:	Land to the west of Jane Murray Wa Lane, Burgess Hill	ay and to the east of Pookbourne
Gross site area (ha) 328.8	Net developable area (ha):	280 <b>Pro</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 528377 119797
Site Suitable: X	Site Available: X		chievable: ✓		
Deliverability / Developability:		tly developable	~		
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 493 Site Reference	BH/A/16 <b>Settlement</b> BH	Ward A	Site location / address:	Land to the north and north west of I	Burgess Hill
Gross site area (ha) 203	Net developable area (ha):	104 <b>Pro</b>	oposed site density (dph):	2 Medium- 40	Grid Ref: 530539 120718
Site Suitable: ✓	Site Available: ✓		chievable: 🗸		
Deliverability / Developability:		tly developable			
Deliverable (1-5 years) Yes 45	50 Dwellings Developab	le (6-10 years)	Yes 1750 Dwellings	Developable (11 years +)	Yes 1050 Dwellings
SHLAA ID 47 Site Reference	BH/A/17 <b>Settlement</b> BH	Ward A	Site location / address:	91 Dunstall Avenue, Burgess Hill	
Gross site area (ha) 0.11	Net developable area (ha):	Pro	oposed site density (dph):	4 Flatted- 50-100+	Grid Ref: 530710 120037
Site Suitable: V	Site Available: ✓		chievable: 🗸		
Deliverability / Developability:		tly developable			
Deliverable (1-5 years) Yes	11 Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
Burgess Hill – Leylands		,	T		
SHLAA ID 34 Site Reference	BH/B/01 <b>Settlement</b> BH	Ward B	Site location / address:	Gas Holder Station, 132 Leylands R	
Gross site area (ha) 0.9	Net developable area (ha):		oposed site density (dph):	4 Flatted- 50-100+	<b>Grid Ref:</b> 531490 119960
Site Suitable: ✓	Site Available: ✓		chievable: ✓		
Deliverability / Developability:		tly developable			
Deliverable (1-5 years) Yes	58 Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings

SHLAA ID	43	Site Reference	BH/B/02	Settlement		Ward	В	Sito	location / a	ddrocou	Franka Farm Franka Lana Burga	oo Hill	
											Freeks Farm, Freeks Lane, Burge		504040 400074
Gross site area (ha) 3.39 Net developab Site Suitable: ✓ Site Available: ✓					(na):	3.4		oposed chievab	l site densit	y (apn):	2 Medium- 40	Grid Ref	531348 120374
		ourronth.	, dayala		cnievac	ole: 🗸							
Deliverable (4		No	Dwalling		currently			Voc	120 D	wallinga	Dayslandhla (11 years 1)	No	Dwellings
Deliverable (1-	-5 years)	NO	Dwelling		elopable	(6-10 y	rears)	Yes	120 D	wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	44	Site Reference	BH/B/03	Settlement	ВН	Ward	В	Site	location / a	ddress:	Freeks Farm/Lowlands Farm, Free	eks Lane, Burge	
Gross site ar	ea (ha)	35		velopable area	(ha):	23	Pr	oposed	I site densit	y (dph):	1 Lower- 30	Grid Ref:	531460 120820
Site Suitable:			Site Availal					chievab	ole: 🗸				
Deliverability					currently								
Deliverable (1-	-5 years)	Yes 18	80 Dwelling	s Deve	elopable	(6-10 y	ears)	Yes	520 D	wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	45	Site Reference	BH/B/04	Settlement	ВН	Ward	В	Site	location / a	ddress:	Former Sewage Works, Fairbridge	e Way, Burgess I	Hill
Gross site ar	ea (ha)	10.5	Net de	velopable area	(ha):	6	Pr	oposed	site densit	v (dph):	3 Higher- 50	Grid Ref	531092 120492
Site Suitable:			Site Availal					chievab		, (-1- /	<b>J</b>		
Deliverability	/ Develo	pability:			currently	/ develo				1			
Deliverable (1-			00 Dwelling		elopable			Yes	125 D	wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	88	Site Reference	BH/B/06	Settlement	ВН	Ward	В	Site	location / a	ddress:	Land north of Faulkners Way, Bur	gess Hill	
Gross site ar	ea (ha)	1.3	Net de	velopable area	(ha):	1.3	Pr	oposed	site densit	y (dph):	2 Medium- 40	Grid Ref:	531260 120200
Site Suitable:			Site Availal					chievab		, , , ,			
Deliverability		pability:			currently	/ develo							
Deliverable (1-	-5 years)	Yes	25 Dwelling		elopable			Yes	25 D	wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	342	Site Reference	BH/B/07	Settlement	ВН	Ward	В	Sito	location / a	ddross:	R/o Applewalk, Sussex Lodge, Up	nor St. Johns Do	od Burgoss Hill
Gross site ar				velopable area		0.7	_		site densit		2 Medium- 40	Grid Ref	
Site Suitable:		0.7	Site Availal		(IIa).	0.7		oposed chievab		y (upii).	2 Medium- 40	Grid Kei	531021119467
Deliverability		nahility:	Sile Availai		currently	, dovolo		<u>⊄ineval</u>	Jie. V				
Deliverable (1-		No	Dwelling		elopable			No	D	wellings	Developable (11 years +)	No	Dwellings
												_	
SHLAA ID	170	Site Reference	BH/B/08	Settlement		Ward	В		location / a		Land at Burgess Hill Football Club		ū
Gross site ar		1.5		velopable area	(ha):	1.3			site densit	y (dph):	2 Medium- 40	Grid Ref:	531810 120315
Site Suitable:		mahilitur.	Site Availal			ا - ا عام ا		chievab	oie: ✓				
Deliverable (4			Dualia		currently			<b>V</b>		wallings	Developphia (11 years :)	No	Dwellings
Deliverable (1-	-ວ years)		Dwelling		elopable	` '	rears)	No		wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	169	Site Reference	BH/B/09	Settlement		Ward	В		location / a		Land east of Coopers Close, Burg		
Gross site ar		0.35		velopable area	(ha):	0.35			l site densit	y (dph):	2 Medium- 40	Grid Ref:	532116 120408
Site Suitable:			Site Availal					chievab	ole: 🗸				
Deliverability					currently			<b>~</b>				1 1	
Deliverable (1-	-5 years)	No	Dwelling	s Deve	elopable	(6-10 y	rears)	No	D	wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	228	Site Reference	BH/B/10	Settlement		Ward	В		location / a		Land to the north of Burgess Hill (c Cuckfield Road)		
Gross site ar		157		velopable area	(ha):	100			l site densit	y (dph):	1 Lower- 30	Grid Ref:	530629 120962
Site Suitable:			Site Availal					chievab	ole: 🗸				
Deliverability					currently								
Deliverable (1-	E VOORO)	Yes 4	50 Dwelling	s Deve	elopable	(6-10 v	(ears)	Yes	1750 D	wellings	Developable (11 years +)	Yes 800	Dwellings

Ochicadic of	all laci	illied sites cons	nacica unoug	11 1110 71330	2001110111					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,
SHLAA ID	80	Site Reference	BH/B/12 S	ettlement	BH <b>War</b>	d B	Site	location / add	ress:	Land to the north of Burgess Hill including sewage works, landfill site and Burgess Hill Football Club, Burgess Hill	, former
Gross site ar	ea (ha)	29.5	Net develo	pable area	(ha): 25	P	roposed	d site density (c	dph):		1281 120427
Site Suitable:	. ,		Site Available:		()		Achieval			. 20.10. 00	
Deliverability		pability:			currently dev						
Deliverable (1-			00 Dwellings		elopable (6-1		Yes	350 Dwe	llings	Developable (11 years +) No Dwell	lings
			55 <u>2g</u> 5	2010		o you.o,		000 2	90	201010 20010 (11) 20010 1/	90
Burgess Hi	II – St.	Andrews									
SHLAA ID	46	Site Reference	BH/C/01 S	ettlement	BH <b>War</b>	-		location / add		Land at and including 127 Cants Lane, Burgess Hill	
Gross site ar	_ , ,	3		pable area	(ha): 2.7			d site density (d	dph):	1 Lower- 30 <b>Grid Ref:</b> 53:	2870 119240
Site Suitable:			Site Available:				Achieval	ble: ✓			
Deliverability		• •	T		currently dev		~				
Deliverable (1-	·5 years)	No	Dwellings	Deve	elopable (6-1	) years)	No	Dwe	llings	Developable (11 years +) No Dwell	lings
SHLAA ID	232	Site Reference	BH/C/02 S	ettlement	BH <b>War</b>	d C	Site	location / add	ress:	Land east of Burgess Hill	
Gross site ar	ea (ha)	20.7	Net develo	pable area	(ha): 14.6	F	roposed	d site density (d	dph):	1 Lower- 30 <b>Grid Ref:</b> 533	2800 119750
Site Suitable:			Site Available:				Achieval			,	
Deliverability	/ Develo	pability:	1		currently dev	elopable	~				
Deliverable (1-		No	Dwellings	Deve	elopable (6-1	) years)	No	Dwe	llings	Developable (11 years +) No Dwell	lings
0111 4 4 10		0:1 0 1	D11/0/00 6		DII M		0:4	1			
SHLAA ID	91	Site Reference		ettlement	BH War	-		location / add		Keymer Tile Works, Nye Road, Burgess Hill	
Gross site ar	. ,	19.2		pable area	(ha):			d site density (d	dph):	2 Medium- 40 Grid Ref: 53	2400 119130
Site Suitable:		1 1114	Site Available:				Achieval	ble: ✓			
Deliverability		. , ,	50 B III		currently dev			050 5			
Deliverable (1-	·5 years)	Yes 1	50 Dwellings	Deve	elopable (6-1	) years)	Yes	250 Dwe	llings	Developable (11 years +) Yes 75 Dwell	lings
SHLAA ID	384	Site Reference	BH/C/04 S	ettlement	BH <b>War</b>	d C	Site	location / add	ress:	2 St. Andrews Road, Burgess Hill	
Gross site ar	ea (ha)	0.1		pable area	<b>(ha):</b> 0.1	P	roposed	d site density (d	dph):	4 Flatted- 50-100+ <b>Grid Ref:</b> 53:	2315 119494
Site Suitable:			Site Available:	<b>~</b>		Site /	Achieval	ble: ✓			
Deliverability		pability:			currently dev						
Deliverable (1-	·5 years)	Yes	6 Dwellings	Deve	elopable (6-1	O years)	No	Dwe	llings	Developable (11 years +) No Dwell	lings
SHLAA ID	90	Site Reference	BH/C/05 S	ettlement	BH <b>War</b>	d C	Site	location / add	ress:	Land adjacent to Manor Road, Burgess Hill	
Gross site ar	ea (ha)	4.1	Net develo	pable area	(ha): 4.1	P	roposed	d site density (d	dph):	1 Lower- 30 <b>Grid Ref</b> : 53	2700 119850
Site Suitable:			Site Available:		. ,		Achieval		. ,	1 22	
Deliverability		pability:	,		currently dev	elopable					
Deliverable (1-			23 Dwellings		elopable (6-1		No	Dwe	llings	Developable (11 years +) No Dwelli	lings
SHLAA ID	231	Site Reference	BH/C/06 <b>S</b>	ettlement	BH <b>War</b>	d C	Site	location / add	ress:	Land to the north/east of Burgess Hill	
Gross site ar				pable area				d site density (c		-	2752 120358
Site Suitable:			Site Available:		().		Achieval		1/-	. Lower co	2.32 120000
Deliverability		pability:			currently dev		V				
Deliverable (1-		No	Dwellings		elopable (6-1		No	Dwel	llings	Developable (11 years +) No Dwell	lings
SHLAA ID	364	Site Reference	BH/C/08 S	ettlement	BH <b>War</b>		Site	location / add		118/120 Junction Road, Burgess Hill	
Gross site ar				pable area		-		d site density (d			2075 119695
Site Suitable:		JJ	Site Available:		\		Achieval		F · · // ·	2 1110010111 10	_3.0 . 10000
Deliverability		pability:			currently dev						
Deliverable (1-		No No	Dwellings		elopable (6-1		Yes	10 Dwel	llings	Developable (11 years +) No Dwell	lings
	, -,		<u> </u>		' '	, ,	1	i l			

SHLAA ID	343	Site Reference	BH/C/09	Settlement	BH	Ward	С	Site	location / a	address:	Land rear of 1-49 Valebridge Road	and 2-44 Levlar	ds Road
Gross site ar	ea (ha)	0.7	Net dev	elopable area	(ha):	0.28	Pı	oposed	d site densit	ty (dph):	2 Medium- 40	Grid Ref:	532157 120199
Site Suitable:	X		Site Availab					chievab					
Deliverability		pability:				tly develo		~		•			
Deliverable (1-	-5 years)	No	Dwellings	Dev	elopabl	le (6-10 y	ears)	No		wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	292	Site Reference	BH/C/10	Settlement		Ward	С		location / a		241 Junction Road, Burgess Hill		
Gross site ar		0.08		elopable area	a (ha):				l site densit	ty (dph):	4 Flatted- 50-100+	Grid Ref:	532081 119841
Site Suitable:			Site Availab					chievab	ole: ✓				
Deliverability		•				ly develo							
Deliverable (1-	-5 years)	Yes	7 Dwellings	S Dev	elopabl	le (6-10 y	ears)	No	L	Owellings	Developable (11 years +)	No	Dwellings
SHLAA ID	233	Site Reference	BH/C/11	Settlement	ВН	Ward	С		location / a		Land east of Burgess Hill (adjacent	to railway line)	
Gross site ar		35.7		elopable area	a (ha):				l site densit	ty (dph):	1 Lower- 30	Grid Ref:	532951 118671
Site Suitable:			Site Availab					chievab	ole: ✓				
Deliverability			- D   III			tly develo			050 5	N 11:	Davidarial (44	NI-	December 201
Deliverable (1			50 Dwellings		1	le (6-10 y	,	Yes		Owellings		No	Dwellings
SHLAA ID	398	Site Reference	BH/C/12	Settlement	BH	Ward	С		location / a		75,75a and 75b Cants Lane, Burger		
Gross site ar		0.38		elopable area	a (ha):	0.38		•	d site densit	ty (dph):	2 Medium- 40	Grid Ref:	532576 119424
Site Suitable:			Site Availab	-				chievab	ole: 🗸				
Deliverability						ly develo			44 5				D 111
Deliverable (1-	,	No	Dwellings		1	le (6-10 y	1	Yes		Owellings	, , , , , , , , , , , , , , , , , , , ,	No	Dwellings
SHLAA ID	160	Site Reference	BH/C/14	Settlement	BH	Ward	C_		location / a		Land in Valebridge Road, Burgess I		
Gross site ar		0.64		elopable area	a (ha):	0.64			l site densit	ty (dph):	1 Lower- 30	Grid Ref:	532270 120750
Site Suitable: Deliverability		nahility	Site Availab		OUT OF	tly develo		chievab	oie: ✓				
Deliverable (1-		No No	Dwellings			le (6-10 y		No	Г	Owellings	Developable (11 years +)	No	Dwellings
· ·								_					Ü
SHLAA ID	560	Site Reference	BH/C/18	Settlement		Ward	С		location / a		Land south of Janes Lane, Burgess		
Gross site an		8.31		elopable area	a (na):	7			d site densit	ty (aph):	1 Lower- 30	Grid Ref:	532907 119674
Site Suitable: Deliverability		nahility:	Site Availab		currons	tly develo		chievab	Jie: ✓				
Deliverable (1-		No No	Dwellings			le (6-10 y		No		Owellings	Developable (11 years +)	No	Dwellings
Burgess Hi				- 0.	- 1	( )		-	<u> </u>			-	- 3-
SHLAA ID	4	Site Reference	BH/D/01	Settlement	ВН	Ward	D	Site	location / a	address:	Wintons Farm, Folders Lane, Burge	ess Hill	
Gross site ar	ea (ha)			elopable area		4			site densit		1 Lower- 30	Grid Ref:	532484 117906
Site Suitable:		~	Site Availab		,-			chievab		, (		- · · · · · · · · · · · · · · ·	, ::=::::::::::::::::::::::::::::::::::
Deliverability	/ Develo	pability:			current	tly develo		~					
Deliverable (1-	-5 years)	No	Dwellings	Dev	elopabl	le (6-10 y	ears)	No		Owellings	Developable (11 years +)	No	Dwellings
SHLAA ID	85	Site Reference	BH/D/02	Settlement	ВН	Ward	D	Site	location / a	address:	86 Junction Road, Burgess Hill		
Gross site ar	ea (ha)	0.20	Net dev	elopable area	a (ha):	0.20	Pı	oposed	l site densit	ty (dph):	4 Flatted- 50-100+	Grid Ref:	531931 119350
Site Suitable:			Site Availab					chievab	ole: 🗸				
Deliverability						ly develo							
Deliverable (1-	-5 years)	Yes	12 Dwellings	B Dev	elopabl	le (6-10 y	ears)	No		wellings	Developable (11 years +)	No	Dwellings

		illied Sites Coris					-				
SHLAA ID	87	Site Reference	BH/D/04	Settlement	BH <b>War</b>	_	Site	location / address:	Folders Meadow, Folders Lane, B	Jurgess Hill	
Gross site ar	ea (ha)	2.3		velopable area	(ha): 2.3	P	roposed	d site density (dph):	2 Medium- 40	Grid Ref:	532020 118235
Site Suitable:	<b>Y</b>		Site Availal	ole: ✓		Site A	Achieval	ole: ✓			
Deliverability	/ Develo	pability:		Not	currently dev	elopable					
Deliverable (1-	5 years)	Yes	90 Dwelling	s Dev	elopable (6-1	) years)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	84	Site Reference	BH/D/05	Settlement	BH <b>Wa</b> r			location / address:	The Oaks Centre, Junction Road,		
Gross site ar		0.42		velopable area	( <b>ha):</b> 0.42			d site density (dph):	1 Lower- 30	Grid Ref:	531889 119449
Site Suitable:			Site Availal	ole: ✓		Site /	Achieval	ole: ✓			
Deliverability					currently dev						
Deliverable (1-	5 years)	Yes	12 Dwelling	s Dev	elopable (6-1	) years)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	234	Site Reference	BH/D/06	Settlement	BH <b>Wa</b> r	d D	Site	location / address:	Land to the south/east of Burgess south side of Folders Lane	Hill to the rear of	properties on
Gross site ar	aa (ha)	28.6	Net de	velopable area	(ha): 28.6		ronosac	d site density (dph):	2 Medium- 40	Grid Ref:	532110 117848
Site Suitable:		20.0	Site Availal		(11 <b>a).</b> 20.0		Achieval		Z IVICUIUIII- 40	Gila Kei.	JJZ110 11/040
Deliverability		nahility:	Oile Availal		currently dev		- V	ne. V			
Deliverable (1-		No No	Dwelling		elopable (6-1		No	Dwellings	Developable (11 years +)	No	Dwellings
Deliverable (1-	o years)	INU	Dweiling	5 Dev	eiopable (6-1	J years)	INU	Dweilings		-	
SHLAA ID	344	Site Reference	BH/D/07	Settlement	BH <b>Wa</b> r	<b>d</b> D	Site	location / address:	Land r/o Spinningdale, Starlings a Burgess Hill	ınd Merryfield, Ke	ymer Road,
Gross site ar	ea (ha)	0.35	Net de	velopable area	(ha): 0.35	P	roposed	d site density (dph):	4 Flatted- 50-100+	Grid Ref:	531686 118436
Site Suitable:	<b>✓</b>		Site Availal		` ' '	Site A	Achieval	ole: ✓		-1	II.
Deliverability	/ Develo	pability:		Not	currently dev	elopable					
Deliverable (1-			20 Dwelling		elopable (6-1		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	206	Site Reference	BH/D/08	Settlement	BH <b>Wa</b> r			location / address:	Land to the rear of 68-78 Folders		
Gross site ar	ea (ha)	1.1	Net de	velopable area	(ha): 1.1	P	roposed	d site density (dph):	1 Lower- 30	Grid Ref:	_
Site Suitable:	_ , ,		Site Availal		( )		Achieval		1 = 2 11 21 22		
Deliverability	/ Develo	pability:		Not	currently dev	elopable	~				
Deliverable (1-		No	Dwelling		elopable (6-1		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	86	Site Reference	BH/D/09	Settlement	BH <b>War</b>	<b>d</b> D	Site	location / address:	Folders Farm, Folders Lane, Burg	ess Hill	
Gross site ar	ea (ha)	4.1	Net de	velopable area	(ha):	Р	roposed	d site density (dph):	1 Lower- 30	Grid Ref:	532865 118300
Site Suitable:		·	Site Availal		\/-		Achieval				11=1100000
Deliverability		oability:			currently dev						
Deliverable (1-			14 Dwelling		elopable (6-1		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	291	Site Reference	BH/D/10	Settlement	BH <b>Wa</b> r	<b>d</b> D	Site	location / address:	36 & 38 Folders Lane, Burgess H	ill	
Gross site ar	ea (ha)	0.5		velopable area	(ha):	P	roposec	d site density (dph):	1 Lower- 30	Grid Ref:	531736 118772
Site Suitable:			Site Availal		/.		Achieval		. 201101 00		301100110112
Deliverability		oability:	3.10 / IVania		currently dev					-	
Deliverable (1-		Yes	8 Dwelling		elopable (6-1		No	Dwellings	Developable (11 years +)	No	Dwellings
,					•			3			2 .rollingo
SHLAA ID	408	Site Reference	BH/D/11	Settlement	BH <b>Wa</b> r	<b>d</b> D	Site	location / address:	Oaklands, Keymer Road, Burgess	s Hill	
Gross site ar	ea (ha)	0.25	Net de	velopable area	(ha): 0.25	P	roposed	d site density (dph):	2 Medium- 40	Grid Ref:	531700 118230
Site Suitable:	<b>V</b>		Site Availal		- 1		Achieval			•	
Deliverability	/ Develo	pability:			currently dev	elopable		,			
Deliverable (1-		Yes	9 Dwelling		elopable (6-1		No	Dwellings	Developable (11 years +)	No	Dwellings
55.45.5 (1	- , 54.5/	. 50	110111119	- 201		, , , , , ,		2	20.0.00000 (11 )0010 1)		

Schedule of all identified	sites consi	aerea mroug	in the Ass	sessme	ent								
SHLAA ID 158 Site F	Reference	BH/D/13	Settlement	BH	Ward	D	Site	location / add	ress:	Land south of Greenlands Drive, E	Burgess	Hill	
Gross site area (ha) 1.4		Net devel	opable are	a (ha):	0.6	Pr	oposed	site density (	dph):	1 Lower- 30		Grid Ref:	531460 117855
Site Suitable: ✓		Site Available	: 🗸				chievab		-			<u>.</u>	
Deliverability / Developability			No	t current	ly develo	pable							
Deliverable (1-5 years)	No	Dwellings	De	velopabl	e (6-10 y	ears)	Yes	15 Dwe	llings	Developable (11 years +)	No		Owellings
SHLAA ID 365 Site F	eference	BH/D/18	Settlement	ВН	Ward	D	Site	location / add	ress:	6-10 Junction Road, Burgess Hill			
Gross site area (ha) 0.07		Net devel	opable are	a (ha):	0.07	Pr	oposed	site density (	dph):	4 Flatted- 50-100+		Grid Ref:	531769 118928
Site Suitable: ✓		Site Available		. ,			chievab			1		·	
Deliverability / Developability	:		No	t current	ly develo	pable							
Deliverable (1-5 years)	res 8	8 Dwellings	De	velopabl	e (6-10 y	ears)	No	Dwe	llings	Developable (11 years +)	No		Owellings
SHLAA ID 446 Site F	Reference	BH/D/19 \$	Settlement	ВН	Ward	D	Site	location / add	ress:	48-50 Junction Road, Burgess Hill			
Gross site area (ha) 0.3			opable are		0.3			site density (		3 Higher- 50		Grid Ref:	531897 119172
Site Suitable: ✓		Site Available		a (11a).	0.5		chievab		арпу.	3 Fligher- 30		Ond iter.	331091 119112
Deliverability / Developability		Cito Available		t current	ly develo		J.II.O Val						
	No	Dwellings			e (6-10 y		Yes	15 Dwe	llings	Developable (11 years +)	No	Г	Owellings
		90		1 1 1 1	- ( )				9-				-
SHLAA ID 534 Site F	Reference	BH/D/20	Settlement	BH	Ward	D	Site	location / add	ress:	Land south of Folders Lane (to the Burgess Hill	e east o	t Wintons ti	sning lakes),
Gross site area (ha) 8.9		Net devel	opable are	a (ha):	7.9	Pr	oposed	site density (	dph):	1 Lower- 30		Grid Ref:	532831 117880
Site Suitable: ✓		Site Available	: 🗸			Site A	chievab	ole: ✓	-				
Deliverability / Developability			No	t current	ly develo	pable							
Deliverable (1-5 years)	No	Dwellings	De	velopabl	e (6-10 y	ears)	Yes	235 Dwe	llings	Developable (11 years +)	No		Owellings
SHLAA ID 557 Site F	Reference	BH/D/21 <b>S</b>	Settlement	ВН	Ward	D	Site	location / add	ress:	Land south of Folders Lane and ea	ast of K	eymer Roa	d, Burgess Hill
					440	D.				(western part of Option H)		O-1-1 D-6	500440 447757
Gross site area (ha) 16.4 Site Suitable: ✓		Site Available	opable are	ea (na):	14.9		oposea chievab	site density (	apn):	1 Lower- 30		Grid Ref:	532119 117757
Deliverability / Developability		Site Available		t ourront	ly develo		cnievab	ole: 🗸					
		5 Dwellings			e (6-10 y		Yes	309 Dwe	llings	Developable (11 years +)	No		Owellings
` '	165 7	5 Dwellings	De	velopabl	e (0-10 y	cais)	163	309 DW6	illigs	Developable (11 years +)	NO		zweilings
Burgess Hill - Meeds					,		1						
	Reference		Settlement		Ward	Е	Site	location / add	ress:	Land at Burgess Hill Station, Station	on Roa	d, Burgess	Hill
Gross site area (ha) 5.7			opable are	ea (ha):	1.65		•	site density (	dph):	4 Flatted- 50-100+		Grid Ref:	531450 118430
Site Suitable: ✓		Site Available					chievab	ole: ✓					
Deliverability / Developability					ly develo								
Deliverable (1-5 years)	No	Dwellings	De	velopabl	e (6-10 y	ears)	Yes	100 Dwe	llings	Developable (11 years +)	No		Owellings
SHLAA ID 345 Site F	Reference	BH/E/02	Settlement	BH	Ward	Е	Site	location / add	ress:	St. Wilfrids Catholic Primary School	ol, Scho	ool Close, B	Burgess Hill
Gross site area (ha) 1.65		Net devel	opable are	a (ha):	1.65	Pr	oposed	site density (	dph):	4 Flatted- 50-100+		Grid Ref:	530974 119011
Site Suitable: ✓		Site Available				Site A	chievab					<u> </u>	
<b>Deliverability / Developability</b>			No	t current	ly develo	pable							
Deliverable (1-5 years)	No	Dwellings	De	velopabl	e (6-10 y	ears)	No	Dwe	llings	Developable (11 years +)	Yes	115	Owellings
SHLAA ID 117 Site F	Reference	BH/E/03	Settlement	ВН	Ward	Е	Site	location / add	ress:	Prospect House, 1-9 Junction Roa	id, Burg	jess Hill	
Gross site area (ha) 0.07		Net devel	opable are	a (ha):		Pr	oposed	site density (	dph):			Grid Ref:	531734 118770
Site Suitable: ✓		Site Available		7			chievab		. ,	1	1	-	
Deliverability / Developability				t current	ly develo								
		1 Dwellings			e (6-10 y		No	Dwe	llings	Developable (11 years +)	No		Owellings
\ - J /	1	. 3-			, - )	.,	· ·		<u> </u>				<del>_</del>

SHLAA ID 83	Site Reference	BH/E/04	Settlemen	t BH	Ward	F	Site	location / address:	Burgess Hill Station yard/car park,	Rurgess Hill	
Gross site area (ha)			velopable ar		1.75			d site density (dph):	4 Flatted- 50-100+	Grid Ref:	531548 118731
Site Suitable: ✓	1.70	Site Availab		ca (ma).	1.70	Site Ac			41 latted 30 1001	Ond No.	0010-0110701
Deliverability / Develo	pability:	Ono / tranak		ot curren	tly develo		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Deliverable (1-5 years)		Dwelling		evelopab			Yes	100 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 368	Site Reference	BH/E/06	Settlemen	t BH	Ward	Е	Site	location / address:	Gloucester Motors, 201-205 Lower	r Church Road, I	Burgess Hill
Gross site area (ha)	0.04	Net de	velopable ar	ea (ha):	0.04	Pro	posed	d site density (dph):	4 Flatted- 50-100+	Grid Ref:	530832 119158
Site Suitable: ✓		Site Availab	ble: ✓		1	Site Ad	hievat	ble: ✓			,
Deliverability / Develo	pability:		N	ot curren	tly develo	pable					
Deliverable (1-5 years)	Yes	6 Dwelling	js D	evelopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 118	Site Reference	BH/E/07	Settlemen	t BH	Ward	Е	Site	location / address:	Superdrug Store, 42/44 Church Ro	oad, Burgess Hil	ļ
Gross site area (ha)	0.05	Net de	velopable ar	ea (ha):		Pro	oposed	d site density (dph):	4 Flatted- 50-100+	Grid Ref:	531435 119010
Site Suitable: ✓		Site Availab				Site Ac	chievat	ble: ✓			
Deliverability / Develo				ot curren							
Deliverable (1-5 years)	Yes	8 Dwelling	js D	evelopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 295	Site Reference	BH/E/08	Settlemen		Ward	Е		location / address:	Rear of 5-7 Mill Road, Burgess Hill	I	
Gross site area (ha)	0.07		velopable ar	ea (ha):				d site density (dph):	4 Flatted- 50-100+	Grid Ref:	531593 118916
Site Suitable: ✓		Site Availab				Site Ac	chievat	ble: ✓			
Deliverability / Develo				ot curren							
Deliverable (1-5 years)	Yes	10 Dwelling	js D	evelopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 159	Site Reference	BH/E/11	Settlemen	t BH	Ward	Е		location / address:	30-32 Station Road, Burgess Hill		
Gross site area (ha)	0.15		velopable ar	ea (ha):	0.15	Pro	oposed	d site density (dph):	4 Flatted- 50-100+	Grid Ref:	531450 118908
Site Suitable: ✓		Site Availab				Site Ac	chievat	ble: ✓			
Deliverability / Develo				ot curren							
Deliverable (1-5 years)		14 Dwelling	is 📕 D	evelopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 419							,				ge
	Site Reference	BH/E/13	Settlemen	t BH	Ward	Е		location / address:	Osbourne House, Station Road, B	urgess Hill	-
Gross site area (ha)		Net de	Settlemen velopable ar	t BH		Pro	posed	d site density (dph):	Osbourne House, Station Road, Br 4 Flatted- 50-100+		-
Gross site area (ha) Site Suitable: ✓	0.17		Settlemen velopable ar ble: ✓	ea (ha):	<b>Ward</b> 0.17	Pro Site Ac	posed	d site density (dph):		urgess Hill	-
Gross site area (ha) Site Suitable: ✓ Deliverability / Develo	0.17  ppability:	Net de Site Availat	Settlemen velopable ar ble: V	ea (ha):	Ward 0.17	Site Ac	oposed	d site density (dph): ble: ✓	4 Flatted- 50-100+	urgess Hill Grid Ref:	530893 118791
Gross site area (ha) Site Suitable: ✓	0.17  ppability:	Net de	Settlemen velopable ar ble: V	ea (ha):	Ward 0.17	Site Ac	posed	d site density (dph):		urgess Hill	-
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92	0.17  ppability: Yes  Site Reference	Net dev Site Availate 21 Dwelling BH/E/14	Settlemen velopable ar ble:   N gs   Settlemen	ea (ha): ot curren evelopab	Ward 0.17	Site Ac	oposed chievak No	d site density (dph): ble: ✓	4 Flatted- 50-100+	urgess Hill Grid Ref:	530893 118791
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha)	0.17  ppability: Yes  Site Reference	Net dev Site Availat  21   Dwelling  BH/E/14   Net dev	Settlemen velopable ar ble:   N gs	ea (ha): ot curren evelopab	Ward 0.17 tly develo	Pro Site Adopable pears)	No Site	Dwellings  a location / address: d site density (dph):	4 Flatted- 50-100+  Developable (11 years +)	urgess Hill Grid Ref:	530893 118791  Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:	0.17  pability: Yes  Site Reference 0.4	Net dev Site Availate 21 Dwelling BH/E/14	Settlemen velopable ar ble:   Settlemen velopable ar ble:   Settlemen	ot curren evelopab  at BH B	Ward 0.17  tly developed (6-10)  Ward 0.27	Pro Site Adopable /ears)  E Pro	No Site	Dwellings  a location / address: d site density (dph):	4 Flatted- 50-100+  Developable (11 years +)  Open air market, Cyprus Road, Bu	urgess Hill Grid Ref: No urgess Hill	530893 118791  Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:  Deliverability / Develor	0.17  pability: Yes  Site Reference 0.4  pability:	Net dev Site Availat  21 Dwelling  BH/E/14  Net dev Site Availat	Settlemen velopable ar ble:   Settlemen velopable ar ble:   N  Settlemen velopable ar ble:   N	ea (ha):  ot curren evelopab  t BH ea (ha):  ot curren	Ward 0.17  tly developed (6-10)  Ward 0.27	Pro Site Acopable Pro Site Acopable	No Site oposed	Dwellings  location / address: d site density (dph): ble: ✓	Developable (11 years +)  Open air market, Cyprus Road, Bu 4 Flatted- 50-100+	urgess Hill Grid Ref:  No urgess Hill Grid Ref:	Dwellings 531500 119150
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:	0.17  pability: Yes  Site Reference 0.4  pability:	Net dev Site Availat  21 Dwelling  BH/E/14  Net dev Site Availat  16 Dwelling	Settlemen velopable ar ble:   N Settlemen velopable ar ble:   N Settlemen velopable ar ble:   N D	ot curren evelopab ot curren evelopab ot curren evelopab	Ward 0.17  tly developed (6-10)  Ward 0.27	Pro Site Acopable Pro Site Acopable	No Site oposed chievals	Dwellings  a location / address: d site density (dph): ble:   Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Open air market, Cyprus Road, Bu 4 Flatted- 50-100+  Developable (11 years +)	urgess Hill  Grid Ref:  No  urgess Hill  Grid Ref:	530893 118791  Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 505	0.17  pability: Yes  Site Reference 0.4  pability: Yes  Site Reference	Net dev Site Availat  21   Dwelling  BH/E/14   Net dev Site Availat  16   Dwelling  BH/E/16	Settlemen velopable ar ble:   N Settlemen velopable ar ble:   N Settlemen velopable ar ble:   N Settlemen	ot curren evelopab ea (ha):  ot curren evelopab ea (ha):  ot curren evelopab	Ward 0.17  tly developed (6-10 y  ward 0.27  tly developed (6-10 y  ward  Ward	Pro Site Ac pable (ears)  E Pro Site Ac pable (ears)  E pro Site Ac pable (ears)	No Site No No Site	Dwellings  ble:   Dwellings  clocation / address: d site density (dph): ble:   Dwellings	Developable (11 years +)  Open air market, Cyprus Road, Bu 4 Flatted- 50-100+  Developable (11 years +)  Telephone Exchange, Cyprus Road	urgess Hill  No  urgess Hill  Grid Ref:  No  urgess Hill  Grid Ref:	Dwellings  530893 118791  Dwellings  Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 505 Gross site area (ha)	0.17  pability: Yes  Site Reference 0.4  pability: Yes  Site Reference	Net dev Site Availat  21   Dwelling  BH/E/14   Net dev Site Availat  16   Dwelling  BH/E/16   Net dev	Settlemen velopable ar ble:   Settlemen velopable ar ble:   N Settlemen velopable ar ble:   Settlemen velopable ar	ot curren evelopab ea (ha):  ot curren evelopab ea (ha):  ot curren evelopab	Ward 0.17  tly developed (6-10 y  Ward 0.27  tly developed (6-10 y  tly developed (6-10 y  le (6-10 y	Pro Site Acopable //ears)  E Pro Site Acopable //ears)  E Pro Fite Acopable //ears)  E Pro Fite Acopable //ears)	No Site posed chievals No Site posed chievals No Site posed chievals No Site posed p	Dwellings  ble:   Dwellings  clocation / address: d site density (dph): ble:   Dwellings  clocation / address: d site density (dph):	4 Flatted- 50-100+  Developable (11 years +)  Open air market, Cyprus Road, Bu 4 Flatted- 50-100+  Developable (11 years +)	urgess Hill  Grid Ref:  No  urgess Hill  Grid Ref:	Dwellings  530893 118791  Dwellings  Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 505 Gross site area (ha) Site Suitable:   SHLAA ID 505 Gross site area (ha) Site Suitable:	0.17  pability: Yes  Site Reference 0.4  pability: Yes  Site Reference 0.25	Net dev Site Availat  21   Dwelling  BH/E/14   Net dev Site Availat  16   Dwelling  BH/E/16	Settlemen velopable ar ble:   Settlemen velopable ar ble:   N Settlemen velopable ar ble:   Settlemen velopable ar ble: X	ot curren evelopab ea (ha): ot curren evelopab et BH evelopab et BH evelopab et BH evelopab	Ward 0.17  tly developed (6-10 y  Ward 0.27  tly developed (6-10 y  Ward 0.25	Pro Site Acoppable //ears)  E Pro Site Acoppable //ears)  E Pro Site Acoppable //ears)	No Site poposed chieval No Site poposed chieval Site poposed chieval	Dwellings  ble:   Dwellings  clocation / address: d site density (dph): ble:   Dwellings  clocation / address: d site density (dph):	Developable (11 years +)  Open air market, Cyprus Road, Bu 4 Flatted- 50-100+  Developable (11 years +)  Telephone Exchange, Cyprus Road	urgess Hill  No  urgess Hill  Grid Ref:  No  urgess Hill  Grid Ref:	Dwellings  530893 118791  Dwellings  Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 92 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 505 Gross site area (ha)	O.17  pability: Yes  Site Reference 0.4  pability: Yes  Site Reference 0.25  pability:	Net dev Site Availat  21   Dwelling  BH/E/14   Net dev Site Availat  16   Dwelling  BH/E/16   Net dev	Settlement velopable arbie:   Settlement velopable arbie:   Name of the settlement velopable arbie:   Settlement velopable arbie:   Name of the settlement v	ot curren evelopab ea (ha):  ot curren evelopab ea (ha):  ot curren evelopab	Ward 0.17  tly developed (6-10 y  ward 0.27  tly developed (6-10 y  ward 0.25  tly developed (0.25)	Pro Site Ac opable //ears)  E Pro Site Ac opable //ears)  E Pro Site Ac opable //ears)	No Site posed chievals No Site posed chievals No Site posed chievals No Site posed p	Dwellings  ble:   Dwellings  clocation / address: d site density (dph): ble:   Dwellings  clocation / address: d site density (dph):	Developable (11 years +)  Open air market, Cyprus Road, Bu 4 Flatted- 50-100+  Developable (11 years +)  Telephone Exchange, Cyprus Road	urgess Hill  No  urgess Hill  Grid Ref:  No  urgess Hill  Grid Ref:	Dwellings  530893 118791  Dwellings  Dwellings

	rea through the Asses	301110111				
SHLAA ID 172 Site Reference BH	H/E/17 Settlement	BH Ward	E	Site location / address:	Scout Centre, Station Road, Burge	ess Hill
Gross site area (ha) 0.30	Net developable area (	<b>ha):</b> 0.30	Prop	posed site density (dph):	4 Flatted- 50-100+	Grid Ref: 531037 118805
Site Suitable: X Site	te Available: X			nievable: ✓		
Deliverability / Developability:	Not co	urrently develo	opable	~		
Deliverable (1-5 years) No	Dwellings Devel	opable (6-10 y	years)	No Dwellings	Developable (11 years +)	No Dwellings
		BH <b>Ward</b>	E	Site location / address:	Land at Burgess Hill Town Centre	
			D		The Brow	0-1-1-0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1
Gross site area (ha) 2.27 Site Suitable: ✓ Site	Net developable area ( te Available: ✓	<b>ha):</b> 2.27		oosed site density (dph): nievable: ✓	4 Flatted- 50-100+	<b>Grid Ref</b> : 531240 119002
Deliverability / Developability:		urrently develo		ilevable. V		
		opable (6-10 y		Yes 110 Dwellings	Developable (11 years +)	No Dwellings
	Dwellings Devel	opable (0-10 y	years)	res 110 Dwellings	Developable (11 years +)	140 Dweilings
SHLAA ID 535 Site Reference BH	H/E/19 Settlement	BH Ward	E	Site location / address:	Land to the rear of 70 Station Roa	d, Burgess Hill
Gross site area (ha) 0.21	Net developable area (	<b>ha):</b> 0.21	Prop	posed site density (dph):	4 Flatted- 50-100+	Grid Ref: 531167 118810
Site Suitable:  Site	te Available: 🗸		Site Ach	nievable: 🗸		
Deliverability / Developability:	Not co	urrently develo	opable	·		
Deliverable (1-5 years) Yes 12	Dwellings Devel	opable (6-10 y	years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 536 Site Reference BH	H/E/20 <b>Settlement</b>	BH Ward	Е	Site location / address:	112 Station Road, Burgess Hill	
Gross site area (ha) 0.38	Net developable area (			posed site density (dph):	4 Flatted- 50-100+	<b>Grid Ref:</b> 530963 118789
	te Available: ✓	11a). 0.36		nievable: 🗸	4 Flatteu- 50-100+	Gild Rei. 530963 116769
Deliverability / Developability:		urrently develo		ilevable. V		
				Yes 45 Dwellings	Developable (11 veers 1)	No Dwellings
Deliverable (1-5 years) No	Dwellings Devel	opable (6-10 y	years)	res 45 Dwellings	Developable (11 years +)	No Dweilings
SHLAA ID 537 Site Reference BH	H/E/21 Settlement	BH Ward	E	Site location / address:	St Peters Nursery, 78 Park Road,	Rurgess Hill
C.I.Z. IT ID		D	_	one location / address.	of receive real sory, ror and reads,	Daigess i iii
Gross site area (ha) 0.22	Net developable area (				1 Lower- 30	Grid Ref: 530993 119392
Gross site area (ha) 0.22			Prop	oosed site density (dph):		
Gross site area (ha) 0.22  Site Suitable: ✓ Site  Deliverability / Developability:	Net developable area ( te Available: ✓		Prop Site Ach	posed site density (dph):		
Gross site area (ha) 0.22  Site Suitable: ✓ Site  Deliverability / Developability:	Net developable area ( te Available:   Not co	<b>ha):</b> 0.2	Prop Site Ach	posed site density (dph):		
Gross site area (ha) 0.22  Site Suitable: ✓ Site  Deliverability / Developability:	Net developable area ( te Available: ✓	ha): 0.2 urrently develo	Prop Site Ach	posed site density (dph): nievable: ✓	1 Lower- 30	<b>Grid Ref</b> : 530993 119392
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill – Victoria	Net developable area ( te Available:   Not co  Dwellings	ha): 0.2 urrently develo	Prop Site Ach	posed site density (dph): nievable: ✓	1 Lower- 30	<b>Grid Ref</b> : 530993 119392
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill – Victoria  SHLAA ID 48 Site Reference BH	Net developable area ( te Available:   Not co  Dwellings Developable area (	ha): 0.2  urrently developable (6-10 y  BH Ward	Site Ach opable years)	oosed site density (dph): nievable: ✓  No Dwellings  Site location / address:	1 Lower- 30  Developable (11 years +)  West Hill, West Hill Drive	Grid Ref:   530993 119392     No   Dwellings
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill – Victoria  SHLAA ID 48 Site Reference BH Gross site area (ha) 0.30	Net developable area ( te Available:   Not co  Dwellings	ha): 0.2  urrently developable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop	nievable:  No Dwellings	1 Lower- 30  Developable (11 years +)	Grid Ref:   530993 119392     No   Dwellings
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill — Victoria  SHLAA ID 48 Site Reference BH Gross site area (ha) 0.30  Site Suitable:   Site Site Site Site Site Site Site Site	Net developable area ( te Available:   Not co  Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Verification of the Available of the	ha): 0.2  urrently developable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop Site Ach	No Dwellings  Site location / address:  posed site density (dph):	1 Lower- 30  Developable (11 years +)  West Hill, West Hill Drive	Grid Ref:   530993 119392     No   Dwellings
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill - Victoria  SHLAA ID 48 Site Reference BH Gross site area (ha) 0.30 Site Suitable:   Deliverability / Developability:	Net developable area ( te Available:   Not co  Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Not co	ha): 0.2  urrently developable (6-10 y  BH Ward ha): 0.30	Prop Site Ach opable years)  F Prop Site Ach opable	No Dwellings  Site location / address:  posed site density (dph):	1 Lower- 30  Developable (11 years +)  West Hill, West Hill Drive	Grid Ref:   530993 119392     No   Dwellings
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill - Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BH	Net developable area ( te Available:   Not co Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/02 Settlement	urrently developable (6-10 y  BH Ward ha): 0.30  urrently developable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop Site Ach opable years)  F	No Dwellings  Site location / address: Dosed site density (dph): Dosed	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50	No
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill – Victoria  SHLAA ID 48 Site Reference BH Gross site area (ha) 0.30  Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 10	Net developable area ( te Available:   Not co  Dwellings Devel  H/F/01 Settlement Net developable area ( te Available:   Not co  Dwellings Devel	urrently developable (6-10 y  BH Ward ha): 0.30  urrently developable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop Site Ach opable years)  F	No Dwellings  Site location / address: Dosed site density (dph): Dievable:  Dosed site density (dph): Dievable:  Dwellings	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)	No
Gross site area (ha) 0.22 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 8  Burgess Hill — Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:	Net developable area ( te Available:   Dwellings Devel  H/F/01 Settlement   Net developable area ( te Available:   Dwellings Devel  H/F/02 Settlement   Net developable area ( te Available:   Available:   Net developable area ( te Available:   Net devel	urrently developable (6-10 y  BH Ward ha): 0.30  urrently developable (6-10 y  BH Ward ha): Ward ha):	Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach	No Dwellings  Site location / address: Dosed site density (dph): Dosed	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7	No
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill — Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   Deliverability / Developability:	Net developable area ( te Available:   Dwellings Devel  H/F/01 Settlement   Net developable area ( te Available:   Dwellings Devel  H/F/02 Settlement   Net developable area ( te Available:   Not co	urrently developable (6-10 y  BH Ward ha): 0.30  urrently developable (6-10 y  BH Ward ha): ward ha):	Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach opable years)	No Dwellings  Site location / address: bosed site density (dph): nievable:  No Dwellings  No Dwellings  Site location / address: bosed site density (dph): nievable:  No Dwellings  Site location / address: bosed site density (dph): nievable:  V	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7 2 Medium- 40	Grid Ref:         530993 119392           No         Dwellings           Grid Ref:         530354 119157           No         Dwellings           73 Victoria Road, Burgess Hill         Grid Ref:         530016 119087
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill — Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   Deliverability / Developability:	Net developable area ( te Available:   Dwellings Devel  H/F/01 Settlement   Net developable area ( te Available:   Dwellings Devel  H/F/02 Settlement   Net developable area ( te Available:   Not co	urrently developable (6-10 y  BH Ward ha): 0.30  urrently developable (6-10 y  BH Ward ha): Ward ha):	Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach opable years)	No Dwellings  Site location / address: Dosed site density (dph): Dievable:  Dosed site density (dph): Dwellings  Site location / address: Dosed site density (dph):	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7	No
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill - Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   Gross site area (ha) 0.6  Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) Yes 26  SHLAA ID 93 Site Reference BHGROSS SITE BHGROSS SITE REFERENCE BHGROSS SITE BHGROSS SIT	Net developable area ( te Available:   Not co Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/02 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  Not co Dwellings Devel	urrently developable (6-10 y  BH Ward ha): 0.30  urrently developable (6-10 y  BH Ward ha): ward ha):	Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach opable years)	No Dwellings  Site location / address: bosed site density (dph): nievable:  No Dwellings  No Dwellings  Site location / address: bosed site density (dph): nievable:  No Dwellings  Site location / address: bosed site density (dph): nievable:  V	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7 2 Medium- 40	Grid Ref:         530993 119392           No         Dwellings           Grid Ref:         530354 119157           No         Dwellings           73 Victoria Road, Burgess Hill         Grid Ref:         530016 119087           No         Dwellings
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill - Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   Gross site area (ha) 0.6  Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) Yes 26  SHLAA ID 93 Site Reference BHGross site area (ha) 3.3	Net developable area ( te Available:   Not co Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/02 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  Not co Dwellings Devel	BH Ward ha): 0.2  BH Ward ha): 0.30  urrently develor opable (6-10 y  BH Ward ha): urrently develor opable (6-10 y  BH Ward ha): urrently develor opable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach opable years)  F F F F F F F F F F F F F F F F F F	No Dwellings  Site location / address: cosed site density (dph): nievable:  No Dwellings  Site location / address: cosed site density (dph): nievable:  No Dwellings  Site location / address: cosed site density (dph): nievable:  No Dwellings	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7 2 Medium- 40  Developable (11 years +)	Grid Ref:         530993 119392           No         Dwellings           Grid Ref:         530354 119157           No         Dwellings           73 Victoria Road, Burgess Hill         Grid Ref:         530016 119087           No         Dwellings
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill - Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   Gross site area (ha) 0.6  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 26  SHLAA ID 93 Site Reference BHGross site area (ha) 3.3	Net developable area ( te Available:   Not co Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/02 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/03 Settlement  Net Co Dwellings Devel	BH Ward ha): 0.2  BH Ward ha): 0.30  urrently develor opable (6-10 y  BH Ward ha): urrently develor opable (6-10 y  BH Ward ha): urrently develor opable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Site Ach opable years)  F Prop Frop Frop Frop Frop Frop Frop Frop F	No Dwellings  Site location / address: Dosed site density (dph):	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7 2 Medium- 40  Developable (11 years +)  Land north of Maltings Park, Burge	No
Gross site area (ha) 0.22  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 8  Burgess Hill - Victoria  SHLAA ID 48 Site Reference BHGross site area (ha) 0.30  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes 10  SHLAA ID 205 Site Reference BHGross site area (ha) 0.6  Site Suitable:   Gross site area (ha) 0.6  Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) Yes 26  SHLAA ID 93 Site Reference BHGross site area (ha) 3.3	Net developable area ( te Available:   Not co Dwellings Devel  H/F/01 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/02 Settlement  Net developable area ( te Available:   Not co Dwellings Devel  H/F/03 Settlement  Net developable area ( te Available:   Not co Dwellings Devel	BH Ward ha): 0.2  BH Ward ha): 0.30  urrently develor opable (6-10 y  BH Ward ha): urrently develor opable (6-10 y  BH Ward ha): urrently develor opable (6-10 y  BH Ward	Prop Site Ach opable years)  F Prop Site Ach opable years)	No Dwellings  Site location / address: cosed site density (dph): nievable:  No Dwellings  Site location / address: nosed site density (dph): nievable:  No Dwellings  Site location / address: nosed site density (dph): nievable:  No Dwellings  Site location / address: nosed site density (dph):	Developable (11 years +)  West Hill, West Hill Drive 3 Higher- 50  Developable (11 years +)  Former Knowles factory building, 7 2 Medium- 40  Developable (11 years +)  Land north of Maltings Park, Burge	No

Coriodale of al	i ideiiti	ned sites cons	idered trilot	ugii tiic <i>i</i>	1000001110	71 TC						
SHLAA ID 4	163	Site Reference	BH/F/04	Settleme	ent BH	Ward	F	Site location	/ address:	Focus DIY, 255-269 London Road,	Burgess Hill	
Gross site area	<b>(ha)</b> 0	.45	Net dev	/elopable	area (ha):	0.45	Pro	posed site de	nsity (dph):	4 Flatted- 50-100+	Grid Ref:	530746 118954
Site Suitable: ✓	` '		Site Availab	le: ✓	` '			hievable: 🗸		-	-	
Deliverability / Deliverability	evelopa	bility:			Not current	ly develo	pable		<u>.</u>			
Deliverable (1-5 y	/ears)	Yes 8	30 Dwellings	S	Developabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No [	Dwellings
SHLAA ID 3	346	Site Reference	BH/F/05	Settleme	ent BH	Ward	F	Site location	/address:	Land at Hammonds Ridge, Burges	s Hill	
Gross site area	(ha) 1	.2	Net dev	/elopable	area (ha):	1.2		posed site de	nsity (dph):	2 Medium- 40	Grid Ref:	530289 118433
Site Suitable: ✓			Site Availab					hievable: 🗸				
Deliverability / Deliverability					Not current							
Deliverable (1-5 y	rears)	No	Dwellings	S	Developabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	Yes 10 [	Owellings
		Site Reference	BH/F/06	Settleme		Ward	F	Site location		Victoria Industrial Estate (part of), E	Burgess Hill	
Gross site area	<b>(ha)</b> 3	2.1			area (ha):	29		posed site de	nsity (dph):	2 Medium- 40	Grid Ref:	530386 118833
Site Suitable: ✓			Site Availab	ole: X				hievable: X				
Deliverability / Delive			D		Not current			<b>&gt;</b>	D		N. 1	5 III
Deliverable (1-5 y	ears)	No	Dwellings	S	Developabl			No	Dwellings	Developable (11 years +)		Dwellings
SHLAA ID 5	501	Site Reference	BH/F/07	Settleme	ent BH	Ward	F	Site location	/ address:	67 Victoria Road, Victoria Industria	l Estate, Burgess	Hill
Gross site area	<b>(ha)</b> 0	.38	Net dev	/elopable	area (ha):	0.38		posed site de	nsity (dph):		Grid Ref:	529995 118982
Site Suitable: X			Site Availab	ole: ✓				hievable: X				
Deliverability / Deliverability					Not current			<b>y</b>				
Deliverable (1-5 y	rears)	No	Dwellings	S	Developabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No [	Owellings
		Site Reference	BH/F/08	Settleme		Ward	F	Site location		Land at Poveys Close/Southway R Rugby Club), Burgess Hill		
Gross site area		.32		/elopable	area (ha):	2.7		posed site de	nsity (dph):	2 Medium- 40	Grid Ref:	529722 119223
Site Suitable: X			Site Availab					hievable: 🗸				
Deliverability / Delive			D		Not current			V N-	D	Developed (44 · · · · · · · · · )	NI- I	S III
Deliverable (1-5 y	rears)	No	Dwellings		Developabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)		Owellings
_		Site Reference	BH/F/09	Settleme		Ward	F	Site location		Land to the rear of Shelleys, Burge	ss Hill	
Gross site area	<b>(ha)</b> 0	.33			area (ha):	0.33		posed site de	nsity (dph):	1 Lower- 30	Grid Ref:	529848 119146
Site Suitable: 🗸			Site Availab					hievable: 🗸				
Deliverability / Deliverable (4.5)			10   D		Not current			Na	D	Developel - (44 · · · · · · ·	No.	Devallin ma
Deliverable (1-5 y			10 Dwellings		Developabl	•		No	Dwellings	Developable (11 years +)		Owellings
SHLAA ID 5	544	Site Reference	BH/F/10	Settleme	ent BH	Ward	F	Site location	/ address:	Land at Victoria Road (north), Burg		
Gross site area	(ha) 1	.83	Net dev	/elopable	area (ha):	1.7		posed site de	nsity (dph):	2 Medium- 40	Grid Ref:	530051 119045
Site Suitable: ✓			Site Availab	ole: ✓				hievable: 🗸				
Deliverability / Deliverability					Not current				_			
Deliverable (1-5 y	rears)	No	Dwellings	S	Developabl	e (6-10 y	ears)	Yes 68	Dwellings	Developable (11 years +)	No [	Owellings
Bolney												
SHLAA ID	82	Site Reference	BK/03	Settleme	ent BK	Ward		Site location	/ address:	G&W Motors, London Road, Bolne	y	
Gross site area	<b>(ha)</b> 0	.3	Net dev	/elopable	area (ha):		Pro	posed site de	nsity (dph):	1 Lower- 30	Grid Ref:	526550 123450
Site Suitable: ✓			Site Availab	•	. ,			hievable: 🗸	1			
Deliverability / Deliverability	evelona	bility:			Not current	lv develo	pable					
Deliverable (1-5 y			Dwellings		Developabl				Dwellings			

Schedule of all ide	Titilled Sites Cons	sidered till	Jugii iile As	256221116	JIIL		_					
SHLAA ID 156	Site Reference	BK/04	Settlemen	t BK	Ward		Site	location /	address:	Pine Lodge and Pine Cottage, Lon	ndon Road, Boln	еу
Gross site area (ha)	1.7	Net de	velopable ar	ea (ha):	1.65	Pr	oposed	l site dens	ity (dph):	1 Lower- 30	Grid Ref:	526545 123611
Site Suitable: X		Site Availa	ble: ✓	, ,		Site A	chievab	ole: ✓				
Deliverability / Develo	opability:		N	ot curren	tly develo	pable	~		•			
Deliverable (1-5 years)		Dwelling		evelopab			No		Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 264	Site Reference	BK/06	Settlemen		Ward			location /		Land south of Ryecroft Road, Boln	•	
Gross site area (ha)	1.4		velopable ar	ea (ha):	0.65			l site dens	ity (dph):	1 Lower- 30	Grid Ref:	526327 123192
Site Suitable: ✓		Site Availa					chievab	ole: ✓				
Deliverability / Develo				ot curren								
Deliverable (1-5 years)	) No	Dwelling	gs 📕 D	evelopab	le (6-10 <u>)</u>	/ears)	Yes	20	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 526	Site Reference	BK/07	Settlemen	t BK	Ward			location /		Land east of Paynesfield, Bolney		
Gross site area (ha)	3.1		velopable ar	ea (ha):	3.1	Pr	oposed	l site dens	ity (dph):	1 Lower- 30	Grid Ref:	526257 122920
Site Suitable: ✓		Site Availa	ble: ✓			Site A	chievab	ole: ✓				
Deliverability / Develo				ot curren								
Deliverable (1-5 years)	) No	Dwelling	gs D	evelopab	le (6-10 y	/ears)	Yes	70	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 527	Site Reference	BK/08	Settlemen	t BK	Ward		Site	location /	address:	Land north of Ryecroft Road, Boln	ey	
Gross site area (ha)	1.88		velopable ar	ea (ha):	1.2			l site dens	ity (dph):	1 Lower- 30	Grid Ref:	526411 123355
Site Suitable: ✓		Site Availa	ble: ✓		•	Site A	chievab	ole: ✓				
Deliverability / Develo	opability:		N	ot curren	tly develo	pable						
Deliverable (1-5 years)	) No	Dwelling	gs 🚺 D	evelopab	le (6-10 y	/ears)	Yes	36	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 541	Site Reference	BK/09	Settlemen	t BK	Ward		Site	location /	address:	Land Adjacent to Packway House,	, Bolney	
Gross site area (ha)	6.2	Net de	velopable ar	ea (ha):	1	Pr	oposed	l site dens	ity (dph):	1 Lower- 30	Grid Ref:	526333 123744
Site Suitable: X		Site Availa		` '			chievab				u.	
Deliverability / Develo	pability:		N	ot curren	tly develo	pable	~		<u>'</u>			
Deliverable (1-5 years)	) No	Dwelling	gs D	evelopab	le (6-10 y	/ears)	No		Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 543	Site Reference	BK/10	Settlemen	t BK	Ward		Site	location /	address:	Land opposite Queens Head, Boln	ney	
Gross site area (ha)	5.49	Net de	velopable ar	ea (ha):	3.4	Pr	oposed	l site dens	ity (dph):	1 Lower- 30	Grid Ref:	526405 122942
Site Suitable: X		Site Availa					chievab	ole: ✓				
Deliverability / Develo				ot curren			~					
Deliverable (1-5 years)	) No	Dwelling	gs 📕 D	evelopab	le (6-10 y	/ears)	No		Dwellings	Developable (11 years +)	No	Dwellings
Crawley Down												
SHLAA ID 7	Site Reference	CR/02	Settlemen	t CR	Ward		Site	location /	address:	Pasture Wood, Hophurst Lane, Cra	awley Down	
Gross site area (ha)	0.8	Net de	velopable ar	ea (ha):	0.6	Pr	oposed	l site dens	ity (dph):	1 Lower- 30	Grid Ref:	535219 138122
Site Suitable: ✓		Site Availa			1		chievab				1	
Deliverability / Develo	pability:			ot curren	tly develo	pable			1			
Deliverable (1-5 years)		Dwelling		evelopab			Yes	18	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 271	Site Reference	CR/06	Settlemen	t CR	Ward		Site	location /	address:	Land at Wychwood, Turners Hill R	Road, Crawley Do	own
Gross site area (ha)	4	Net de	velopable ar	ea (ha):	2.3	Pr	oposed	l site dens	ity (dph):	1 Lower- 30	Grid Ref:	533730 137986
Site Suitable: X	1	Site Availa		• •			chievab			,	•	<u>'</u>
Deliverability / Develo	opability:		N	ot curren	tly develo	pable	~		•			
Deliverable (1-5 years)		Dwelling		evelopab			No		Dwellings	Developable (11 years +)	No	Dwellings
		_	_		_				_			

SHLAA ID 272 Site Reference	CR/07 Settleme	ent CR	Ward	Site location / address	Land at Wyohyood Turnara Hill D	lood (raduoad araa	Crowley Down
		_	77 77				, ,
Gross site area (ha) 1	Net developable a Site Available: X	area (na):		oposed site density (dph): chievable: <a href="mailto:chievable"> </a>	1 Lower- 30	Grid Ref:	533759 138008
Deliverability / Developability:		Not ourront	ly developable	Villevable. V			
Deliverable (1-5 years) No			e (6-10 years)	No Dwellings	Developable (11 years +)	No E	Dwellings
		Developabli	e (0-10 years)	NO Dwellings	Developable (11 years +)	INU	oweilings
SHLAA ID 273 Site Reference	CR/08 Settleme	ent CR	Ward	Site location / address	Land at Haven Sports Centre, Cra	wley Down	
Gross site area (ha) 8.4	Net developable a	area (ha):		oposed site density (dph):	1 Lower- 30	Grid Ref:	534871 138326
Site Suitable: X	Site Available: X			chievable: ✓			
Deliverability / Developability:			ly developable	<b>Y</b>			
Deliverable (1-5 years) No	Dwellings	Developable	e (6-10 years)	No Dwellings	Developable (11 years +)	No E	Owellings
SHLAA ID 144 Site Reference	CR/10 Settleme	ent CR	Ward	Site location / address	Land at Hazel Way, Crawley Down	n	
Gross site area (ha) 4	Net developable a	area (ha):	3.6 <b>Pr</b>	oposed site density (dph)	2 Medium- 40	Grid Ref:	535066 137424
Site Suitable: X	Site Available: X			chievable: ✓			
Deliverability / Developability:			ly developable	<b>✓</b>			
Deliverable (1-5 years) No	Dwellings	Developable	e (6-10 years)	No Dwellings	Developable (11 years +)	No E	Owellings
SHLAA ID 451 Site Reference	CR/14 Settleme	ent CR	Ward	Site location / address	Larchwoods, Sandy Lane, Crawley	y Down	
Gross site area (ha) 1	Net developable a	area (ha):	1 Pr	oposed site density (dph)	3 Higher- 50	Grid Ref:	534087 138001
Site Suitable: ✓	Site Available: ✓			chievable: ✓			
Deliverability / Developability:		Not current	ly developable				
Deliverable (1-5 years) Yes	10 Dwellings	Developable	e (6-10 years)	No Dwellings	Developable (11 years +)	No E	Owellings
SHLAA ID 135 Site Reference	CR/16 Settleme		Ward	Site location / address	Land south of Grange Road, Craw	ley Down	
Gross site area (ha) 2.8	Net developable a		Pr	oposed site density (dph)	•	ley Down  Grid Ref:	534468 137274
Gross site area (ha) 2.8 Site Suitable: ✓	Net developable a Site Available: ✓	area (ha):	Pr Site A		•		534468 137274
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:	Net developable a Site Available: ✓	area (ha): Not current	Pr Site Active developable	oposed site density (dph)	1 Lower- 30	Grid Ref:	
Gross site area (ha) 2.8 Site Suitable: ✓ Deliverability / Developability:	Net developable a Site Available: ✓	area (ha): Not current	Pr Site A	oposed site density (dph)	1 Lower- 30	Grid Ref:	534468 137274 Dwellings
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference	Net developable a Site Available: ✓  98   Dwellings   CR/17   Settleme	Not current Developable	Pr Site Ad Ily developable e (6-10 years)	oposed site density (dph) chievable:   No Dwellings  Site location / address	1 Lower- 30  Developable (11 years +)  Properties at Rufwood, Crawley D	Grid Ref:  No	Owellings
Gross site area (ha) 2.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74	Net developable a Site Available:   98   Dwellings   Settleme Net developable a	Not current Developable	Pr Site Adaly developable e (6-10 years)  Ward  0.70  Pr	oposed site density (dph)	1 Lower- 30  Developable (11 years +)  Properties at Rufwood, Crawley D	Grid Ref:	
Gross site area (ha) 2.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable:   Verall Site Reference	Net developable a Site Available:   98   Dwellings       CR/17   Settleme Net developable a Site Available:	Not current Developable ent CR area (ha):	Site Additional Property Site Additional Prope	oposed site density (dph) chievable:   No Dwellings  Site location / address	1 Lower- 30  Developable (11 years +)  Properties at Rufwood, Crawley D	Grid Ref:  No	Owellings
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:	Net developable a Site Available:   98    Dwellings  CR/17    Settleme Net developable a Site Available:    Output  Site Available:   Output  Site A	Not current Developable ent CR area (ha):	Site Additional Site Additiona	oposed site density (dph) chievable: ✓  No Dwellings  Site location / address oposed site density (dph) chievable: ✓	1 Lower- 30  Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30	Grid Ref:  No Cown  Grid Ref:	Dwellings 534022 137850
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:	Net developable a Site Available:   98    Dwellings  CR/17    Settleme Net developable a Site Available:    Output  Site Available:   Output  Site A	Not current Developable ent CR area (ha):	Site Additional Property Site Additional Prope	oposed site density (dph)	1 Lower- 30  Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30	Grid Ref:  No Cown  Grid Ref:	Owellings
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:	Net developable a Site Available:   98   Dwellings        CR/17   Settleme Net developable a Site Available:   20   Dwellings      CR/18   Settleme	Not current Developable ent CR area (ha):  Not current Developable ent CR	Site Additional Site Additiona	oposed site density (dph) chievable: ✓  No Dwellings  Site location / address oposed site density (dph) chievable: ✓	1 Lower- 30  Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)	Grid Ref:  No Cown Grid Ref:  No Country  No Country  Output  No Country  Output  Outp	Dwellings 534022 137850
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5	Net developable a Site Available:   98   Dwellings      CR/17   Settleme Net developable a Site Available:   20   Dwellings      CR/18   Settleme Net developable a	Not current Developable ent CR area (ha):  Not current Developable ent CR	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow	Grid Ref:  No Cown Grid Ref:  No Country  No Country  Output  No Country  Output  Outp	Dwellings 534022 137850
Gross site area (ha) 2.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X	Net developable a Site Available:   98   Dwellings        98   CR/17   Settleme Net developable a Site Available:   20   Dwellings      CR/18   Settleme Net developable a Site Available: X	Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad Site A	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow	No	Dwellings 534022 137850  Dwellings
Gross site area (ha) 2.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X  Deliverability / Developability:	Net developable a Site Available:   98   Dwellings        CR/17   Settleme Net developable a Site Available:   20   Dwellings      CR/18   Settleme Net developable a Site Available: X	Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):  Not current Not current Developable ent CR area (ha):	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad Site A	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow 1 Lower- 30	Grid Ref:    No	Dwellings 534022 137850  Dwellings 534146 137397
Gross site area (ha) 2.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X	Net developable a Site Available:   98   Dwellings        CR/17   Settleme Net developable a Site Available:   20   Dwellings      CR/18   Settleme Net developable a Site Available: X	Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):  Not current Not current Developable ent CR area (ha):	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad Site A	No Dwellings  Site location / address oposed site density (dph) chievable:   No Dwellings  Site location / address oposed site density (dph) Chievable:   Site location / address oposed site density (dph) Chievable:   Output  Dwellings	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow 1 Lower- 30	Grid Ref:    No	Dwellings 534022 137850  Dwellings
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 400 Site Reference	Net developable a Site Available:   98   Dwellings         98   CR/17   Settleme Net developable a Site Available:   20   Dwellings       CR/18   Settleme Net developable a Site Available: X    Dwellings	Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):	Pr Site Ad ely developable e (6-10 years)  Ward 0.70 Pr Site Ad ely developable e (6-10 years)  Ward 1 Pr Site Ad ely developable e (6-10 years)  Ward  Vard ely developable e (6-10 years)  Ward  Ward	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow 1 Lower- 30  Developable (11 years +)  Land north of Burleigh Infant Scho	No	Dwellings  534022 137850  Dwellings  534146 137397  Dwellings  Crawley Down
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 400 Site Reference  Gross site area (ha) 0.2	Net developable a Site Available:   98   Dwellings         98   CR/17   Settleme Net developable a Site Available:   20   Dwellings       20   CR/18   Settleme Net developable a Site Available: X    Dwellings	Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad ly developable e (6-10 years)  Ward 0.2 Pr	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow 1 Lower- 30  Developable (11 years +)  Land north of Burleigh Infant Scho	No	Dwellings  534022 137850  Dwellings  534146 137397  Dwellings
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 400 Site Reference  Gross site area (ha) 0.2  Site Suitable: ✓	Net developable a Site Available:   98   Dwellings         98   CR/17   Settleme Net developable a Site Available:   20   Dwellings       20   CR/18   Settleme Net developable a Site Available: X    Dwellings	Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):  Not current Developable ent CR area (ha):	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad ly developable e (6-10 years)  Ward 0.2 Pr Site Ad Sit	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow 1 Lower- 30  Developable (11 years +)  Land north of Burleigh Infant Scho	No	Dwellings  534022 137850  Dwellings  534146 137397  Dwellings  Crawley Down
Gross site area (ha) 2.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 434 Site Reference  Gross site area (ha) 0.74  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 213 Site Reference  Gross site area (ha) 1.5  Site Suitable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 400 Site Reference  Gross site area (ha) 0.2	Net developable a Site Available:   98   Dwellings         98   CR/17   Settleme Net developable a Site Available:   20   Dwellings       20   CR/18   Settleme Net developable a Site Available: X    Dwellings	Not current Developable ent CR area (ha):  Not current	Pr Site Ad ly developable e (6-10 years)  Ward 0.70 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad ly developable e (6-10 years)  Ward 1 Pr Site Ad ly developable e (6-10 years)  Ward 0.2 Pr	oposed site density (dph) chievable:   No	Developable (11 years +)  Properties at Rufwood, Crawley D 1 Lower- 30  Developable (11 years +)  Land at Winch Well, Crawley Dow 1 Lower- 30  Developable (11 years +)  Land north of Burleigh Infant School 2 Medium- 40	Grid Ref:    No	Dwellings  534022 137850  Dwellings  534146 137397  Dwellings  Crawley Down

SHLAA ID 518  Gross site area (ha Site Suitable:  Deliverability / Deve Deliverable (1-5 year)									
Site Suitable:   Deliverability / Deve	1.0	CR/21 Set	ttlement CR	Ward	Site	location / address:	Land to the south of Hazel Way/ea	ast of Woodlands	Close Crawley
Site Suitable: ✓ Deliverability / Deve	a)   1.9	Net develop	pable area (ha):	1.74	Proposed	site density (dph):	2 Medium- 40	Grid Ref:	535010 137373
		Site Available: V			Site Achievab				
	elopability:		Not current	tlv develo	pable				
		Dwellings	Developabl			70 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 519	Site Reference	CR/22 Set	ttlement CR	Ward	Site	location / address:	Land to the north of Burleigh Way/	East of Woodland	Close Crawley
Gross site area (ha	3.3	Net develop	pable area (ha):	3	Proposed	site density (dph):	2 Medium- 40	Grid Ref:	535008 137430
Site Suitable: ✓		Site Available: V			Site Achievab				
Deliverability / Deve	elopability:		Not current	tly develo	pable	1			
Deliverable (1-5 year		Dwellings	Developabl			105 Dwellings	Developable (11 years +)	No	Dwellings
, ,									
SHLAA ID 274			ttlement CR	Ward		location / address:			
Gross site area (ha	a)   1.1		pable area (ha):	1.1		site density (dph):	1 Lower- 30	Grid Ref:	533907 137792
Site Suitable: X		Site Available: >			Site Achievab	le: ✓			
Deliverability / Deve	elopability:		Not current	tly develo	pable 🗸				
Deliverable (1-5 year	rs) No	Dwellings	Developabl	le (6-10 y	ears) No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 275		CR/24 Set	ttlement CR	Ward		location / address:	Land adjacent to the Haven Centre	e, Hophurst Lane,	Crawley Down
Gross site area (ha	a) 5		oable area (ha):	5	Proposed	site density (dph):	1 Lower- 30	Grid Ref:	535013 138218
Site Suitable: X		Site Available: >	<u> </u>		Site Achievab	le: ✓			
Deliverability / Deve	elopability:		Not current	tly develo	pable 🗸	·			
Deliverable (1-5 year	rs) No	Dwellings	Developabl			Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 281		CR/25 Set	ttlement CR	Ward	Site	location / address:	Land south of Hazel Close, Crawle	ev Down	
Gross site area (ha			pable area (ha):			site density (dph):	1 Lower- 30	Grid Ref:	535271 137497
Site Suitable: X	4)   1.4	Site Available: >		0.07	Site Achievab		1 Lower 60	Ona iton	000271107407
Deliverability / Deve	elonahility:	Olto Attailabio.	Not current	tly develo		10. 4			
Deliverable (1-5 year		Dwellings	Developabl			Dwellings	Developable (11 years +)	No	Dwellings
· ·									
SHLAA ID 488			ttlement CR	Ward		location / address:	Palmers Autocare Centre, Turners		
Gross site area (ha	a) 0.18	Net develop	pable area (ha):	0.18	Proposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533894 137923
Site Suitable: ✓		Site Available: ✓			Site Achievab	le: ✓			
			Not current						
Deliverability / Deve	\ \/	14 Dwellings	Developabl	le (6-10 y	ears) No	Dwellings	Developable (11 years +)	No	Dwellings
	rs) Yes						Developable (11 ) calls 1)	110	
Deliverability / Deve			ttlement CR	Ward	Site	location / address:			
Deliverability / Deve Deliverable (1-5 year SHLAA ID 533	Site Reference	CR/27 Set	•			location / address:			534440 137766
Deliverability / Deve Deliverable (1-5 year	Site Reference	CR/27 Set	ttlement CR			location / address: site density (dph):	38 and 39 Buckley Place, Crawley	Down	534440 137766
Deliverability / Deverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable: ✓	Site Reference	CR/27 Set	ttlement CR pable area (ha):	0.15	Proposed Site Achievab	location / address: site density (dph):	38 and 39 Buckley Place, Crawley	Down	534440 137766
Deliverability / Deve Deliverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable: ✓ Deliverability / Deve	Site Reference a) 0.15 elopability:	CR/27 Set  Net develop  Site Available:	ttlement CR pable area (ha):  Not current	0.15	Proposed Site Achievab	location / address: site density (dph): le: ✓	38 and 39 Buckley Place, Crawley 1 Lower- 30	Down Grid Ref:	
Deliverability / Deverable (1-5 year)  SHLAA ID 533  Gross site area (has site Suitable:  Deliverability / Deverable (1-5 year)	Site Reference a) 0.15 elopability:	CR/27 Set	ttlement CR pable area (ha):	0.15	Proposed Site Achievab	location / address: site density (dph):	38 and 39 Buckley Place, Crawley	Down Grid Ref:	534440 137766 Dwellings
Deliverability / Deve Deliverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable: ✓ Deliverability / Deve Deliverable (1-5 year Copthorne	Site Reference a) 0.15 elopability: rs) Yes	CR/27 Set  Net develop  Site Available:   6 Dwellings	nable area (ha):  Not current Developable	0.15 tly develo le (6-10 y	Proposed Site Achievab pable ears) No	location / address: site density (dph): le: ✓  Dwellings	38 and 39 Buckley Place, Crawley 1 Lower- 30  Developable (11 years +)	Down Grid Ref:	
Deliverability / Deverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable:  Deliverability / Deverable (1-5 year Copthorne SHLAA ID 61	Site Reference a) 0.15 elopability: rs) Yes Site Reference	CR/27 Set  Net develop  Site Available:   6 Dwellings  CT/01 Set	Not current Developabl	0.15 tly develo le (6-10 y	Proposed Site Achievab pable ears) No Site	location / address: site density (dph): le:   Dwellings  location / address:	38 and 39 Buckley Place, Crawley 1 Lower- 30  Developable (11 years +)  Land to the north of Copthorne Ro	Down Grid Ref:  No  ad, Copthorne	Dwellings
Deliverability / Deverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable:  Deliverability / Deverable (1-5 year Copthorne SHLAA ID 61 Gross site area (ha search control of the site of the	Site Reference a) 0.15 elopability: rs) Yes Site Reference	CR/27 Set  Net develop  Site Available:   6 Dwellings  CT/01 Set  Net develop	Not current Developable  ttlement CT  pable area (ha):  CT  CT  CT  CT  CT  CT  CT  CT  CT  C	0.15 tly develo le (6-10 y	Proposed Site Achievab pable ears) No Site Proposed	location / address: site density (dph): le:   Dwellings  location / address: site density (dph):	38 and 39 Buckley Place, Crawley 1 Lower- 30  Developable (11 years +)	Down Grid Ref:	
Deliverability / Deverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable: ✓ Deliverability / Deverable (1-5 year Copthorne SHLAA ID 61 Gross site area (ha Site Suitable: X	Site Reference a) 0.15 elopability: rs) Yes Site Reference a) 16.8	CR/27 Set  Net develop  Site Available:   6 Dwellings  CT/01 Set	Not current Developable  ttlement CT pable area (ha):	0.15 tly develo le (6-10 y	Proposed Site Achievab pable ears) No Site Proposed Site Achievab	location / address: site density (dph): le:   Dwellings  location / address: site density (dph):	38 and 39 Buckley Place, Crawley 1 Lower- 30  Developable (11 years +)  Land to the north of Copthorne Ro	Down Grid Ref:  No  ad, Copthorne	Dwellings
Deliverability / Deverable (1-5 year SHLAA ID 533 Gross site area (ha Site Suitable: ✓ Deliverability / Deverable (1-5 year Copthorne SHLAA ID 61 Gross site area (ha	Site Reference a) 0.15 elopability: rs) Yes Site Reference a) 16.8 elopability:	CR/27 Set  Net develop  Site Available:   6 Dwellings  CT/01 Set  Net develop	Not current Developable  ttlement CT  pable area (ha):  CT  CT  CT  CT  CT  CT  CT  CT  CT  C	0.15  tly develo le (6-10 y	Proposed Site Achievab pable ears) No  Site Proposed Site Achievab pable	location / address: site density (dph): le:   Dwellings  location / address: site density (dph):	38 and 39 Buckley Place, Crawley 1 Lower- 30  Developable (11 years +)  Land to the north of Copthorne Ro	No No Grid Ref:  Rad, Copthorne  Grid Ref:	Dwellings

				sidered trirot											
SHLAA ID	18	Site Refere	nce	CT/02	Settler	ment	CT	Ward	Site	location	/ address:	Crabbet Park, Old Hollow, Near C	rawley		
Gross site ar	rea (ha)	172		Net dev	elopabl	e area	(ha):		Propose	d site der	nsity (dph):	2 Medium- 40		Grid Ref:	531026 137445
Site Suitable:	· 🗸			Site Availab	le: ✓				e Achieva	ble: ✓					
Deliverability	/ Develo	pability:						ly developab							
Deliverable (1-	-5 years)	No		Dwellings	6	Deve	elopabl	e (6-10 years	) No		Dwellings	Developable (11 years +)	Yes	1000 E	Owellings
SHLAA ID	38	Site Refere	nce	CT/03	Settler		CT	Ward			/address:	Land north and south of the A264			
Gross site ar		90		Net dev		e area	(ha):	40			nsity (dph):	1 Lower- 30		Grid Ref:	530599 138981
Site Suitable:				Site Availab	le: ✓				e Achieva	ble: ✓					
Deliverability								ly developab			1		_		
Deliverable (1-	-5 years)	No		Dwellings	S	Deve	elopabl	e (6-10 years	) No		Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	268	Site Refere	nce	CT/05	Settler		CT	Ward	Site	location	/ address:	Land at Holly Farm, Copthorne W			
Gross site ar	. ,	3.8		Net dev		e area	(ha):	1.5	Propose	d site der	nsity (dph):	1 Lower- 30	(	Grid Ref:	530937 138970
Site Suitable:				Site Availab	le: ✓				e Achieva	ble: ✓					
Deliverability								ly developab							
Deliverable (1-	-5 years)	No		Dwellings	3	Deve	elopable	e (6-10 years	) Yes	45	Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	252	Site Refere	nce	CT/13	Settler	ment	СТ	Ward	Site	location	/ address:	Land at Crabbet Park, Crawley			
Gross site ar	rea (ha)	111		Net dev	elopabl	e area	(ha):	60	Propose	d site der	nsity (dph):	1 Lower- 30		Grid Ref:	530444 137524
Site Suitable:				Site Availab			` '	Sit	e Achieva						
Deliverability	/ Develo	pability:				Not o	current	ly developab	le 🗸		"				
Deliverable (1-	-5 years)	No		Dwellings	6			e (6-10 years			Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	437	Site Refere	nce	CT/17	Settler	ment	СТ	Ward	Site	location	/ address:	Inglenook Cottage, Laurel Bank & Copthorne	Little A	corns, Broo	khill Road,
Gross site ar	rea (ha)	0.30		Net dev	elopabl	e area	(ha):	0.30	Propose	d site der	nsity (dph):	2 Medium- 40		Grid Ref:	531260 139147
Site Suitable:	. 🗸			Site Availab	le: ✓			Sit	e Achieva	ble: ✓				<u> </u>	
Deliverability	/ Develo	pability:				Not o	current	ly developab	le		'				
Deliverable (1-	-5 years)	Yes		12 Dwellings	3	Deve	elopable	e (6-10 years	) No		Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	133	Site Refere	nce	CT/18	Settler	ment	СТ	Ward	Site	location	/ address:	Lynesta/Woodside/former Brookh Copthorne	ill Garaç	ge, Brookhil	l Road,
Gross site ar		0.42		Net dev	elopabl	e area	(ha):		Propose	d site der	nsity (dph):	1 Lower- 30		Grid Ref:	531245 139208
Site Suitable:	· 🗸			Site Availab	le: ✓				e Achieva	ble: ✓					
Deliverability		pability:						ly developab			·				
Deliverable (1-	-5 years)	Yes		12 Dwellings	3	Deve	elopable	e (6-10 years	) No		Dwellings	Developable (11 years +)	No		Owellings
Cuckfield															
SHLAA ID	63	Site Refere	nce	CU/01	Settler	ment	CU	Ward			/ address:	Land north of Riseholme, Broad S	Street. C	uckfield	
Gross site ar		3.5		Net dev	elopabl	e area	(ha):	1.5	Propose	d site der	nsity (dph):	1 Lower- 30	-	Grid Ref:	531360 124400
Site Suitable:				Site Availab	le: ✓				e Achieva	ble: ✓					
Deliverability	/ Develo	pability:				Not o	current	ly developab	le 🗸		·				
Deliverable (1-	-5 years)	No		Dwellings	3	Deve	elopabl	e (6-10 years	) No		Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	64	Site Refere	nce	CU/02	Settler	ment	CU	Ward	Site	location	/ address:	Land at Bylanes Close, Cuckfield			
Gross site ar	rea (ha)			Net dev			(ha):	1.9			nsity (dph):	1 Lower- 30		Grid Ref:	530655 125620
Site Suitable:				Site Availab	•		,-		e Achieva				1		110000 .20020
Deliverability		pability:				Not o	current	ly developab							
Deliverable (1-		No No		Dwellings	3			e (6-10 years		57	Dwellings	Developable (11 years +)	No	Γ	Dwellings
20010010 (1	5 ; Jul 10)							- (5 .5 ) Gaic	,	- 07		20.0.00000 (11 )0010 1)			95

SHLAA ID	65	Site Reference	CU/03	Settlemen		Ward		Cito	location / address:	Land south of Cualifield Village C	undefined		
										Land south of Cuckfield Village, C	1		500745 404404
Gross site ar		44		evelopable are	ea (na):	40			site density (dph):	1 Lower- 30	G	irid Ref:	530715 124134
Site Suitable:		1 1074	Site Avail					chievab	ole: ✓				
Deliverability		• •				tly develo		· ·					
Deliverable (1	-5 years)	No	Dwellir	ngs 📕 De	evelopab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	L	Owellings
SHLAA ID	11	Site Reference	CU/04	Settlemen	t CU	Ward		Site	location / address:	Land at Wheatsheaf Lane, Cuckfie	eld		
Gross site ar	ea (ha)	6.8	Net d	evelopable are	ea (ha):	5.5	Pr	oposed	site density (dph):	1 Lower- 30	G	rid Ref:	531292 124763
Site Suitable:	X		Site Avail	able: ✓			Site A	chievab	ole: 🗸				
Deliverability	/ Develo	pability:				tly develo		~					
Deliverable (1	-5 years)	No	Dwellir	ngs De	evelopab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	D	Owellings
SHLAA ID	37	Site Reference	CU/05	Settlemen	t CU	Ward		Site	location / address:	Land between Longacre Farm and Cuckfield	d Kiln Co	ttage, Ardi	ingly Road,
Gross site ar	ea (ha)	22	Net d	evelopable ar	ea (ha).	1	Pr	onosed	site density (dph):	1 Lower- 30	G	rid Ref:	530880 125440
Site Suitable:			Site Avail		-α (α <i>)</i> .	'		chievab		1 20001 00			300000 120-40
Deliverability		pability:	3.13 7.17411		ot curren	tly develo							
Deliverable (1			Dwellir			le (6-10 y		Yes	20 Dwellings	Developable (11 years +)	No	D	Owellings
SHLAA ID	89	Site Reference	CU/06	Settlemen	t CU	Ward		Site	location / address:	Land at Whitemans Green, Cuckfi	ield		
Gross site ar				evelopable ar			Pr		site density (dph):	1 Lower- 30		rid Ref:	530438 125941
Site Suitable:		7.1	Site Avail		ca (ma).	7.1		chievab		1 Lower- 30		ila itali.	330430 123341
Deliverability		nahility:	Oite Avail		ot curron	tly develo		V V	)ic. ▼				
Deliverable (1		No No	Dwellir			le (6-10 y		No	Dwellings	Developable (11 years 1)	No	-	Dwellings
									LIWEIIIOOS	Developanie III vears +1			
,		-	<u> </u>			1	cais)			Developable (11 years +)	No		Jweilings
SHLAA ID	136	Site Reference	CU/07	Settlemen	t CU	Ward		Site	location / address:	Land north west of Chatfield Road	l, Cuckfie	eld	-
SHLAA ID Gross site ar	136 ea (ha)	Site Reference	CU/07	Settlemen	t CU	Ward	Pr	Site oposed	location / address: I site density (dph):		l, Cuckfie		530995 124838
SHLAA ID Gross site ar Site Suitable:	136 rea (ha)	Site Reference	CU/07	Settlemen evelopable are able: ✓	t CU ea (ha):	Ward	Pr Site A	Site	location / address: I site density (dph):	Land north west of Chatfield Road	l, Cuckfie	eld	
SHLAA ID Gross site ar Site Suitable: Deliverability	136 rea (ha) / Develo	Site Reference 1.2 pability:	CU/07 Net d Site Avail	Settlemen evelopable are able: ✓	t CU ea (ha):	Ward	Pr Site A	Site oposed chievab	location / address: I site density (dph): ble: ✓	Land north west of Chatfield Road 2 Medium- 40	d, Cuckfie	eld Grid Ref:	530995 124838
SHLAA ID Gross site ar Site Suitable:	136 rea (ha) / Develo	Site Reference 1.2 pability:	CU/07	Settlemen evelopable are able: ✓	t CU ea (ha):	Ward	Pr Site A	Site oposed	location / address: I site density (dph):	Land north west of Chatfield Road	d, Cuckfie	eld Grid Ref:	-
SHLAA ID Gross site ar Site Suitable: Deliverability	136 rea (ha) / Develo	Site Reference 1.2 pability:	CU/07 Net d Site Avail 42 Dwellir CU/08	Settlementevelopable are able:   Nongs De Settlemente	t CU ea (ha): ot curren evelopab t CU	tly develo	Pr Site A ppable rears)	Site oposed chievab	location / address: I site density (dph): ole:   Dwellings location / address:	Land north west of Chatfield Road 2 Medium- 40	d, Cuckfie	eld irid Ref:	530995 124838
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar	136 rea (ha) / Develo -5 years) 179 rea (ha)	Site Reference 1.2 pability: Yes Site Reference	CU/07 Net d Site Avail 42   Dwellir CU/08 Net d	Settlemente velopable are able:   Nongs De Settlemente velopable are avelopable avel	t CU ea (ha): ot curren evelopab t CU	tly develo	Pr Site A ppable rears)	Site coposed No Site coposed	location / address: I site density (dph): Dwellings  location / address: I site density (dph):	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)	d, Cuckfied  No  Cuckfield	eld irid Ref:	530995 124838
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable:	136 rea (ha) / Develo -5 years) 179 rea (ha)	Site Reference 1.2 pability: Yes Site Reference	CU/07 Net d Site Avail 42 Dwellir CU/08	Settlemente velopable are able:   Nongs De Settlemente velopable are avelopable avel	t CU ea (ha): ot curren evelopab t CU	tly develo	Pr Site A ppable rears)	Site oposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph):	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C	d, Cuckfied  No  Cuckfield	eld irid Ref:	530995 124838 Owellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar Site Suitable: Deliverability	136 rea (ha) // Develo -5 years) 179 rea (ha) // Develo	Site Reference 1.2 pability: Yes Site Reference 1	CU/07 Net d Site Avail 42   Dwellir CU/08 Net d Site Avail	Settlemente velopable are able: Velopable are able: Settlemente velopable are able: Xettlemente velopable are able: Xettlement	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren	tly develo	Pr Site A ppable rears) Pr Site A	Site coposed No Site coposed	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dle: ✓	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40	No Cuckfield	eld irid Ref:	530995 124838 Owellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable:	136 rea (ha) // Develo -5 years) 179 rea (ha) // Develo	Site Reference 1.2 pability: Yes Site Reference 1	CU/07 Net d Site Avail 42   Dwellir CU/08 Net d	Settlemente velopable are able: Velopable are able: Settlemente velopable are able: Xettlemente velopable are able: Xettlement	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren	tly develo	Pr Site A ppable rears) Pr Site A	Site roposed Site Site roposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph):	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C	No Cuckfield	eld  irid Ref:    ©  Crid Ref:	530995 124838 Owellings
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SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID	136 rea (ha) // Develo -5 years) 179 rea (ha) // Develo -5 years) 240	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference	CU/07 Net d Site Avail 42   Dwellir CU/08 Net d Site Avail   Dwellir CU/09	Settlemen evelopable are able:   Nongs  Settlemen evelopable are able: X  Nongs  Settlemen  Settlemen	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU evelopab	Ward  tly developed (6-10 y  Ward  0.6  tly developed (6-10 y  Ward	Pr Site A pable rears) Pr Site A pable rears)	Site roposed Site roposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  Dwellings  Dwellings	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C	No Cuckfield No Cuckfield No Cuckfield	eld  irid Ref:    C  irid Ref:	530995 124838 Owellings 530445 125655 Owellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar	136 rea (ha) // Develo -5 years) 179 rea (ha) // Develo -5 years) 240 rea (ha)	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d	Settlemente velopable are able: Velopable are able: Xettlemente velopable are able: Xettlemente velopable are able: Settlemente velopable are able: Settlemente velopable are able: Aevelopable are ab	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU evelopab	Ward  tly developed (6-10 y  Ward  0.6  tly developed (6-10 y  Ward	Pr Site A pable rears) Pr Site A pable rears)	Site roposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  Dwellings  Location / address: I site density (dph):	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)	No Cuckfield No Cuckfield No Cuckfield	eld Frid Ref:    Crid Ref:	530995 124838 Dwellings 530445 125655
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable:	136 rea (ha) // Develo -5 years) 179 rea (ha) X // Develo -5 years) 240 rea (ha)	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference 23	CU/07 Net d Site Avail 42   Dwellir CU/08 Net d Site Avail   Dwellir CU/09	Settlemen evelopable are able:   Settlemen evelopable are able: X  Settlemen evelopable are able: X  Settlemen evelopable are able: X	t CU ea (ha):  ot current evelopab t CU ea (ha):  ot current evelopab t CU ea (ha):	Ward  tly development (6-10 y)  Ward  0.6  tly development (6-10 y)  Ward  20	Pr Site A pable rears) Pr Site A pable rears)	Site roposed Site roposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  Dwellings  Location / address: I site density (dph):	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C	No Cuckfield No Cuckfield No Cuckfield	eld  irid Ref:    C  irid Ref:	530995 124838 Owellings 530445 125655 Owellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar	136 rea (ha) // Develo -5 years) 179 rea (ha) X // Develo -5 years) 240 rea (ha) X // Develo	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference 23  pability:	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d	Settlemen: evelopable are able:   Settlemen: evelopable are able: X  Settlemen: evelopable are able: X  Settlemen: evelopable are able: X	t CU ea (ha):  ot current evelopab t CU ea (ha):  ot current evelopab t CU ea (ha):  ot current evelopab t CU ea (ha):	Ward  tly developed (6-10 y  Ward  0.6  tly developed (6-10 y  Ward	Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A	Site roposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  Dwellings  Location / address: I site density (dph):	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C	No Cuckfield No Cuckfield No Cuckfield	eld  irid Ref:    irid Ref:    irid Ref:	530995 124838 Owellings 530445 125655 Owellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability	136 rea (ha) // Develo -5 years) 179 rea (ha) X // Develo -5 years) 240 rea (ha) X // Develo	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference 23  pability:	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d Site Avail	Settlemen: evelopable are able:   Settlemen: evelopable are able: X  Settlemen: evelopable are able: X  Settlemen: evelopable are able: X	t CU ea (ha):  ot current evelopab t CU ea (ha):  ot current evelopab t CU ea (ha):  ot current evelopab	Ward  tly development (6-10 y Ward 0.6)  tly development (6-10 y Ward 20)  tly development (10 y devel	Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A	No Site roposed chievab No Site roposed chievab No Site No No No	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C 1 Lower- 30	No Cuckfield G	eld  irid Ref:    irid Ref:    irid Ref:	530995 124838  Dwellings  530445 125655  Dwellings  530825 124170
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID	136 rea (ha) / Develo -5 years) 179 rea (ha) X / Develo -5 years) 240 rea (ha) X / Develo -5 years) 458	Site Reference 1.2  pability:	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d Site Avail	Settlemente velopable are able: X	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab	Ward  tly developed (6-10 y)  Ward  0.6  tly developed (6-10 y)  Ward  20  tly developed (6-10 y)  Ward  Ward  Ward	Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A pable rears)	No Site coposed chievab No Site coposed chievab No Site coposed chievab No Site coposed chievab No Site	location / address: I site density (dph): Dwellings  location / address:	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C 1 Lower- 30  Developable (11 years +)  Delmon House, High Street, Cuck	No Cuckfield G	eld Frid Ref:    Grid Ref:    Grid Ref:    Grid Ref:	530995 124838  Dwellings  530445 125655  Dwellings  530825 124170  Dwellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverability Deliverability Deliverable (1: SHLAA ID Gross site ar	136 rea (ha) // Develo -5 years) 179 rea (ha) X // Develo -5 years) 240 rea (ha) X // Develo -5 years) 458 rea (ha)	Site Reference 1.2  pability:	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d Site Avail  Dwellir  CU/10 Net d	Settlemente velopable are able: X	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab	Ward  tly developed (6-10 y)  Ward  0.6  tly developed (6-10 y)  Ward  20  tly developed (6-10 y)  Ward  Ward  Ward	Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A pable rears)	Site coposed chievab No Site coposed chievab No Site coposed chievab No Site coposed chievab No Site coposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C 1 Lower- 30  Developable (11 years +)	No Cuckfield G	eld  irid Ref:    irid Ref:    irid Ref:	530995 124838  Dwellings  530445 125655  Dwellings  530825 124170
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: SHLAA ID Gross site ar Site Suitable:	136 rea (ha) // Develo -5 years) 179 rea (ha) X // Develo -5 years) 240 rea (ha) X // Develo -5 years) 458 rea (ha)	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference 23  pability: No  Site Reference 0.27	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d Site Avail	Settlemente velopable are able: X	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU ea (ha):	Ward  tly developed (6-10 y)  Ward  0.6  tly developed (6-10 y)  Ward  20  tly developed (6-10 y)  Ward  0.26	Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A pable rears)	No Site coposed chievab No Site coposed chievab No Site coposed chievab No Site coposed chievab No Site	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C 1 Lower- 30  Developable (11 years +)  Delmon House, High Street, Cuck	No Cuckfield G	eld Frid Ref:    Grid Ref:    Grid Ref:    Grid Ref:	530995 124838  Dwellings  530445 125655  Dwellings  530825 124170  Dwellings
SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverability Deliverability Deliverable (1: SHLAA ID Gross site ar	136 rea (ha) // Develo -5 years) 179 rea (ha) X // Develo -5 years) 240 rea (ha) X // Develo -5 years) 458 rea (ha) // Develo	Site Reference 1.2  pability: Yes  Site Reference 1  pability: No  Site Reference 23  pability: No  Site Reference 0.27	CU/07 Net d Site Avail  42   Dwellir  CU/08 Net d Site Avail  Dwellir  CU/09 Net d Site Avail  Dwellir  CU/10 Net d	Settlemen evelopable are able:   Settlemen evelopable are able: X  Nogs  Settlemen evelopable are able: X  Nogs  Settlemen evelopable are able: X  Nogs  Nog	t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU ea (ha): ot curren evelopab t CU ea (ha):	Ward  tly developed (6-10 y)  Ward  0.6  tly developed (6-10 y)  Ward  20  tly developed (6-10 y)  Ward  Ward  Ward	Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A pable rears)  Pr Site A	Site coposed chievab No Site coposed chievab No Site coposed chievab No Site coposed chievab No Site coposed chievab	location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings	Land north west of Chatfield Road 2 Medium- 40  Developable (11 years +)  Land east of Crouchlands Farm, C 2 Medium- 40  Developable (11 years +)  Land north of Cuckfield by-pass, C 1 Lower- 30  Developable (11 years +)  Delmon House, High Street, Cuck	No Cuckfield G	eld  irid Ref:    irid Ref:    irid Ref:    irid Ref:	530995 124838  Dwellings  530445 125655  Dwellings  530825 124170  Dwellings

<b>I SHLAA ID</b> 189	Site Reference	CU/11	Settlemer	t CII	Ward		Site	location / address:	Land north of Tower House Close,	Cuckfield	
Gross site area (ha)			evelopable ar		2.67	Dr		site density (dph):	2 Medium- 40	Grid Ref:	530366 125231
Site Suitable: X	2.1	Site Availa		ea (IIa).	2.07	Site Ac			2 Medium- 40	Gila Kei.	330300 123231
Deliverability / Develo	nahility:	Oite Availe		lot curren	tly develo		Jilie van	)ie. <b>▼</b>			
Deliverable (1-5 years)		Dwellin		evelopab			No	Dwellings	Developable (11 years +)	No	Dwellings
					<u> </u>	, ca.c <sub>j</sub>				-	2 ege
SHLAA ID 177	Site Reference	CU/14	Settlemer		Ward	_		location / address:	Land south of Manor Drive, Cuckfi		500070 405070
Gross site area (ha)	1.65		evelopable aı	rea (ha):	1.65			I site density (dph):	1 Lower- 30	Grid Ref:	530370 125270
Site Suitable: X		Site Availa		l=4	41	Site Ad		ole: ✓			
Deliverable (4.5 years)		Dwallin		lot curren			<b>V</b>	Dwellings	Davidanable (11 veers 1)	No	Dwellings
Deliverable (1-5 years)	No	Dwellin	gs D	evelopab	ie (6-10 )	rears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 176	Site Reference	CU/15	Settlemer		Ward			location / address:	Land off Polestub Lane, Cuckfield		
Gross site area (ha)	1.3	Net de	evelopable aı	rea (ha):	1.3	Pro	posed	I site density (dph):	1 Lower- 30	Grid Ref:	530630 125235
Site Suitable: X		Site Availa	able: X			Site A	hievab	ole: 🗸			
Deliverability / Develo				lot curren			~				
Deliverable (1-5 years)	No	Dwellin	gs D	evelopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 479	Site Reference	CU/16	Settlemer	t CU	Ward		Site	location / address:	Land at Hanlye Lane to the east of	f Ardingly Road,	Cuckfield
Gross site area (ha)	7.8	Net de	evelopable ar	rea (ha):	5.1	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	530878 125452
Site Suitable: ✓		Site Availa				Site Ad					
Deliverability / Develo	pability:	1	N	lot curren	tly develo	pable					
Deliverable (1-5 years)	No	Dwellin	gs D	evelopab	le (6-10 y	/ears)	Yes	105 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 178	Site Reference	CU/20	Settlemer	nt CU	Ward		Site	location / address:	Land north of Tower House Close,	Cuckfield	
Gross site area (ha)	0.8	Net de	evelopable ai	rea (ha):	0.8	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	530385 125220
Site Suitable: X		Site Availa				Site Ad	•	, , , ,			
Deliverability / Develo	pability:	1		lot curren	tly develo	pable	~				
Deliverable (4 Fiveers)							N 1				
Deliverable (1-5 years)	No	Dwellin	gs D	evelopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
, , , , , , , , , , , , , , , , , , ,	<u> </u>	1		evelopab	, ,	/ears)					Dwellings
SHLAA ID 227	Site Reference	CU/24	Settlemer	evelopab nt CU	Ward		Site	location / address:	Land to the north of Glebe Road, C	Cuckfield	Ÿ
SHLAA ID 227 Gross site area (ha)	Site Reference	CU/24	Settlemer evelopable ar	evelopab nt CU	, ,	Pro	Site oposed	location / address:			_
SHLAA ID 227 Gross site area (ha) Site Suitable: ✓	Site Reference	CU/24	Settlemer evelopable arable: ✓	evelopab nt CU rea (ha):	<b>Ward</b> 4.0	Pro Site Ac	Site oposed	location / address:	Land to the north of Glebe Road, C	Cuckfield	V
SHLAA ID 227 Gross site area (ha)	Site Reference 9 ppability:	CU/24	Settlemer evelopable arable: V	evelopab nt CU	Ward 4.0	Pro Site Ac	Site oposed	location / address:	Land to the north of Glebe Road, C	Cuckfield	Ÿ
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develo	Site Reference 9  ppability: No	CU/24 Net de Site Availa	Settlemer evelopable arable: ✓	evelopab  t CU rea (ha):  lot curren evelopab	Ward 4.0 tly develo	Pro Site Ac	Site oposed chievab	location / address: I site density (dph): Die:   110   Dwellings	Land to the north of Glebe Road, 0 1 Lower- 30  Developable (11 years +)	Cuckfield Grid Ref:	530842 125207
SHLAA ID 227 Gross site area (ha) Site Suitable: ✓ Deliverability / Develor Deliverable (1-5 years) SHLAA ID 522	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25	Settlemer evelopable and able:   gs N	evelopab  t CU rea (ha):  lot curren evelopab  t CU	Ward 4.0	Pro Site Ac ppable /ears)	Site oposed chievab	location / address: I site density (dph): ole:   110   Dwellings location / address:	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfield	Cuckfield Grid Ref: No	530842 125207  Dwellings
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha)	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de	Settlemer evelopable and settlemer Description Settlemer evelopable and settlemer sevelopable and sevelopable an	evelopab  t CU rea (ha):  lot curren evelopab  t CU	Ward 4.0 tly develo	Pro Site Ac opable vears)	Site posed Site	location / address: I site density (dph): ole:   110   Dwellings location / address: I site density (dph):	Land to the north of Glebe Road, 0 1 Lower- 30  Developable (11 years +)	Cuckfield Grid Ref:	530842 125207  Dwellings
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha) Site Suitable:	Site Reference 9  pability:     No  Site Reference 0.23	CU/24  Net de Site Availa  Dwellin  CU/25	Settlemer evelopable and settlemer Description of the settlemer evelopable and settlemer evelopable evelopa	evelopab  rea (ha):  lot curren evelopab  nt CU rea (ha):	Ward 4.0 tly develo	Pro Site Acopable (vears)	Site posed Site	location / address: I site density (dph): ole:   110   Dwellings location / address: I site density (dph):	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfield	Cuckfield Grid Ref: No	530842 125207  Dwellings
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha)	Site Reference 9 pability: No Site Reference 0.23 pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de	Settlemer evelopable and settlemer evelopable evelo	evelopab  t CU rea (ha):  lot curren evelopab  t CU	Ward 4.0 tly develope (6-10 y Ward	Pro Site Acopable Pro Site Acopable	Site posed Site	location / address: I site density (dph): ole:   110   Dwellings location / address: I site density (dph):	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfield	Cuckfield Grid Ref: No	530842 125207  Dwellings
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de Site Availa	Settlemer evelopable ar able:   gs	evelopab  nt CU rea (ha):  lot curren evelopab  nt CU rea (ha):  lot curren evelopab	Ward 4.0 tly develo	Pro Site Acopable Pro Site Acopable	Site oposed thievals Yes Site oposed thievals	location / address: I site density (dph): Die:   110   Dwellings  location / address: I site density (dph): Die:    Dwellings	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfiel 2 Medium- 40  Developable (11 years +)	Cuckfield Grid Ref: No d Grid Ref:	Dwellings 530565 124695
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 545	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de Site Availa  14   Dwellin  CU/26	Settlemer evelopable ar able:    Settlemer  Settlemer evelopable ar able:    Settlemer  Settlemer	evelopab  t CU  rea (ha):  lot curren evelopab  t CU  rea (ha):  lot curren evelopab  t CU  rea (ha):	Ward 4.0 tly developed (6-10 y ward tly developed (6-10 y Ward	Pro Site Acopable //ears)  Pro Site Acopable //ears)	Site oposed thievable site oposed thievable No	location / address: I site density (dph): Die:   110 Dwellings  location / address: I site density (dph): Die:   Dwellings  location / address:	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfield 2 Medium- 40  Developable (11 years +)  11 Manor Drive, Cuckfield.	Ouckfield Grid Ref:  No  Grid Ref:  No  No  No	Dwellings    530842 125207
SHLAA ID 227 Gross site area (ha) Site Suitable:   Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha) Site Suitable:   Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 545 Gross site area (ha)	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de Site Availa  14   Dwellin  CU/26  Net de	Settlemer evelopable ar able:   Settlemer evelopable ar able:   Settlemer evelopable ar able:   Settlemer evelopable ar able:   Settlemer evelopable ar	evelopab  t CU  rea (ha):  lot curren evelopab  t CU  rea (ha):  lot curren evelopab  t CU  rea (ha):	Ward 4.0 tly develo	Pro Site Acopable //ears)  Pro Site Acopable //ears)  Pro	Site posed chievab	location / address: I site density (dph): Die:   110	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfiel 2 Medium- 40  Developable (11 years +)	Cuckfield Grid Ref: No d Grid Ref:	Dwellings    530842 125207
SHLAA ID 227 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 545 Gross site area (ha) Site Suitable: X	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de Site Availa  14   Dwellin  CU/26	Settlemer evelopable ar able:   Settlemer	evelopab  rea (ha):  lot curren evelopab  nt CU rea (ha):  lot curren evelopab  nt CU rea (ha):  curren evelopab  nt CU rea (ha):	Ward 4.0 tly developed (6-10 y ward tly developed (6-10 y ward 0.57	Pro Site Acopable Pro Site Aco	Site posed chievab	location / address: I site density (dph): Die:   110	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfield 2 Medium- 40  Developable (11 years +)  11 Manor Drive, Cuckfield.	Ouckfield Grid Ref:  No  Grid Ref:  No  No  No	Dwellings    530842 125207
SHLAA ID 227 Gross site area (ha) Site Suitable:   Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 522 Gross site area (ha) Site Suitable:   Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 545 Gross site area (ha)	Site Reference 9  pability:	CU/24  Net de Site Availa  Dwellin  CU/25  Net de Site Availa  14   Dwellin  CU/26  Net de	Settlemer evelopable ar able:   Settlemer evelopable ar able:   Settlemer evelopable ar able:   Settlemer evelopable ar able:   Negs	evelopab  t CU  rea (ha):  lot curren evelopab  t CU  rea (ha):  lot curren evelopab  t CU  rea (ha):	Ward 4.0 tly developed (6-10 y ward tly developed (6-10 y ward 0.57 tly developed (9.57)	Pro Site Acopable (rears)  Pro Site Acopable (rears)  Pro Site Acopable (rears)	Site posed chievab	location / address: I site density (dph): Die:   110	Land to the north of Glebe Road, C 1 Lower- 30  Developable (11 years +)  Tentercroft, Broad Street, Cuckfield 2 Medium- 40  Developable (11 years +)  11 Manor Drive, Cuckfield.	Ouckfield Grid Ref:  No  Grid Ref:  No  No  No	Dwellings    530842 125207

Deliverability   Developability:	Gross site area (ha) 1.17  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  East Grinstead – Imberhorne  SHLAA ID 5 Site Reference Gross site area (ha) 0.38  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) No	Net developab Site Available:   Dwellings  e EG/A/01 Settle Net developab Site Available:   Dwellings  e EG/A/02 Settle Net developab Site Available:   Net developab	Not current Developable  ment EG le area (ha):  Not current Developable  ment EG  Berner EG  Berner EG  Berner EG  Berner EG  Berner EG	1.20 tly develo le (6-10 y  Ward 0.38 tly develo le (6-10 y  Ward	A Pro Site Ac pable	oposed chievab No Site oposed	Dwellings  location / address: site density (dph):	1 Lower- 30  Developable (11 years +)  Land adjoining Acacia Cottage, 15	No No Crawley Down	Dwellings Road							
Site Statistation   Site Analysis   Site Ana	Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  East Grinstead – Imberhorne  SHLAA ID 5 Site Reference Gross site area (ha) 0.38  Site Suitable: X  Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable: V  Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable: V  Deliverability / Developability: Deliverable (1-5 years) No	Dwellings  e EG/A/01 Settle Net developab Site Available: ✓  Dwellings  e EG/A/02 Settle Net developab Site Available: ✓	Not current Developable  ment EG  le area (ha):  Not current Developable  ment EG	tly develo le (6-10 y Ward 0.38 tly develo le (6-10 y	A Pro Site Ac pable	No Site oposed	Dwellings  location / address: site density (dph):	Developable (11 years +)  Land adjoining Acacia Cottage, 15	No No I	Dwellings Road							
Deliverability / Developability:	Deliverability / Developability: Deliverable (1-5 years) No  East Grinstead - Imberhorne  SHLAA ID 5 Site Reference Gross site area (ha) 0.38  Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable: V Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable: V Deliverability / Developability: Deliverability / Developability: Deliverable (1-5 years) No	Dwellings  e EG/A/01 Settle Net developab Site Available: ✓  Dwellings  e EG/A/02 Settle Net developab Site Available: ✓	Developable EG  Not current Developable Developable EG	Ward 0.38 tly develo le (6-10 y	A Pro Site Ac pable	No Site oposed	Dwellings  location / address: site density (dph):	Land adjoining Acacia Cottage, 15	1 Crawley Down	Road							
Deliverability / Developability:	Deliverable (1-5 years) No  East Grinstead – Imberhorne  SHLAA ID 5 Site Reference Gross site area (ha) 0.38  Site Suitable: X  Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable: V  Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable: V  Deliverable (1-5 years) 1.1  Site Suitable: V  Deliverable (1-5 years) No	Dwellings  e EG/A/01 Settle Net developab Site Available: ✓  Dwellings  e EG/A/02 Settle Net developab Site Available: ✓	Developable EG  Not current Developable Developable EG	Ward 0.38 tly develo le (6-10 y	A Pro Site Ac pable	Site oposed chievab	location / address: site density (dph):	Land adjoining Acacia Cottage, 15	1 Crawley Down	Road							
Deliverable (1-5 years)	Deliverable (1-5 years) No  East Grinstead – Imberhorne  SHLAA ID 5 Site Reference Gross site area (ha) 0.38  Site Suitable: X  Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable: V  Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable: V  Deliverable (1-5 years) 1.1  Site Suitable: V  Deliverable (1-5 years) No	e EG/A/01 Settle Net developab Site Available: ✓  Dwellings  e EG/A/02 Settle Net developab Site Available: ✓	Developable EG  Not current Developable Developable EG	Ward 0.38 tly develo le (6-10 y	A Pro Site Ac pable	Site oposed chievab	location / address: site density (dph):	Land adjoining Acacia Cottage, 15	1 Crawley Down	Road							
Set   Company	East Grinstead – Imberhorne  SHLAA ID 5 Site Reference Gross site area (ha) 0.38  Site Suitable: X  Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable:   Deliverability / Developability: Deliverability / Developability: Deliverable (1-5 years) No	e EG/A/01 Settle Net developab Site Available: ✓  Dwellings  e EG/A/02 Settle Net developab Site Available: ✓	ement EG le area (ha):  Not current Developablement EG	Ward 0.38  tly develo le (6-10 y	A Pro Site Ac	Site oposed chievab	location / address: site density (dph):	Land adjoining Acacia Cottage, 15	1 Crawley Down	Road							
SHLAA   D	SHLAA ID 5 Site Reference Gross site area (ha) 0.38 Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45 Site Suitable: ✓ Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1 Site Suitable: ✓ Deliverability / Developability: Deliverable (1-5 years) No	Net developab Site Available:   Dwellings  e EG/A/02 Settle Net developab Site Available:	Not current Developablement EG	0.38 tly develo le (6-10 y	Pro Site Ac pable	oposed chievab	site density (dph):										
Site Suitable   Commonwealth   Com	Gross site area (ha) 0.38  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No	Net developab Site Available:   Dwellings  e EG/A/02 Settle Net developab Site Available:	Not current Developablement EG	0.38 tly develo le (6-10 y	Pro Site Ac pable	oposed chievab	site density (dph):										
Site Audiable:	Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No	Dwellings  e EG/A/02 Settle  Net developab  Site Available: ✓	Not current Developablement EG	tly develo le (6-10 y <b>Ward</b>	Site Ac	chievab		1 Lower- 30	Grid Ref:	536120 139300							
Deliverability   Developability:	Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable: ✓  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years) No	Dwellings  e EG/A/02 Settle  Net developab  Site Available: ✓	Developablement EG	le (6-10 y Ward	pable		ole: ✓			300120100000							
Deliverabile (1-5 years)   No   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings	Deliverable (1-5 years) No  SHLAA ID 49 Site Reference Gross site area (ha) 0.45  Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable:  Deliverability / Developability: Deliverable (1-5 years) No	e EG/A/02 Settle Net developab Site Available:	Developablement EG	le (6-10 y Ward		<b>✓</b>											
Settament   Sett	SHLAA ID 49 Site Reference Gross site area (ha) 0.45 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1 Site Suitable:  Deliverability / Developability: Deliverable (1-5 years) No	e EG/A/02 Settle Net developab Site Available:	ement EG	Ward	ears)												
Site Suitable   V	Gross site area (ha) 0.45 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) No	Net developab Site Available: ✓				No	Dwellings	Developable (11 years +)	No	Dwellings							
Site Suitable   V	Gross site area (ha) 0.45 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) No	Net developab Site Available: ✓			Α	Site	location / address:	Rentokil House Garland Road Ea	est Grinstead								
Site Available:   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   Coross 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 Avail	Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference  Gross site area (ha) 1.1  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) No	Site Available: 🗸	ne area (ma).	0.45						E20060 120E20							
Deliverability / Developability:	Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 21 Site Reference Gross site area (ha) 1.1  Site Suitable:  Deliverability / Developability: Deliverable (1-5 years) No			0.43		•		4 Flatted- 50-100+	Gild Rei.	330009 130329							
Deliverable (1-5 years)   Yes   88   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings	Deliverable (1-5 years)  SHLAA ID  21  Site Reference Gross site area (ha)  1.1  Site Suitable:   Deliverability / Developability: Deliverable (1-5 years)  No	88 Dwellings															
SHLAA ID   21   Site Reference   EG/A/03   Settlement   EG   Ward   A   Site location / address:   Land south of Copthorne Road, Felbridge	SHLAA ID 21 Site Reference Gross site area (ha) 1.1 Site Suitable: ✓ Deliverability / Developability: Deliverable (1-5 years) No	55 Dwellings				No	Dwellings	Developable (11 years ±)	No	Dwellings							
Site Acide   Site   S	Gross site area (ha) 1.1 Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) No			ie (0-10 y	cais)	INU	Dweilings	Developable (11 years +)	INO	Dweilings							
Site Available:   Site Availab	Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) No	e EG/A/03 Settle	ement EG	Ward	Α	Site	location / address:	Land south of Copthorne Road, Fe	elbridge								
Site Available:   Site Availab	Deliverability / Developability: Deliverable (1-5 years) No	Net developab	le area (ha):	1.0	Pro	oposed	site density (dph):	2 Medium- 40	Grid Ref:	537012 139522							
Developable (1-5 years)   No   Developable   6-10 years)   Yes   40   Developable   Developable (11 years +)   No   Developable	Deliverable (1-5 years) No	Site Available: ✓	• •							+							
Deliverable (1-5 years)   No   Dwellings   Developable (6-10 years)   Yes   40   Dwellings   Developable (11 years +)   No   Dwellings	Deliverable (1-5 years) No		Not current	tly develo	pable												
Shina   Shin		Dwellings	Developabl	le (6-10 y	ears)	Yes	40 Dwellings	Developable (11 years +)	No	Dwellings							
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: v   Site Available: v   Site Achievable: v    Deliverability / Developability:   Not currently developable   Developable (6-10 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):   Site Achievable: v    Deliverability / Developability:   Not currently developable   V    Deliverability / Developable (1-10 years)   No   Dwellings   Developable (6-10 years)   No   Dwellings    SHLAA ID   335   Site Reference   EG/A/07   Settlement   EG   Ward   A   Site location / address:   Developable (11 years +)   No   Dwellings    SHLAA ID   355   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: X   Site Available: X   Site Achievable: X    Deliverability / Developability:   Not currently developable   V    Deliverability / Developable (1-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings    Developable (1-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings    Developable (1-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings    Developable (1-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings    Developable (1-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings    Developable (1-10 years)   No   Dwellin		E0/A/05 0.44	1 50	<b>VA</b> / I	Δ.	0:1	1	TI N. (1. F. 1.0) 1. 00.00 N. (1. F.		1.5 (0) ( 1							
Site Suitable: V Site Available: V Site Achievable: V Site Indicator (Control of School, East Grinstead)  SHLAA ID 248 Site Reference								5									
Deliverability / Developability:   Developability:   Developability:   Developability:   Developability:   Developability:   Proposed site density (dph):   Developability:	, , , , , , , , , , , , , , , , , , , ,		le area (ha):	0.05				4 Flatted- 50-100+	Grid Ref:	537668 139319							
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: Chool, East Grinstead  Gross site area (ha) 130 Net developable area (ha): 76 Proposed site density (dph): Site Achievable: ✓  Deliverability / Developability: Not currently 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: X Site Available: X Site Available: X Site Achievable: X  Deliverability / Developability: Not currently developable Policy Site Achievable: X Site Achievable: X  Deliverability / Developability: Not currently developable Policy Site Achievable: X Site Achievable: X  Deliverability / Developability: Not currently developable Policy Site Achievable: X Site Achievable: X  Site Available: X Site Achievable: X  Deliverability / Developability: Not currently developable Policy Site Achievable: X  Deliverability / Developability: Not currently developable Policy Site Achievable: X  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: X Site Achievable: ✓		Site Available: ✓				chievab	le: ✓										
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): Site Achievable:   Deliverability / Developability: Developab		- 1					1										
Gross site area (ha) 130	Deliverable (1-5 years) Yes	6 Dwellings	Developab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings							
Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No Developable (6-10 years) No Developable (11 years +) No Developab	SHLAA ID 248 Site Reference	e EG/A/06 Settle	ement EG	Ward	Α	Site	location / address:	I *	ce Farm and Imbe	erhorne Lower							
Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No Developable (6-10 years) No Developable (6-10 years) No Developable (6-10 years) No Developable (6-10 years) No Developable (11 years +) No Developable (11 years +) No Developable (11 years +) No Developable (12 years +) No Developable (13 years +) No Developable (13 years +) No Developable (14 years +) No Developable (15 years +) No Developab	Gross site area (ha) 130	Net developab	le area (ha):	76	Pro	posed	site density (dph):		Grid Ref:	537380 138454							
Deliverability / Developability:   Not currently developable   V	Site Suitable: X		` '	I	Site Ad	hievab	ole: 🗸		-	•							
Deliverable (1-5 years)  No  Dwellings  Developable (6-10 years)  No  Dwellings  Developable (1-5 years)  No  Dwellings  Developable (11 years +)  No  Dwellings	Deliverability / Developability:		Not current	tly develo			,										
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: X  Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Developable (6-10 years)  No  Dwellings  Developable (11 years +)  Outlings  Outlings  No  Dwellings  Developable (11 years +)  Outlings  Developable (11 years +)  Outlings		Dwellings				No	Dwellings	Developable (11 years +)	No	Dwellings							
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: X  Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Developable (6-10 years)  No  Dwellings  Developable (11 years +)  Outlings  Outlings  No  Dwellings  Developable (11 years +)  Outlings  Developable (11 years +)  Outlings	SHLAA ID 335 Site Reference	e FG/A/07 Settle	ement FG	Ward	A	Site	location / address:	The Felbridge Hotel, London Road	L Fast Grinstead								
Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  Developable (6-10 years)  No Dwellings  Developable (6-10 years)  No Dwellings  Developable (6-10 years)  No Dwellings  Developable (11 years +)  Developable (11 years +)  Developable (11 years +)  No Dwellings  SHLAA ID 254  Site Reference  EG/A/10  Settlement  EG Ward A Site location / address:  Cross site area (ha) 0.9  Net developable area (ha):  Proposed site density (dph):  1 Lower- 30  Grid Ref: 538710 138133  Site Suitable: X  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:       X       Site Achievable:       ✓			ic area (iia).	1.0				2 Medium 40	Ond Ref.	001410 108000							
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: X Site Available: X Site Achievable: V		Dwellings					Dwellings	Developable (11 years +)	No	Dwellings							
Gross site area (ha) 0.9 Net developable area (ha): Proposed site density (dph): 1 Lower- 30 Grid Ref: 538710 138133 Site Suitable: X Site Available: X Site Achievable: ✓				, ,			3										
Site Suitable: X Site Available: X Site Achievable: ✓				vvard						T							
			ie area (ha):					1 Lower- 30	Grid Ref:	538710 138133							
Daliverability / Developability:		Sita Availahla: Y					le: ✓										
	Deliverability / Developability:	Oite Available. A	Not current	tiy develo	pable	~	1										
Deliverable (1-5 years) No Dwellings Developable (6-10 years) No Dwellings Developable (11 years +) No Dwellings	Deliverable (1-5 years) No						1										

		nined sites cons							014				
SHLAA ID	197	Site Reference	EG/A/11		ement		Ward	Α		location / address:	Land rear of 17-47 Crawley Down		
Gross site ar		2.6		evelopak	ole area	(ha):	2.6			site density (dph):	1 Lower- 30	Grid Ref	536870 139505
Site Suitable:			Site Availa	ıble: 🗸					chievab	le: ✓			
Deliverability							ly develo		· ·				
Deliverable (1-	5 years)	No	Dwellin	gs 📕	Deve	elopable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	378	Site Reference	EG/A/12		ement	EG	Ward	Α		location / address:	1,3 & 5 Halsford Park Road, East		
Gross site ar		0.31		evelopak	ole area	(ha):	0.31			site density (dph):	2 Medium- 40	Grid Ref	538364 138950
Site Suitable:			Site Availa	ıble: ✓					chievab	le: ✓			
Deliverability							ly develo						
Deliverable (1-	5 years)	Yes	11 Dwellin	gs	Deve	elopable	e (6-10 y	rears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	235	Site Reference	EG/A/13		ement	EG	Ward	Α		location / address:	Land to the west of Imberhorne La	ne, East Grinste	
Gross site are		6.9		evelopak	ole area	(ha):	4.6			site density (dph):	2 Medium- 40	Grid Ref	537600 138560
Site Suitable:			Site Availa	ıble: ✓					chievab	le: ✓			
Deliverability							ly develo						
Deliverable (1-	5 years)	No	Dwellin	gs	Deve	elopable	e (6-10 y	ears)	Yes	140 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	462	Site Reference	EG/A/14	Settle	ement	EG	Ward	Α	Site	location / address:	2-4 Crescent Road, East Grinstea	d	
Gross site ar	ea (ha)	0.07	Net de	evelopak	le area	(ha):	0.07	P	roposed	site density (dph):	4 Flatted- 50-100+	Grid Ref	538770 138341
Site Suitable:	<b>✓</b>		Site Availa	ble: 🗸				Site A	chievab	ole: 🗸			
Deliverability							ly develo						
Deliverable (1-	5 years)	Yes	10 Dwelling	gs	Deve	elopable	e (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	249	Site Reference	EG/A/15	Settle	ement	EG	Ward	Α	Site	location / address:	Land west and south west of East School site	Grinstead and I	mberhorne Lower
Gross site ar	ea (ha)	123	Net de	evelopak	le area	(ha):	95	Pi	roposed	site density (dph):		Grid Ref	537358 138430
Site Suitable:			Site Availa	ble: X					chievab	ole: ✓			
Deliverability							ly develo		~				
Deliverable (1-	5 years)	No	Dwellin	gs	Deve	elopable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	223	Site Reference	EG/A/17	Settle	ement	EG	Ward	Α	Site	location / address:	Land rear of the Parade, London F	Road, East Grins	tead
Gross site are	ea (ha)	0.8		evelopak	le area	(ha):	0.8			site density (dph):	2 Medium- 40	Grid Ref	: 537548 139350
Site Suitable:			Site Availa	ble: X					chievab	le: ✓			
Deliverability							ly develo		<b>Y</b>				
Deliverable (1-	5 years)	No	Dwelling	gs 📕	Deve	elopable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	196	Site Reference	EG/A/18		ement	EG	Ward	Α		location / address:	Land south of Crawley Down Road	d, Felbridge	
Gross site are		3.6		evelopak	ole area	(ha):	2.9			site density (dph):	1 Lower- 30	Grid Ref	536519 139323
Site Suitable:			Site Availa	ble: X					chievab	le: ✓			
Deliverability							ly develo		<b>Y</b>				
Deliverable (1-	5 years)	No	Dwellin	gs	Deve	elopable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	320	Site Reference	EG/A/20		ement	EG	Ward	Α		location / address:	Strath Cottage & 11-15 Copthorne		
Gross site are		0.3		evelopak	ole area	(ha):			•	site density (dph):	1 Lower- 30	Grid Ref	537162 139639
Site Suitable:			Site Availa	ıble: ✓					chievab	le: ✓			
Deliverability							ly develo						
Deliverable (1-	5 years)	Yes	5 Dwelling	gs	Deve	elopable	e (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings

I SHLAA ID	322	Site Reference	EG/A/21	Settlement	EG	Ward	Α	Site	location / address:	Maypole House, Maypole Road, E	ast Grinstead	
Gross site ar	_			velopable area		TT CIT CIT			site density (dph):	4 Flatted- 50-100+	Grid Ref:	538777 138622
Site Suitable:		0.10	Site Availal		(IIa).			chievab		4 1 latted- 30-100+	Ond Ref.	330777 130022
Deliverability		pability:	Ono mana		currently	ly develo		0111014				
Deliverable (1-			12 Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	323	Site Reference	EG/A/22	Settlement	EG	Ward	Α		location / address:			g
						waru				Premier House, Garland Road, Ea		E20704 420E26
Gross site ar Site Suitable:		0.13	Site Availal	velopable area	(na):			oposed chievab	site density (dph):	4 Flatted- 50-100+	Grid Ref:	538784 138526
Deliverability		nahility:	Sile Availai		currenth	ly develo		Cillevan	ne. 🗸			
Deliverable (1-			14 Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
Deliverable (1	o years)	163	14   Dwelling	3 Deve	ciopabic	5 (0-10 y	cais)	110	Dweilings	Developable (11 years +)	110	Dwellings
SHLAA ID	317	Site Reference	EG/A/23	Settlement	EG	Ward	Α	Site	location / address:	Chartwell House, 230-232 London	Road, East Grin	stead
Gross site ar	ea (ha)	0.13	Net de	velopable area	(ha):		Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	538826 138584
Site Suitable:			Site Availal	ole: ✓			Site A	chievab	ole: ✓			
Deliverability						ly develo					, , ,	
Deliverable (1-	·5 years)	Yes	14 Dwelling	s Deve	elopable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	486	Site Reference	EG/A/24	Settlement	EG	Ward	Α	Site	location / address:	Station Car Park, Grosvenor Road	l, East Grinstead	
Gross site ar		1.2		velopable area	(ha):	1.2			site density (dph):	3 Higher- 50	Grid Ref:	538605 138262
Site Suitable:			Site Availal					chievab	ole: ✓			
Deliverability						ly develo		~				
Deliverable (1-	·5 years)	No	Dwelling	s Deve	elopable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	510	Site Reference	EG/A/25	Settlement	EG	Ward	Α	Site	location / address:	Imberhorne Lane car park, Imberh	orne Lane, East	
Gross site ar		0.18		velopable area	(ha):	0.18			site density (dph):	4 Flatted- 50-100+	Grid Ref:	537629 139280
Site Suitable:			Site Availal					chievab	le: ✓			
Deliverability						ly develo						
Deliverable (1-	·5 years)	No	Dwelling	s <b>L</b> Deve	elopable	e (6-10 y	ears)	Yes	18 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	475	Site Reference										
Gross site ar		Site Reference	EG/A/26	Settlement		Ward	Α	Site	location / address:	Car Park, Felbridge Hotel, London	Road, East Grin	stead
				Settlement velopable area		<b>Ward</b> 0.13			location / address: site density (dph):	Car Park, Felbridge Hotel, London 4 Flatted- 50-100+	Road, East Grin <b>Grid Ref</b> :	_
Site Suitable:	<b>✓</b>	0.13		velopable area ble: ✓	(ha):	0.13	Pr Site A		site density (dph):			
Site Suitable: Deliverability	✓ / Develo	0.13 pability:	Net de Site Availal	velopable area ble: ✓ Not	(ha):	0.13 ly develo	Pr Site A	oposed chievab	site density (dph):	4 Flatted- 50-100+	Grid Ref:	537501 139492
Site Suitable:	✓ / Develo	0.13 pability:	Net de	velopable area ble: ✓ Not	(ha):	0.13	Pr Site A	oposed	site density (dph):			
Site Suitable: Deliverability	✓ / Develo	0.13 pability:	Net de Site Availal	velopable area ble: ✓ Not	(ha):	0.13 ly develo	Pr Site A	oposed chievab	site density (dph):	4 Flatted- 50-100+	Grid Ref:	537501 139492  Dwellings
Site Suitable: Deliverability Deliverable (1-	/ Develo -5 years)	0.13 pability: Yes Site Reference	Net de Site Availal 10 Dwelling EG/A/27	velopable area ble:   Not o	currently elopable	0.13 ly develo e (6-10 y	Pr Site A pable ears)	No Site	site density (dph):  le: ✓  Dwellings  location / address:	4 Flatted- 50-100+  Developable (11 years +)	Grid Ref:	Dwellings
Site Suitable: Deliverability Deliverable (1-	/ Develo 5 years) 547 ea (ha)	0.13 pability: Yes Site Reference	Net de Site Availal 10 Dwelling EG/A/27	velopable area ble:   Not of the property of t	currently elopable	0.13 ly develo e (6-10 y	Pr Site A pable ears)	No Site	Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Copt	Grid Ref:  No horne Road, Felk	Dwellings
Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability	/ Develo -5 years) 547 ea (ha) / Develo	0.13 pability: Yes Site Reference 0.36	Net de Site Availal  10 Dwelling  EG/A/27  Net de	velopable area ble:   Not of the second seco	currently elopable  EG (ha): currently currently	0.13 ly develoe (6-10 y  Ward  0.31	Pr Site A pable ears) A Pr Site A	No Site oposed	Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Copti 2 Medium- 40	Grid Ref:  No horne Road, Felk	Dwellings  oridge  537172 139541
Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable:	/ Develo -5 years) 547 ea (ha) / Develo	0.13 pability: Yes Site Reference 0.36	Net de Site Availal  10 Dwelling  EG/A/27  Net de	velopable area ble:   Not of the second seco	currently elopable  EG (ha): currently currently	0.13 ly develo e (6-10 y <b>Ward</b> 0.31	Pr Site A pable ears) A Pr Site A	No Site oposed	Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Copt	Grid Ref:  No horne Road, Felk	Dwellings
Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability	/ Develo -5 years) 547 ea (ha) / Develo	0.13  pability: Yes  Site Reference 0.36  pability:	Net de Site Availal  10   Dwelling  EG/A/27  Net de Site Availal	velopable area ble:   Not of the second seco	currently elopable  EG (ha): currently currently	0.13 ly develoe (6-10 y  Ward  0.31	Pr Site A pable ears) A Pr Site A	No Site oposed chievab	Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Coption 2 Medium- 40	No No Grid Ref:  No Grid Ref:  No No	Dwellings  oridge  537172 139541  Dwellings
Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-	/ Develo 5 years) 547 ea (ha) / Develo 5 years)	0.13  pability: Yes  Site Reference 0.36  pability: No  Site Reference	Net de Site Availal  10 Dwelling  EG/A/27  Net de Site Availal  Dwelling  EG/A/28	velopable area ble:   Not of the property of t	currently elopable  EG (ha):  currently elopable  EG EG	0.13 ly develoe (6-10 y  Ward  0.31 ly develoe (6-10 y	Pr Site A pable   ears)   A Pr Site A pable   ears)	No Site oposed chievab Yes Site	Dwellings  location / address: site density (dph): le:   12   Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Copti 2 Medium- 40  Developable (11 years +)	No No Grid Ref:  No Grid Ref:  No No	Dwellings  pridge  537172 139541  Dwellings  Eelbridge
Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable:	/ Develo 5 years) 547 ea (ha) / Develo 5 years) 548 ea (ha)	0.13  pability: Yes  Site Reference 0.36  pability: No  Site Reference 2.65	Net de Site Availal  10 Dwelling  EG/A/27  Net de Site Availal  Dwelling  EG/A/28	velopable area ble:   Not of the property of t	currently elopable  EG (ha):  currently elopable  EG EG	0.13 ly develope (6-10 y  Ward  0.31 ly develope (6-10 y  Ward	Pr Site A pable   ears)    A Pr Site A pable   ears)    A Pr A Pr A	No Site oposed chievab Yes Site	Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Coption 2 Medium- 40  Developable (11 years +)  Land at rear of and including 17 Company 17 Company 18 Company 19 Company	No   horne Road, Felt   Grid Ref:   No   opthorne Road, F	Dwellings  pridge  537172 139541  Dwellings  Eelbridge
Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar	/ Develo 5 years) 547 ea (ha) / Develo 5 years) 548 ea (ha) / Develo	0.13  pability: Yes  Site Reference 0.36  pability: No  Site Reference 2.65	Net de Site Availal  10 Dwelling  EG/A/27  Net de Site Availal  Dwelling  EG/A/28  Net de	velopable area ble:   Not of the property of t	currently elopable  EG (ha):  currently elopable  EG (ha):  currently elopable  currently elopable  currently elopable  currently elopable	0.13 ly develope (6-10 y  Ward  0.31 ly develope (6-10 y  Ward	Pr Site A pable   ears)    A Pr Site A pable   ears)    A Pr Site A pable   ears)	No Site oposed chievab Yes Site oposed	Dwellings	4 Flatted- 50-100+  Developable (11 years +)  Land rear of 'Mulberry Gate', Coption 2 Medium- 40  Developable (11 years +)  Land at rear of and including 17 Company 17 Company 18 Company 19 Company	No   horne Road, Felt   Grid Ref:   No   opthorne Road, F	Dwellings  pridge  537172 139541  Dwellings  Eelbridge

SHLAA ID
Site Suitable:   Site Available:   Site Available:   Site Achievable:   Deliverability / Developability:  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 13 Site Suitable:   Site Suitable:   Deliverability / Developability: Not currently developable 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 13 Site Suitable:   Site Suitable:   Site Available:   Site Available:   Site Available:   Site Available:   Site Available:   Site Available:   Site Achievable:   Site Achievabl
Deliverability / Developability:  Deliverable (1-5 years) Yes 180 Developable (6-10 years) Yes 390 Developable (11 years +) No Developable (11 years +) No Developable (12 years) No Developable (13 years) No Developable (14 years +) No Developable (15 years) No Developable (15
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 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓  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 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓
East Grinstead – Baldwins  SHLAA ID 81 Site Reference
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 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓  Deliverability / Developability:  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 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓
Gross site area (ha) 7 Net developable area (ha): 7 Proposed site density (dph): 1 Lower- 30 Grid Ref: 538554 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓  Deliverability / Developability:  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 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓
Site Suitable:     Deliverability / Developability:   Not currently developable
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 13         Site Suitable:       Site Available:       Site Achievable:       ✓
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 13  Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓
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 13         Site Suitable:       Site Available:       Site Achievable:       ✓
Gross site area (ha) 0.4 Net developable area (ha): 0.4 Proposed site density (dph): 4 Flatted- 50-100+ Grid Ref: 538641 13 Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓
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 13
Site Suitable: ✓ Site Available: X 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 13 Site Suitable: V Site Available: X Site Achievable: V Deliverability / Developability: Not currently developable V
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable: V Site Available: X Site Achievable: V Deliverability / Developability: Not currently developable V
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13  Site Suitable: ✓ Site Available: X 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 13
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable:   Site Suitable:   Deliverability / Developability:  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 13 Site Suitable:   Site Available:   Site Available: X Site Achievable: X
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable: Site Available: X Site Achievable: Site Achievable: Deliverability / Developability: Not currently developable 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 13 Site Suitable: X Site Achievable: X Deliverability / Developability: Not currently developable Site Achievable: X
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable:   Site Suitable:   Deliverability / Developability:  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 13 Site Suitable:   Site Available:   Site Available: X Site Achievable: X
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable:   Site Suitable:   Deliverability / Developability: Not currently developable  Developable (1-5 years) No Developable (6-10 years) No Developable (11 years +) No Developable (11 years +) No Developable (12 years) No Developable (13 years) No Developable (14 years +) No Developable (15 years) No Developable (15 years) No Developable (15 years) No Developable (15 years) No Developable (16 years) No Developable (16 years) No Developable (17 years +) No Developable (18 years +) No Develop
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable: V  Deliverability / Developability: Not currently developable V  Deliverable (1-5 years) No Developable (6-10 years) No Developable (11 years +) No Developable (11 years +) No Developable (12 years) No Developable (13 years +) No Developable (14 years +) No Developable (15 years) No Developable (17 years +) No Developable (17 years +) No Developable (18 years +) No Devel
Gross site area (ha) 5.7
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13  Site Suitable:   Deliverability / Developability: Deliverable (1-5 years) No Dwellings Developable (6-10 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 13  Site Suitable:   Site Available: X Site Achievable: X  Deliverability / Developability: Not currently developable  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 13
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium-40 Grid Ref: 539044 13 Site Suitable: V Site Available: X Site Achievable: V  Deliverability / Developability: Not currently developable Poeliverability / Developable (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 13 Site Suitable: V Site Available: X Site Achievable: X  Deliverability / Developability: Not currently developable Poevelopable (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 13 Site Suitable: V Site Available: V Site Available: V Site Available: V Site Achievable: V
Gross site area (ha) 5.7 Net developable area (ha): Proposed site density (dph): 2 Medium- 40 Grid Ref: 539044 13 Site Suitable: ✓ Site Available: X Site Achievable: ✓ Deliverability / Developability: Not currently developable (6-10 years) No Dwellings Developable (11 years + No Dwellings Developable (11 years + No Dwellings Developable (12 years) No Dwellings Developable (13 years) No Dwellings Developable (14 years + No Dwellings Developable (15 years) No
Gross site area (ha) 5.7 Net developable area (ha): Site Achievable:   Deliverability / Developability: Site Achievable:   Deliverability / Developability: Not currently developable    Gross site area (ha) 0.12 Net developable area (ha): Site Achievable:   Deliverability / Developability: Not currently developable    Gross site area (ha) 0.12 Net developable area (ha): 0.12 Proposed site density (dph): 4 Flatted-50-100+ Grid Ref: 538822 13 Site Suitable:   Deliverability / Developability: Not currently developable    Site Achievable: X Site Achievable: X Site Achievable: X Deliverability / Developability: Not currently developable    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 13 Site Suitable:   Gross site area (ha) 0.44 Net developable area (ha): 0.44 Proposed site density (dph): 2 Medium-40 Grid Ref: 538610 13 Site Suitable:   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 13
Gross site area (ha) 5.7 Net developable area (ha): Site Suitable:   Site Suitable:   Site Suitable:   Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years) No Dwellings Developable (6-10 years) No Dwellings Developable (6-10 years) No Dwellings Site Achievable:   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 1: Site Suitable:   Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Site Reference EG/B/08 Settlement EG Ward B Site location / address: Site Achievable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Site Reference EG/B/08 Settlement EG Ward B Site location / address: Millfield, Croft, The Conifers and Spinnaker, Windmill Lane, East Grinstead Grinstead Grinstead Grinstead Site Achievable:   Site Suitable:   Site Achievable:   Site Achievable:   Site Achievable:   Site Achievable:   Deliverability / Developability:  Not currently developable (6-10 years) No Dwellings Developable (11 years +) No Dwellings  Developable (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 1: Site Suitable:   Site Achievable:   Si
Gross site area (ha) 5.7

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SHLAA ID	324	Site Reference	EG/B/11	Settlemen	nt EG	Ward	В	Site	location / ad	ddress:	Meadway Garage, Lowdells Lane,	East Grinstead	
Gross site are	a (ha)	0.16		velopable ar	rea (ha):				d site density	/ (dph):	3 Higher- 50	Grid Ref:	538365 139463
Site Suitable:			Site Availa				Site Ac	chievat	ble: ✓				
Deliverability /	Develor	pability:			lot current								
Deliverable (1-5	years) ز	Yes	9 Dwelling	js 📘 D	evelopabl	le (6-10 y	ears)	No	Dv	wellings	Developable (11 years +)	No	Dwellings
											Land at 2 Sackville Lane and rear	gardens of 4 Sack	ville Lane, 10
SHLAA ID	397	Site Reference	EG/B/15	Settlemen	nt EG	Ward	В	Site	location / ac	ddress:	Felbridge Close and Waikiki and S Grinstead		
Gross site are	a (ha)	0.32	Net de	velopable ar	rea (ha):	0.32	Pro	oposed	d site density	/ (dph):	1 Lower- 30	Grid Ref:	538025 139240
Site Suitable:			Site Availa				Site Ad	hievak	ble: ✓				
Deliverability /					lot current					•			
Deliverable (1-5	years) ز	Yes	9 Dwelling	js 📘 D	evelopabl	le (6-10 y	rears)	No	Dv	wellings	Developable (11 years +)	No I	Dwellings
East Grinste	ead – <i>F</i>	Ashnlats											
SHLAA ID	52	Site Reference	EG/C/02	Settlemen	nt EG	Ward	С	Site	location / ac	ddress:	Land rear of 240 - 258 Holtye Road House, Holtye Road, East Grinstea		ng Ashplats
Gross site are	a (ha)	5.4	Net de	velopable ar	rea (ha):	5.4	Pro	pposed	d site density	/ (dph):	1 Lower- 30	Grid Ref:	540825 139185
Site Suitable:		<u> </u>	Site Availa		(1147)	<b>.</b>	Site Ad			(	. 20.10. 00		0.0020.00.00
Deliverability /		pability:			lot current	tlv develo							
Deliverable (1-5			40 Dwelling		evelopabl			No	Dv	wellings	Developable (11 years +)	No	Dwellings
SHLAA ID	53	Site Reference	EG/C/03	Settlemen	nt EG	Ward	С	Site	location / ad	ddress:	Land rear of 240 - 254 Holtye Road	d	
Gross site are				velopable ar			Pro		d site density			Grid Ref:	540695 139460
Site Suitable:		0.00	Site Availa		ou (nu)		Site Ac			, (ωρ.ι.).		Ond iton	010000 100100
Deliverability /		pability:			lot current	tlv develo		~					
Deliverable (1-5	•	No	Dwelling		evelopabl			No	Dv	wellings	Developable (11 years +)	No	Dwellings
												No I	Dwellings
SHLAA ID	145	Site Reference	EG/C/04	Settlemen	nt EG	Ward	С	Site	location / ad	ddress:			•
					_		•				Land east of Fairlight Lane, Holtye	Road, East Grins	stead
SHLAA ID  Gross site are Site Suitable:	ea (ha)			velopable ar	_	Ward 0.4	•	posed	d site density				•
Gross site are	ea (ha)	0.4	Net de	velopable ar ble: ✓	_	0.4	Pro Site Ac	posed	d site density		Land east of Fairlight Lane, Holtye	Road, East Grins	stead
Gross site are:	ea (ha) X ' Develor	0.4	Net de	evelopable ar ble: ✓	rea (ha):	0.4	Pro Site Ac	oposed chievat	d site density ble: ✓		Land east of Fairlight Lane, Holtye	Road, East Grins Grid Ref:	stead
Gross site are: Site Suitable: 2 Deliverability /	ea (ha) X ' Develor	0.4 pability:	Net de Site Availa	evelopable ar ble: ✓	rea (ha): lot current evelopabl	0.4	Pro Site Ac	oposed chievak v No	d site density ble: ✓	/ (dph): wellings	Land east of Fairlight Lane, Holtye 1 Lower- 30	Road, East Grins Grid Ref:	stead 540930 139400
Gross site are: Site Suitable: 3 Deliverability / Deliverable (1-5	ea (ha) X Develor years)	0.4  pability:  No  Site Reference	Net de Site Availa  Dwelling	evelopable ar ble: V	rea (ha): lot current evelopabl	0.4 tly develo	Pro Site Adopable (pable (rears)	oposed chievak V No	d site density ble:   Dv	wellings	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)	Road, East Grins Grid Ref:	stead 540930 139400
Gross site are: Site Suitable: > Deliverability / Deliverable (1-5	A (ha)  X  Develor  years)  312  a (ha)	0.4  pability:  No  Site Reference	Net de Site Availa  Dwelling	evelopable and ble:   Settlement evelopable and settlement evelopable eve	rea (ha): lot current evelopabl	0.4 tly develo le (6-10 y	Pro Site Adopable (pable (rears)	oposed chievak No Site	d site density ble:   Dv  location / acd d site density	wellings	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East 0	Road, East Grins Grid Ref:  No	stead 540930 139400 Dwellings
Gross site are: Site Suitable: 3 Deliverability / Deliverable (1-5 SHLAA ID Gross site are: Site Suitable: 3 Deliverability /	ea (ha) X Develop 5 years) 312 ea (ha) ✓	0.4  pability: No  Site Reference 0.4	Dwelling  EG/C/05  Net de  Site Availa	evelopable arble:   Settlement evelopable arble:   NOTE TO SETTLEMENT ARBLE AR	rea (ha): lot current evelopabl  nt EG rea (ha):	0.4  tly develo	Site Adopable Pro	oposed chievak No Site	d site density ble:   Dv  location / acd d site density ble:	wellings ddress: (dph):	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East 0 3 Higher- 50	Road, East Grins Grid Ref:  No	stead 540930 139400 Dwellings
Gross site are: Site Suitable: 3 Deliverability / Deliverable (1-5 SHLAA ID Gross site are: Site Suitable: 4	ea (ha) X Develop 5 years) 312 ea (ha) ✓	0.4  pability:  No  Site Reference  0.4  pability:	Dwelling EG/C/05 Net de	evelopable arble:   Settlement evelopable arble:   NOTE TO SETTLEMENT ARBLE AR	rea (ha): lot current evelopabl nt EG rea (ha):	0.4  tly develo	Site Adopable Pro	oposed chievak No Site	d site density ble:   Dv  location / acd d site density ble:	wellings	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East 0	Road, East Grins Grid Ref:  No        Grinstead Grid Ref:	stead 540930 139400 Dwellings
Gross site are: Site Suitable: 3 Deliverability / Deliverable (1-5 SHLAA ID Gross site are: Site Suitable: 3 Deliverability /	ea (ha) X Develop 5 years) 312 ea (ha) ✓	0.4  pability:  No  Site Reference  0.4  pability:	Dwelling  EG/C/05  Net de  Site Availa	evelopable arble:   Settlement evelopable arble:   NOTE TO SETTLEMENT ARBLE AR	rea (ha): lot current evelopabl nt EG rea (ha):	0.4  tly develo	Site Adopable Pro	No Site opposed chievals	d site density ble:   Dv  location / acd d site density ble:	wellings ddress: (dph):	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East C 3 Higher- 50  Developable (11 years +)  St. Lukes House and St. Lukes Ch	Road, East Grins Grid Ref:  No        Grinstead Grid Ref:	540930 139400  Dwellings  540090 139488  Dwellings
Gross site are: Site Suitable: 2 Deliverability / Deliverable (1-5 SHLAA ID Gross site are: Site Suitable: 2 Deliverability / Deliverable (1-5	ea (ha) X Y Develor 5 years) 312 ea (ha) Y Develor 5 years) 439	0.4  pability:  No  Site Reference  0.4  pability:  Yes	Net de Site Availa  Dwelling  EG/C/05  Net de Site Availa  19 Dwelling  EG/C/07	svelopable arble:   Settlement evelopable arble:   N Settlement evelopable arble:   N S S S S S S S S S S S S S S S S S S	rea (ha): lot current levelopable nt EG rea (ha): lot current levelopable nt EG	0.4  tly develope (6-10 y  Ward  0.4  tly develope (6-10 y	Pro Site Ac opable (rears)  C Pro Site Ac opable (rears)  C C C C C C C C C C C C C C C C C C C	No Site	ble:  Dve location / acceptage	wellings ddress: (dph): wellings ddress:	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East 0 3 Higher- 50  Developable (11 years +)	Road, East Grins Grid Ref:  No        Grinstead Grid Ref:	540930 139400  Dwellings  540090 139488  Dwellings
Gross site area Site Suitable: 3 Deliverability / Deliverable (1-5 SHLAA ID Gross site area Site Suitable: 3 Deliverability / Deliverable (1-5 SHLAA ID	ea (ha) X / Develor 5 years) 312 ea (ha) V / Develor 5 years) 439 ea (ha)	0.4  pability:    No    Site Reference 0.4  pability:   Yes    Site Reference	Net de Site Availa  Dwelling  EG/C/05  Net de Site Availa  19 Dwelling  EG/C/07	Settlemen  Settlemen  Settlemen  Settlemen  Settlemen  Settlemen	rea (ha): lot current evelopabl nt EG rea (ha): lot current evelopabl nt EG	0.4  tly developed (6-10 y)  Ward  0.4  tly developed (6-10 y)  Ward	Pro Site Ac opable (rears)  C Pro Site Ac opable (rears)  C C C C C C C C C C C C C C C C C C C	No Site No Site Oposed Chievak No Site Oposed Chievak	ble:   blocation / act    blocation / act    blocation / act    clocation / act    clocat	wellings ddress: (dph): wellings ddress:	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East 0 3 Higher- 50  Developable (11 years +)  St. Lukes House and St. Lukes Ch	Road, East Grins Grid Ref:  No        Grinstead Grid Ref:  No        urch, Holtye Aver	Dwellings  540990 139488  Dwellings  Dwellings  Dwellings
Gross site area Site Suitable: 3 Deliverability / Deliverable (1-5 SHLAA ID Gross site area Site Suitable: 4 Deliverable (1-5 SHLAA ID Gross site area SHLAA ID Gross site area	ea (ha) X / Develor 5 years) 312 ea (ha) V / Develor 5 years) 439 ea (ha) v	0.4  pability:  No  Site Reference 0.4  pability:  Yes  Site Reference 0.14  pability:	Net de Site Availa  Dwelling  EG/C/05  Net de Site Availa  19 Dwelling  EG/C/07  Net de	Settlemen  Settlemen  Settlemen  Velopable ar  ble:   N  Settlemen  Velopable ar  ble:   N  Settlemen  Velopable ar  N  N  N  N  N  N  N  N  N  N  N  N  N	rea (ha): lot current evelopabl nt EG rea (ha): lot current evelopabl nt EG	0.4  tly developed (6-10 y)  Ward 0.4  tly developed (6-10 y)  Ward 0.14	Pro Site Ac opable (rears)  C Pro Site Ac opable (rears)  C Pro Site Ac opable (rears)	No Site No Site Oposed Chievak No Site Oposed Chievak	ble:   blocation / act    blocation / act    blocation / act    clocation / act    clocat	wellings ddress: (dph): wellings ddress:	Land east of Fairlight Lane, Holtye 1 Lower- 30  Developable (11 years +)  Guinea Pig, Holtye Avenue, East 0 3 Higher- 50  Developable (11 years +)  St. Lukes House and St. Lukes Ch	Road, East Grins Grid Ref:  No        Grinstead Grid Ref:  No        urch, Holtye Aver	Dwellings  540990 139488  Dwellings  Dwellings  Dwellings

		C' D (					_	0:4	1		N 1 5 10: 1			
SHLAA ID	96	Site Reference	EG/C/09	Settleme		Ward	С		location / a		Stonequarry Woods, East Grinste	-		
Gross site are		1.9		velopable a	rea (ha):	1.9			l site densi	ty (dph):	1 Lower- 30		Grid Ref:	539750 139400
Site Suitable:			Site Availa					chievat	ole: ✓					
Deliverability .						ntly develo								
Deliverable (1-	5 years)	Yes	40 Dwelling	js 📕 [	Developal	ole (6-10 y	/ears)	No		Owellings	Developable (11 years +)	No	I	Dwellings
SHLAA ID	399	Site Reference	EG/C/10	Settleme	nt EG	Ward	С	Site	location / a	address:	Land at Shovelstrode Beacon, re Holtye Road	ar of Sh	novelstrode	Cottage and 262
Gross site are	ea (ha)	0.8	Net de	velopable a	rea (ha):	0.8	Pr	oposed	d site densit	tv (dph):	1 Lower- 30		Grid Ref:	540833 139395
Site Suitable:	. ,		Site Availa		( )			chievak				1		
Deliverability		pability:			Not currer	ntly develo								
Deliverable (1-			19 Dwelling			ole (6-10 y	•	No		wellings	Developable (11 years +)	No		Dwellings
SHLAA ID	119	Site Reference	EG/C/11	Settleme		Ward	С		location / a		122-126 Holtye Road, East Grinst		<u> </u>	- 3-
Gross site are	ea (ha)	0.46	Net de	velopable a	rea (ha):		Pr	oposed	d site densit	ty (dph):	1 Lower- 30		Grid Ref:	540083 139180
Site Suitable:			Site Availa		· · · · · · · · · · · · · · · · · · ·	1		chievak			1	1		<u> </u>
Deliverability		pability:			Not currer	ntly develo								
Deliverable (1-		Yes	7 Dwelling			ole (6-10 y		No		Owellings	Developable (11 years +)	No		Dwellings
SHLAA ID	513	Site Reference	EG/C/13	Settleme	nt EG	Ward	С	Site	location / a	ddress:	Land corner of Holtye Road/ Black	kwell Fa	arm Road. I	East Grinstead
Gross site are		0.55		velopable a			_		site densit		2 Medium- 40		Grid Ref:	539726 138805
Site Suitable:		0.00	Site Availa		ioa (iia).	0.00		chievat		.y (ap.i.).	2 Modiam To		Ona iton	000720 100000
Deliverability		nahility:	One Avana		Not currer	ntly develo		oiiio vak	JIG. 1					
Deliverable (1-		No No	Dwelling			ole (6-10 y		Yes	22 [	wellings	Developable (11 years +)	No		Dwellings
		-					rears)			· ·				- wellings
SHLAA ID	146	Site Reference	EG/C/14	Settleme		Ward			location / a		Land at Worsted Farm, East Grins	stead		
Gross site are	ea (ha)	4.5	Net de	velopable a	rea (ha):	3	Pr	oposed	l site densit	ty (dph):	1 Lower- 30		Grid Ref:	540955 138189
Site Suitable:	×		Site Availa	ble: X			Site A	chievak	ole: 🗸					
Deliverability .	/ Develo	pability:				ntly develo		~						
Deliverable (1-	5 years)	No	Dwelling	js 📕 [	Developal	ole (6-10 y	/ears)	No		wellings	Developable (11 years +)	No	I	Dwellings
East Grinst	ead – F	lerontye												
SHLAA ID	22	Site Reference	EG/D/01	Settleme	nt EG	Ward	D	Site	location / a	address:	Land to rear of Dunnings Mill Spo Grinstead	rts Club	Dunnings	Rd, East
Gross site are		0.9		velopable a	rea (ha):	0.9			l site densi	ty (dph):	30		Grid Ref:	539140 137060
Site Suitable:			Site Availa					chievat	ole: 🗸					
<b>Deliverability</b>	/ Develo	pability:			Not currer	ntly develo	pable	~						
Deliverable (1-	5 years)	No	Dwelling	js [	Developal	ole (6-10 y	/ears)	No		Owellings	Developable (11 years +)	No		Dwellings
SHLAA ID	17	Site Reference	EG/D/02	Settleme		Ward	D		location / a		Land adj. Great Harwood Farm H Grinstead	ouse of	f Harwoods	
Gross site are	ea (ha)	56		velopable a	rea (ha):				d site densit	ty (dph):	1 Lower- 30		Grid Ref:	540160 137025
Site Suitable:	×		Site Availa	ble: ✓			Site A	chievat	ole: ✓					
Deliverability .	/ Develo	pability:		1	Not currer	ntly develo	pable	~						
Deliverable (1-	5 years)	No	Dwelling	js [	Developal	ole (6-10 y	/ears)	No		Owellings	Developable (11 years +)	No	I	Dwellings
SHLAA ID	316	Site Reference	EG/D/07	Settleme		Ward	D		location / a		Dunnings Mill Snooker Club, East			
Gross site are		0.50		velopable a	rea (ha):		Pr	oposed	l site densit	ty (dph):	1 Lower- 30		Grid Ref:	539197 136850
Site Suitable:	~		Site Availa	ble: ✓	-		Site A	chievat	ole: 🗸					
Deliverability .	/ Develo	pability:	-		Not currer	ntly develo	pable							
Deliverable (1-	5 years)	Yes	7 Dwelling	js [	Developat	ole (6-10 y	/ears)	No		Owellings	Developable (11 years +)	No	I	Dwellings
Deliverable (1-	5 years)	Yes	7 Dwelling	js 📕 [	Developat	ole (6-10 y	/ears)	No		wellings	Developable (11 years +)	No	I	Dwellings

	an idoi	itilica sites cons	naoroa uno	agii tiio 7 too	0001110	,,,,,		1				
SHLAA ID	339	Site Reference	EG/D/08	Settlement	EG	Ward	D	Site Id	ocation / address:	Pine Lodge, Blair House, Avonden Grinstead	e and Varenna, S	Ship Street, East
Gross site ar	ea (ha)	0.40	Net de	velopable area	ı (ha):	0.4	Pr	oposed s	site density (dph):	2 Medium- 40	Grid Ref:	539430 137528
Site Suitable:	<b>V</b>		Site Availal	ole: 🗸			Site A	chievable	e: X			
Deliverability	/ Develo	pability:		Not	current	ly develo	pable	~	"			
Deliverable (1-		No	Dwelling			e (6-10 y	•	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	134	Site Reference	EG/D/13	Settlement	EG	Ward	D	Site Id	ocation / address:	Dunnings Mill, East Grinstead		
Gross site ar	ea (ha)	0.8	Net de	velopable area	(ha):		Pr	oposed s	site density (dph):	3 Higher- 50	Grid Ref:	539225 136965
Site Suitable:			Site Availal		,			chievable		3		
Deliverability	/ Develo	pability:		Not	current	ly develo	pable					
Deliverable (1-			32 Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
200.0000			<u> </u>			c (c .c )				Land at Hill Place Farm to the wes		•
SHLAA ID	562	Site Reference	EG/D/15	Settlement	_	Ward	D	Site Id	ocation / address:	Line - south west of East Grinstead	d	•
Gross site ar	ea (ha)	37.3		velopable area	ı (ha):		Pr	oposed s	site density (dph):		Grid Ref:	537868 137506
Site Suitable:	X		Site Availal	ole: ✓			Site A	chievable	9: ✓			
Deliverability	/ Develo	pability:		Not	current	ly develo	pable	~	·			
Deliverable (1-	-5 years)	No	Dwelling	s Dev	elopabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	562	Site Reference	EG/D/15	Settlement	EG	Ward	D	Site Id	ocation / address:	Land at Hill Place Farm to the wes		Bluebell Railway
Gross site ar	oa (ha)	27.2	Not do	velopable area	(ha):	37	Dr	onosod s	site density (dph):	Line - South west of East Gillisteat	Grid Ref:	537868 137506
Site Suitable:		31.3	Site Availal		i (IIa).	31		chievable			Gila Kei.	337000 137300
Deliverability		nahility:	Site Availai		current	ly develo		V V	<b>5.</b> ♥			
Deliverable (1-		No No	Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
Deliverable (1-	-5 years)	INU	Dweiling	3 Dev	Clopabi	e (0-10 y	cais)	INO	Dwellings			<u> </u>
SHLAA ID	563	Site Reference	EG/D/16	Settlement	EG	Ward	D	Site Id	ocation / address:	Land at Hill Place Farm to the wes south west of East Grinstead		Railway Line -
Gross site ar	ea (ha)	18.9	Net de	velopable area	(ha):	18.8	Pr	oposed s	site density (dph):		Grid Ref:	537868 137506
Site Suitable:			Site Availal	ole: ✓			Site A	chievable	e: 🗸			
Deliverability	/ Develo	pability:		Not	current	ly develo	pable	~				
Deliverable (1-	-5 years)	No	Dwelling	s Dev	elopabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	564	Site Reference	EG/D/17	Settlement	EG	Ward	D	Site Id	ocation / address:	Land at Hill Place Farm - land pard Railway Line - south west of East (		he Bluebell
Gross site ar	ea (ha)	18.4	Net de	velopable area	(ha):	18.5	Pr	oposed s	site density (dph):	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Grid Ref:	538239 137361
Site Suitable:			Site Availal		` ''			chievable				
Deliverability		pability:			current	ly develo		<b>✓</b>	<u> </u>			
Deliverable (1-		No	Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
	- , )			20,		- \ }	)		, =go			
SHLAA ID	565	Site Reference	EG/D/18	Settlement		Ward		Site Id	ocation / address:	Land to the west and south west or	f East Grinstead	
Gross site ar	ea (ha)		Net de	velopable area	(ha):		Pr	oposed s	site density (dph):		Grid Ref:	
Site Suitable:	X		Site Availal					chievable		· · · · · · · · · · · · · · · · · · ·		
Deliverability	/ Develo	pability:		Not	current	ly develo	pable	~	•			
Deliverable (1-	-5 years)	No	Dwelling	s Dev		e (6-10 y		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	Е	Site	location / address:	Adj Moatfield Surgery, St Michael	s Road, East Gi	rinstead
Gross site ar	ea (ha)	0.6	Net de	velopable area	a (ha):	0.6	Pr	oposed	site density (dph):	1 Lower- 30	Grid Re	
Site Suitable:	<b>~</b>		Site Availa	ble: 🗸	•		Site A	chievab	ole: 🗸	,	1	
Deliverability	/ Develo	oability:		Not	current	ly develo	pable					
Deliverable (1-	5 years)	Yes	17 Dwelling	gs Dev	elopabl/	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	315	Site Reference	EG/E/03	Settlement	EG	Ward	Е	Site	location / address:	Queens Hall, Queens Road, East	Grinstead	
Gross site ar		0.08	Net de	velopable area	a (ha):		Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Re	<b>f:</b> 539307 138142
Site Suitable:			Site Availa					chievab	ole: 🗸			
Deliverability						ly develo						T =
Deliverable (1-	5 years)	Yes	20 Dwellin	gs Dev	⁄elopabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	224	Site Reference	EG/E/05	Settlement	EG	Ward	Е		location / address:	Land at Brooklands Park, west of		
Gross site ar		2.3		velopable area	a (ha):	8.0		•	site density (dph):	4 Flatted- 50-100+	Grid Re	f: 538986 137999
Site Suitable:		. 1 1114	Site Availa					chievab	ole: ✓			
Deliverable (1			Dalli			ly develo		V No	Divisilling	Developshie (44 veses v)	No	Durallings
Deliverable (1-		No	Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	120	Site Reference	EG/E/07	Settlement	EG	Ward	Е		location / address:	Focus DIY, 207 London Road, Ea		
Gross site ar		0.5		velopable area	a (ha):			•	site density (dph):	1 Lower- 30	Grid Re	<b>f:</b> 538991 138552
Site Suitable:			Site Availa					chievab	ole: ✓			
Deliverability			44 Division			ly develo		NI-	D Illiana	Developely (44)	NI-	D Ilia a
Deliverable (1-			11 Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	422	Site Reference	EG/E/10	Settlement	EG	Ward	Е		location / address:	Turley Cottage, Ship Street, East	,	
Gross site ar		0.27		velopable area	a (ha):	0.25			site density (dph):	4 Flatted- 50-100+	Grid Re	f: 539394 137826
Site Suitable:		L !!! 6	Site Availa			U		chievab	ole: ✓			
Deliverability Deliverable (1-			10 Dwellin			ly develo		No	Dwellings	Developable (11 years +)	No	Dwellings
`					1	e (6-10 y						Dweilings
SHLAA ID	313	Site Reference	EG/E/11	Settlement		Ward	E		location / address:	Farringdon House, Wood Street, I		
Gross site ar	_ , , ,	0.09		velopable area	a (ha):				site density (dph):	4 Flatted- 50-100+	Grid Re	f: 538947 138317
Site Suitable: Deliverability		aahility:	Site Availa		curront	ly develo		chievab	ne. 🗸			
Deliverable (1-			41 Dwellin			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
Donvolable (1-	o yours)	100	TT DWCIIIT	go Dev	σισρασι	C (C 10 y	ours)	110	Dweilings			- <b>3</b> -
SHLAA ID	311	Site Reference	EG/E/12	Settlement	EG	Ward	Е	Site	location / address:	R/O Cumberworth & adjacent pro Grinstead	perties, Cransto	n Road, East
Gross site ar	ea (ha)	0.4	Net de	velopable area	a (ha):		Pr	oposed	site density (dph):	1 Lower- 30	Grid Re	f: 539488 138595
Site Suitable:	. ,		Site Availa			<u> </u>		chievab			J. 10	
Deliverability		pability:			current	ly develo						
Deliverable (1-		Yes	4 Dwelling			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	97	Site Reference	EG/E/16	Settlement	EG	Ward	Е	Site	location / address:	Land to the south of Old Convent	Moat Road, Ea	st Grinstead
Gross site ar	ea (ha)	2.4	Net de	velopable area	(ha):		Pr	oposed	site density (dph):	1 Lower- 30	Grid Re	<b>f</b> : 539270 138817
Site Suitable:			Site Availa					chievab	ole: 🗸		·	·
Deliverability						ly develo						
Deliverable (1-	5 years)	Yes	70 Dwellin	gs Dev	⁄elopabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings

SHLAA ID 100	Site Reference	EG/E/17	Settlement	FG	Ward	F	Site	location / address:	2-4 Orchard Way, East Grinstead		
Gross site area (ha)			velopable are		- Traira			site density (dph):	4 Flatted- 50-100+	Grid Ref:	539050 138150
Site Suitable: ✓	0.2	Site Availal		a (IIa).		Site A			41 latted 50 1001	Ond iten	303000 100100
Deliverability / Develo	pability:	Ono / trana		ot curren	tly develo		,,,,ovak				
Deliverable (1-5 years)		22 Dwelling			le (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 433	Site Reference	EG/E/19	Settlement	: EG	Ward	Е	Site	location / address:	Beckford and The Little House, Le	wes Road, East	
Gross site area (ha)	0.18		velopable are	ea (ha):			_	site density (dph):		Grid Ref:	539983 137982
Site Suitable: ✓		Site Availal					chievat	ole: ✓			
Deliverability / Develo					tly develo						
Deliverable (1-5 years)	No	Dwelling	gs <b>II</b> De	velopab	le (6-10 y	years)	Yes	6 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 121	Site Reference	EG/E/20	Settlement		Ward	Е		location / address:		oad, East Grinst	
Gross site area (ha)	0.04		velopable are	ea (ha):				site density (dph):	4 Flatted- 50-100+	Grid Ref:	539532 138121
Site Suitable: ✓		Site Availal				Site A	chievat	ole: ✓			
Deliverability / Develo					tly develo			<u> </u>			
Deliverable (1-5 years)	Yes	11 Dwelling	gs De	velopab	le (6-10 y	years)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 123	Site Reference	EG/E/21	Settlement		Ward	Е		location / address:		•	
Gross site area (ha)	0.1		velopable are	ea (ha):				site density (dph):	4 Flatted- 50-100+	Grid Ref:	538966 138321
Site Suitable: ✓		Site Availal				Site A	chievat	ole: ✓			
Deliverability / Develo					tly develo						
Deliverable (1-5 years)	Yes	14 Dwelling	gs De	velopab	le (6-10 y	years)	No	Dwellings	Developable (11 years +)	No	Dwellings
CIII AA ID	a										
SHLAA ID 101	Site Reference	EG/E/22	Settlement		Ward	E		location / address:	Tennis and Squash Club, Ship Stre	eet, East Grinste	ad
Gross site area (ha)		Net de	velopable are		<b>Ward</b> 0.8			location / address: site density (dph):	•	eet, East Grinste Grid Ref:	
Gross site area (ha) Site Suitable: ✓	0.8		velopable are ble: ✔	ea (ha):	0.8	Pro Site Ad	posed	site density (dph):	•		
Gross site area (ha) Site Suitable: ✓ Deliverability / Develo	0.8	Net de Site Availal	velopable are ble: ✓	ea (ha):	0.8	Site Acopable	oposed chievab	site density (dph):	3 Higher- 50	Grid Ref:	539480 137800
Gross site area (ha) Site Suitable: ✓	0.8	Net de	velopable are ble: ✓	ea (ha):	0.8	Site Acopable	posed	site density (dph):	•		
Gross site area (ha) Site Suitable: ✓ Deliverability / Develo	0.8	Net de Site Availal	velopable are ble: ✓	ea (ha): ot curren evelopab	0.8	Site Acopable	pposed chievak Yes	site density (dph):	3 Higher- 50  Developable (11 years +)	Grid Ref:	539480 137800
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha)	0.8  ppability:  No  Site Reference	Net de Site Availal  Dwelling  EG/E/23  Net de	velopable are ble:   No gs  Settlement velopable are	ea (ha): ot curren evelopab	0.8 tly develo	Site Acopable years)	Yes Site	site density (dph): ble:  40 Dwellings location / address: site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grid	Grid Ref:	539480 137800 Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:	0.8  pability:  No  Site Reference  0.09	Net de Site Availal  Dwelling	velopable are ble:   No gs  Settlement velopable are ble:   V	ea (ha): ot curren evelopab EG ea (ha):	0.8 tly develope (6-10 y	Site Adopable years)  E Pro Site Adopable years)	Yes Site	site density (dph): ble:  40 Dwellings location / address: site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grid	Grid Ref:  No  Instead	539480 137800 Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor	0.8  pability:  No  Site Reference 0.09  pability:	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal	velopable are ble:   No gs  Settlement velopable are ble:   No	ea (ha):  ot current evelopab  EG ea (ha):	0.8  tly developed (6-10 y  Ward 0.09	Pro Site Adopable   Pro Si	Yes Site	site density (dph): ble:  40 Dwellings location / address: site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grin 4 Flatted- 50-100+	Grid Ref:  No  Instead	539480 137800 Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:	0.8  pability:  No  Site Reference 0.09  pability:	Net de Site Availal  Dwelling  EG/E/23  Net de	velopable are ble:   No gs  Settlement velopable are ble:   No	ea (ha):  ot current evelopab  EG ea (ha):	0.8 tly develope (6-10 y	Pro Site Adopable   Pro Si	Yes Site	site density (dph): ble:  40 Dwellings location / address: site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grid	Grid Ref:  No  Instead	539480 137800 Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24	velopable are ble:   No gs	ea (ha): ot current evelopab E	0.8  tly developed (6-10 y  Ward 0.09	Pro Site Adopable years)  E Pro Site Adopable years)  E pro Site Adopable years)	Yes Site posed chievab	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     ole:    Dwellings     location / address:	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Griu 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins	Orid Ref:  No    Instead  Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha)	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24  Net de	velopable are ble:   No gs	ea (ha): ot current evelopab E	tly develo	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro	Yes Site posed chievab No Site posed posed posed posed posed posed	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grii 4 Flatted- 50-100+  Developable (11 years +)	Orid Ref:  No    Instead  Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:   Gross site area (ha) Site Suitable:   SHLAA ID 124 Gross site area (ha) Site Suitable:   SHLAA ID 124	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24	velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   Settlement	ea (ha): ot currentevelopab ea (ha): ot currentevelopab exelopab exelopab ea (ha):	tly develored by the control of the	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)	Yes Site posed chievab No Site posed posed posed posed posed posed	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Griu 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins	No   nstead   No   No   tead	Dwellings    539480 137800    539076 138234    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable:  Del	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04  pability:	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24  Net de Site Availal	velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   No	ea (ha): ot currentevelopab et currentevelopab et currentevelopab et EG ea (ha): ot currentevelopab et currentevelopab	tly develor of the control of the co	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)	Site posed chievals  No  Site posed chievals  No  Site posed chievals	Site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grin 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins 4 Flatted- 50-100+	No   nstead   Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings    539309 138265
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:   Gross site area (ha) Site Suitable:   SHLAA ID 124 Gross site area (ha) Site Suitable:   SHLAA ID 124	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04  pability:	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24  Net de	velopable are ble:   Settlement velopable are ble:   No Settlement velopable are ble:   Settlement velopable are ble:   No Settlement velopable are ble:   De	ea (ha): ot curren evelopab et curren evelopab et curren evelopab et curren evelopab et curren evelopab	tly develored by the control of the	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)	Yes Site posed chievab No Site posed posed posed posed posed posed	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Griu 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins	No   nstead   No   No   tead	Dwellings    539480 137800    539076 138234    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable (1-5 years)  SHLAA ID 444	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04  pability: Yes  Site Reference 0.04  Site Reference 0.04	Net de Site Availal    Dwelling     EG/E/23     Net de Site Availal     7   Dwelling     EG/E/24     Net de Site Availal     8   Dwelling     EG/E/25	velopable are ble:   Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   Settlement velopable are ble:   No gs De  Settlement	ea (ha): ot current evelopab et current evelopab	tly developed (6-10 y ward ward ward ward ward ward ward ward	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)	yes Site posed chievals No Site posed chievals No Site Site Site Site Site Site Site Site	Site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     Dwellings     location / address:     Dwellings	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grin 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins 4 Flatted- 50-100+  Developable (11 years +)  Warrenside, College Lane, East G	No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings    539309 138265    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable (1-5 years)  SHLAA ID 444 Gross site area (ha)	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04  pability: Yes  Site Reference 0.04  Site Reference 0.04	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24  Net de Site Availal  8 Dwelling  EG/E/25  Net de	velopable are ble:   Settlement velopable are	ea (ha): ot current evelopab et current evelopab	tly develo	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)	yes Site posed chievals No Site posed chievals No Site posed chievals No Site posed chievals	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grin 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins 4 Flatted- 50-100+  Developable (11 years +)  Warrenside, College Lane, East G	No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings    539309 138265    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 444 Gross site area (ha) Site Suitable:   SHLAA ID 444 Gross site area (ha) Site Suitable:   SHLAA ID 444 Gross site area (ha) Site Suitable:   SHLAA ID 444 Gross site area (ha)	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04  pability: Yes  Site Reference 0.17	Net de Site Availal    Dwelling     EG/E/23     Net de Site Availal     7   Dwelling     EG/E/24     Net de Site Availal     8   Dwelling     EG/E/25	velopable are ble:   Settlement	ea (ha):  ot current evelopab  it EG ea (ha):  ot current evelopab it EG ea (ha):  ot current evelopab it EG ea (ha):	tly developed (6-10 y Ward Ward Ward Ward Ward Ward Ward Ward	Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)  E Pro Site Adopable years)	yes Site posed chievals No Site posed chievals No Site posed chievals No Site posed chievals	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grin 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins 4 Flatted- 50-100+  Developable (11 years +)  Warrenside, College Lane, East G	No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings    539309 138265    Dwellings
Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 441 Gross site area (ha) Site Suitable:  Deliverability / Develor Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable (1-5 years)  SHLAA ID 124 Gross site area (ha) Site Suitable:  Deliverable (1-5 years)  SHLAA ID 444 Gross site area (ha)	0.8  pability: No  Site Reference 0.09  pability: Yes  Site Reference 0.04  pability: Yes  Site Reference 0.17	Net de Site Availal  Dwelling  EG/E/23  Net de Site Availal  7 Dwelling  EG/E/24  Net de Site Availal  8 Dwelling  EG/E/25  Net de	velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No gs No	et current evelopabet current evelopabet current evelopabet EG et current evelopabet EG et current evelopabet current evelopabet current evelopabet et current evelopabet evelop	tly developed (6-10 y ward ward ward ward ward ward ward ward	Prosite Adopable years)  E Prosite Adopable years)  E Prosite Adopable years)  E Prosite Adopable years)	yes Site posed chievals No Site posed chievals No Site posed chievals No Site posed chievals	site density (dph):   ole:    40   Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     Dwellings     location / address:     site density (dph):     site density (dph):	3 Higher- 50  Developable (11 years +)  67-69 Railway Approach, East Grin 4 Flatted- 50-100+  Developable (11 years +)  117-123 London Road, East Grins 4 Flatted- 50-100+  Developable (11 years +)  Warrenside, College Lane, East G	No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:	Dwellings    539480 137800    539076 138234    Dwellings    539309 138265    Dwellings

SHLAA ID   435   Site Reference   GG/E/28   Settlement   EG   Ward   E   Site location / address:   Former HSBC, 1 Middle Row, East Grinstead	Correctate of all lac	Titilled Sites son	olacica tilic	agii tiio 7 too	COOTTICE	110							
Site Suitable:	SHLAA ID 435	Site Reference	EG/E/28	Settlement	EG	Ward	Е	Site locatio	n / address:	Former HSBC, 1 Middle Row, Eas	st Grinst	ead	
Deliverability   Developability:   Developabil	Gross site area (ha)	0.009	Net de	velopable area	a (ha):		Pro	posed site de	nsity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539601 137949
Devlopable (1-5 years)   Yes   6   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings   Dwelopable (6-10 years)   No   Dwellings   Dwelopable (11 years +)   No   Dwellings   Dwelopable (11	Site Suitable: ✓		Site Availal	ole: 🗸			Site A	hievable: 🗸					
SHLAA ID	Deliverability / Develo	pability:		Not	currently	y develo	pable						
Gross site area (ha)   0.022	Deliverable (1-5 years)	Yes	6 Dwelling	s Dev	elopable/	(6-10 ye	ears)	No	Dwellings	Developable (11 years +)	No		Owellings
Site Available: V Site Availab	SHLAA ID 449	Site Reference	EG/E/29	Settlement	EG	Ward	Е	Site locatio	n / address:	4 Swan Court (ex Kelly's), London	Road,	East Grinst	ead
Site Available: V Site Availab	Gross site area (ha)	0.022	Net de	velopable area	a (ha):		Pro	posed site de	ensity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539464 137990
Deliverability / Developability:   Not currently developable (6-10 years)   Yes   6   Developable (11 years +)   No   Develings									1			,	
SHLAA ID	Deliverability / Develo	pability:		Not	currently	y develo	pable		<u>'</u>				
Gross site area (ha)   0.24   Net developable area (ha)   0.24   Proposed site density (dph)   4 Flatted-50-100+   Grid Ref: 539149 138320	Deliverable (1-5 years)	No	Dwelling	s Dev	elopable/	(6-10 ye	ears)	Yes 6	Dwellings	Developable (11 years +)	No		Owellings
Site Audiable: X	SHLAA ID 409	Site Reference	EG/E/30	Settlement	EG	Ward	Е	Site locatio	n / address:	Sussex House, London Road, Eas	st Grinst	tead	
Site Suitable: X   Site Available: y   Site Achievable: y   Deliverable (1-5 years)   No   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (1-5 years)   No   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (1-5 years)   Yes   30   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (1-5 years)   Yes   30   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (1-5 years)   Yes   30   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (1-5 years)   Yes   30   Dwellings   Developable (1-5 years)   Yes   30   Dwellings   Developable (1-5 years)   Yes   30   Dwellings   Developable (1-5 years)   Yes   To possed site density (dph):   A Flatted-50-100+   Grid Ref:   S39428 138179   Site Suitable: \( \times \)   Site Available: \( \times \)   Site Reference   EG/E/34   Settlement   EG   Ward   E   Site location / address:   Carl Ref:   S39428 138179   Site Suitable: \( \times \)   Site Available: \( \times \)   Site Reference   EG/E/34   Settlement   EG   Ward   E   Site location / address:   To Pallivary Approach, East Grinstead   Grin	Gross site area (ha)	0.24	Net de	velopable area	a (ha):	0.24	Pr	posed site de	ensity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539149 138320
Deliverablity / Developability:		_									II		
Deliverable (1-5 years)   No   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings   Developable (11 years		pability:			currently	v develo							
Gross site area (ha) 0.24			Dwelling					No	Dwellings	Developable (11 years +)	No		Owellings
Site Suitable:	SHLAA ID 125	Site Reference	EG/E/31	Settlement	EG	Ward	Е	Site locatio	n / address:	Mariners and Redwood, Lewes Ro	oad, Eas	st Grinstea	d
Deliverability / Developability:	Gross site area (ha)	0.24	Net de	velopable area	a (ha):		Pr	posed site de	ensity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539969 137928
Deliverable (1-5 years)   Yes   30   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings	Site Suitable: ✓		Site Availal	ole: ✓			Site A	hievable: 🗸				,	
Deliverable (1-5 years)   Yes   30   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings	Deliverability / Develo	pability:	1	Not	currently	y develo	pable		11				
SHLAA ID	Deliverable (1-5 years)	Yes	30 Dwelling	s Dev	elopable/	(6-10 ye	ears)	No	Dwellings	Developable (11 years +)	No		Owellings
Site Suitable:   Deliverability / Developability:  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:   Deliverability / Developability:   Not currently developable    Deliverability / Developability:   Not currently developable    Site Achievable:   Not currently 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:   Deliverability / Developability:   Not currently developable    Deliverability / Developability:   Not currently developable    Deliverability / Developability:   Not currently developable    Site Achievable:   Site Reference   EG/E/36   Settlement   EG   Ward   E   Site location / address:   Caffyns garage, King Street, East Grinstead    Gross site area (ha)   1.79   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   Proposed site density (dph):   4 Flatted-50-100+   Grid Ref:   539355 138185    Site Suitable:   Site Available:   Site Available:   Not currently developable	SHLAA ID 180	Site Reference	EG/E/33	Settlement	EG	Ward	E	Site locatio	n / address:		Parade	, London R	oad, East
Deliverability / Developability:	Gross site area (ha)	0.03			a (ha):		Pro	posed site de	nsity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539428 138179
Deliverable (1-5 years)   Yes   7   Dwellings   Developable (6-10 years)   No   Dwellings   Developable (11 years +)   No   Dwellings			Site Availal					chievable: 🗸					
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 Available: ✓ Site Achievable: ✓  Deliverability / Developability: Not currently developable (6-10 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 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  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 Available: ✓ Site Achievable: ✓ Si	Deliverability / Develo												
Gross site area (ha) 0.06	Deliverable (1-5 years)	Yes	7 Dwelling	s Dev	/elopable	e (6-10 ye	ears)	No	Dwellings	Developable (11 years +)	No		Owellings
Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓ 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: 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 Available: ✓ Site Achievable: ✓	SHLAA ID 520	Site Reference	EG/E/34	Settlement	EG	Ward	Ε	Site locatio	n / address:	75-77 Railway Approach, East Gri	instead		
Site Suitable:     Deliverability / Developability:	Gross site area (ha)	0.06	Net de	velopable area	a (ha):	0.06	Pr	posed site de	ensity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539050 138235
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   EG/E/35   Settlement   EG   Ward   EG/E/35   Settlement   EG/E/35   Settleme	Site Suitable: 🗸						Site A	hievable: 🗸				,	
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: ✓       Site Achievable: ✓       Proposed site density (dph):       Developable (11 years +)       No       Dwellings         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	Deliverability / Develo	pability:			currently	y develo	pable						_
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 Available:   Site Achievable:	Deliverable (1-5 years)	Yes	6 Dwelling	s Dev	elopable/	e (6-10 ye	ears)	No	Dwellings	Developable (11 years +)	No		Owellings
Site Suitable:     Deliverability / Developability:	SHLAA ID 524	Site Reference	EG/E/35	Settlement	EG	Ward	Е	Site locatio	n / address:	Caffyns garage, King Street, East			
Site Suitable:     Deliverability / Developability:	Gross site area (ha)	0.21			a (ha):	0.21			ensity (dph):	4 Flatted- 50-100+	(	Grid Ref:	539452 138199
Deliverability / Developability:       Not currently developable         Deliverable (1-5 years)       Yes       28       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:       V         Deliverability / Developability:       Not currently developable			Site Availal					hievable: 🗸					
Deliverable (1-5 years)  Yes  28 Dwellings  Developable (6-10 years)  No  Dwellings  Developable (11 years +)  No  Dwellings	Deliverability / Develo	pability:			currently	y develo	pable		·				
Gross site area (ha) 1.79  Net developable area (ha): 1.79  Proposed site density (dph): 4 Flatted- 50-100+  Site Suitable:   Site Available:   Site Available:   Not currently developable  Not currently developable	Deliverable (1-5 years)	Yes	28 Dwelling					No	Dwellings	Developable (11 years +)	No		Owellings
Gross site area (ha) 1.79  Net developable area (ha): 1.79  Proposed site density (dph): 4 Flatted- 50-100+  Site Suitable:   Site Available:   Not currently developable  Not currently developable	SHLAA ID 525	Site Reference	EG/E/36	Settlement	EG	Ward	Е	Site locatio	n / address:	Queen's Walk including Queen's F	Road ca	r park, Eas	t Grinstead
Site Suitable: ✓     Site Available: ✓     Site Achievable: ✓       Deliverability / Developability:     Not currently developable	Gross site area (ha)				- /1 \	1 70	Pro	posed site de	neity (dnh):				
Deliverability / Developability: Not currently developable		1.79	Net de	velopable area	a (na):	1.79			ribity (upii).	4 Flatted- 30-100+	,	Jilu Kei.	333333 130103 1
		1.79			a (na):	1.79			ilisity (upii).	4 Flatted- 50-100+	•	Jilu Kei.	339333 130103
	Site Suitable: ✓	1		ble: ✓			Site A		crisity (upii).	4 Flatteu- 50-100+	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Jila Kei.	33333 130103

CILLAA ID 550 Cita Deferens	Sottlement FO	\Mand	Cita lagation / address.	Fact Original Paliting Office 701	and an Dand Fact Originate and
SHLAA ID 559 Site Reference		Ward E	Site location / address:	East Grinstead Delivery Office, 76 Lo	
Gross site area (ha) 0.15	Net developable area (ha):		oposed site density (dph):	4 Flatted- 50-100+	<b>Grid Ref</b> : 539369 138149
Site Suitable: ✓	Site Available: ✓		chievable: 🗸		
Deliverability / Developability:	Not curre	ntly developable			
Deliverable (1-5 years) Yes	12 Dwellings Developa	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
Fulking				<u> </u>	
SHLAA ID 280 Site Reference	e FK/01 <b>Settlement</b> FK	Ward	Site location / address:	Land at Clappers Lane, Fulking	
					Orid Bot 504050 444500
Gross site area (ha) 1.1	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	<b>Grid Ref</b> : 524959 111589
Site Suitable: X	Site Available: X		chievable: ✓		
Deliverability / Developability:		ntly developable	<b>V</b>		
Deliverable (1-5 years) No	Dwellings Developa	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
Hassocks and Keymer					
SHLAA ID 66 Site Reference	e HA/01 <b>Settlement</b> HA	Ward	Site location / address:	Land at Southdowns Farm, Hassock	S
Gross site area (ha) 1.9	Net developable area (ha):	2.2 <b>Pr</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 531261 114868
Site Suitable: X	Site Available: ✓		chievable: ✓		,
Deliverability / Developability:	Not curre	ntly developable	<b>✓</b>		
Deliverable (1-5 years) No	Dwellings Developa	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
OTTES		Ward	Site location / address:	Land to the east of Ockley Lane, Key	
Gross site area (ha) 1.3	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	Grid Ref: 531647 115800
Site Suitable: X	Site Available: ✓		chievable: 🗸		
Deliverability / Developability:		ntly developable	✓		
Deliverable (1-5 years) No	Dwellings Developa	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 506 Site Reference	e HA/04 <b>Settlement</b> HA	Ward	Site location / address:	Pattendens Gardens, The Crescent,	Keymer, Hassocks
Gross site area (ha) 3.20	Net developable area (ha):	2.2 <b>Pr</b>	oposed site density (dph):	1 Lower- 30	Grid Ref: 531711 115416
Site Suitable: X	Site Available: ✓		chievable: X		'
Deliverability / Developability:		ntly developable	<b>✓</b>		
Deliverable (1-5 years) No		ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 103 Site Reference	e HA/06 <b>Settlement</b> HA	Ward	Site location / address:	Land west of Mackie Avenue, Hasso	ncks
Gross site area (ha) 4.3	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	<b>Grid Ref</b> : 530918 116175
Site Suitable: ✓	Site Available: ✓		chievable:	i Lowel- 30	310 Rei. 330910 110173
Deliverability / Developability:		ntly developable	Cilievable. ¥		
Deliverable (1-5 years) Yes		ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 217 Site Reference		Ward	Site location / address:	The Weald Lawn Tennis and Squash	
Gross site area (ha) 0.36	Net developable area (ha):		oposed site density (dph):	4 Flatted- 50-100+	Grid Ref: 530143 115352
Site Suitable: ✓	Site Available: ✓		chievable: ✓		
Deliverability / Developability:		ntly developable			
Deliverable (1-5 years) No	Dwellings Developa	ole (6-10 years)	Yes 9 Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 105 Site Reference	e HA/08 <b>Settlement</b> HA	Ward	Site location / address:	Former Highway Depot, Hassocks	
Gross site area (ha) 0.6	Net developable area (ha):	Pr	oposed site density (dph):	1 Lower- 30	Grid Ref: 530250 116300
Site Suitable: ✓	Site Available: ✓		chievable: ✓		·
Deliverability / Developability:	Not curre	ntly developable	'		
Deliverable (1-5 years) Yes	20 Dwellings Developa	ole (6-10 years)	No Dwellings	Developable (11 years +)	No Dwellings
	<u> </u>				

SHLAA ID 104 Site Reference HA/09 Settlement HA	\A/	0:1-	la a attau / a d dua a a c	F	Λ.	
			location / address:	Extension to Land west of Mackie		
Gross site area (ha) 8.2 Net developable area (ha):			site density (dph):	1 Lower- 30	Grid Ref:	530918 116175
Site Suitable:  Site Available:		ite Achievab	le: ✓			
	ntly developat					
Deliverable (1-5 years) Yes 130 Dwellings Developal	ole (6-10 year	s) No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID   300   Site Reference   HA/10   Settlement   HA	Ward		location / address:	Wilmington Lodge/Beech House, C	Orchard Lane, Ha	assocks
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: ✓		ite Achievab	le: ✓			
	ntly developat					
Deliverable (1-5 years) Yes 12 Dwellings Developal	ole (6-10 year	rs) 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: ✓		ite Achievab		3		
Deliverability / Developability: Not current	ntly developab	ole				
Deliverable (1-5 years) Yes 70 Dwellings Developal	ole (6-10 year	rs) 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 F	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: X	Si	ite Achievab	le: X			
	ntly developab	ole 🗸				
Deliverable (1-5 years) No Dwellings Developal	ole (6-10 year	rs) No	Dwellings	Developable (11 years +)	No	Dwellings
				0. " 111 11 5 111		
SHLAA ID 472 Site Reference HA/17 Settlement HA	Ward	Site	location / address:	Stafford House, Keymer Road, Ha	ssocks	
SHLAA ID472Site ReferenceHA/17SettlementHAGross site area (ha)0.8Net developable area (ha):			site density (dph):	Stafford House, Keymer Road, Ha 2 Medium- 40	ssocks Grid Ref:	531285 115391
Gross site area (ha) 0.8 Net developable area (ha): Site Suitable: ✓ Site Available: ✓	0.55		site density (dph):			531285 115391
Gross site area (ha) 0.8 Net developable area (ha): Site Suitable: ✓ Site Available: ✓	0.55	Proposed ite Achievab	site density (dph):	2 Medium- 40		531285 115391
Gross site area (ha) 0.8 Net developable area (ha): Site Suitable: ✓ Site Available: ✓ Deliverability / Developability: Not curren	0.55 <b>Si</b>	Proposed ite Achievab	site density (dph):			531285 115391  Dwellings
Gross site area (ha) 0.8 Net developable area (ha): Site Suitable: ✓ Site Available: ✓ Deliverability / Developability: Not curren	0.55 Sintly developab	Proposed ite Achievab ole rs) No	site density (dph):	2 Medium- 40	Grid Ref:	
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  Net developable area (ha):  Site Available: ✓  Not current of the property of the prop	0.55 Sintly developate ole (6-10 year	Proposed ite Achievabole   No   Site	site density (dph): le: ✓  Dwellings	2 Medium- 40  Developable (11 years +)	Grid Ref:	Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID 286  Gross site area (ha) 5.4  Site Available: ✓  Not currer  Developability:  Developability:  Not currer  Developability:  Not currer  Developability:  Net developable area (ha):  Site Suitable: X  Site Available: X	0.55 Sintly developable (6-10 year Ward 5.31	Proposed ite Achievabole   No   Site	Dwellings  location / address: site density (dph):	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks	Grid Ref:	Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID  286  Site Reference  HA/19  Settlement  HA  Gross site area (ha) 5.4  Net developable area (ha):  Not currer  Not currer  Not currer  Not currer  Site Suitable: ★  Site Available: ★  Deliverability / Developability:  Not currer	0.55 Sintly developable (6-10 year  Ward 5.31 Sintly developable (9-10 year)	Proposed ite Achievabole Site Proposed ite Achievabole Proposed ite Achievabole	Dwellings  location / address: site density (dph):	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks	Grid Ref:	Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID  286  Site Reference  HA/19  Settlement  HA  Gross site area (ha) 5.4  Net developable area (ha):  Not currer  Not currer  Not currer  A Net developable area (ha):  Site Suitable: X  Deliverability / Developability:  Not currer	0.55 Sintly developable (6-10 year  Ward 5.31 Si	Proposed ite Achievabole Site Proposed ite Achievabole Proposed ite Achievabole	Dwellings  location / address: site density (dph):	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks	Grid Ref:	Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID  286  Site Reference  HA/19  Settlement  HA  Gross site area (ha) 5.4  Net developable area (ha):  Not currer  Not currer  Not currer  A Net developable area (ha):  Site Suitable: X  Deliverability / Developability:  Not currer	0.55 Sintly developable (6-10 year  Ward 5.31 Sintly developable (9-10 year)	Proposed ite Achievable S) No Site Proposed ite Achievable VS) No No	Dwellings location / address: site density (dph):	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30	Grid Ref:  No Grid Ref:	Dwellings  529938 115854  Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  Site Reference HA/19  Gross site area (ha) 5.4  Deliverability / Developability:  Deliverable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  Developability:  Deliverable (1-5 years)  SHLAA ID 374  Site Reference HA/20  Settlement HA  Gross site area (ha) 0.18  Net developable area (ha):  No Dwellings	0.55 Sintly developate only (6-10 year state)  Sintly developate only developate only developate only (6-10 year state)  Ward  Ward  Ward	Proposed ite Achievable   No   Site   Proposed ite Achievable   V   Site   No   Site   Site   No   Site   Site   Site   No   Site   Sit	site density (dph): le: ✓  Dwellings  location / address: site density (dph): le: ✓  Dwellings	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)	Grid Ref:  No Grid Ref:	Dwellings  529938 115854  Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID 286  Gross site area (ha) 5.4  Site Available: ✓  Not currer Deliverable (1-5 years)  SHLAA ID 286  Site Reference HA/19  Settlement HA  Gross site area (ha) 5.4  Net developable area (ha):  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  Developation HA/20  Settlement HA	0.55 Sintly developate only (6-10 year state) Sintly developate only developate only (6-10 year state) Ward 0.18	Proposed ite Achievable   No   Site   Proposed ite Achievable   V   Site   No   Site   Site   No   Site   Site   Site   No   Site   Sit	site density (dph): le: ✓  Dwellings  location / address: site density (dph): le: ✓  Dwellings  location / address: site density (dph):	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Avenue 10 years +)	Grid Ref:  No Grid Ref:  No Benue, Hassocks	Dwellings  529938 115854  Dwellings
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  Site Reference  HA/19  Settlement  HA  Gross site area (ha) 5.4  Site Available: ✓  Deliverable: X  Deliverability / Developability:  Deliverable (1-5 years)  No  Developable area (ha):  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Developable  SHLAA ID  374  Site Reference  HA/20  Settlement  HA  Gross site area (ha):  Site Available: X  Deliverable: X  Site Available: X  Site Suitable: X  Deliverability / Developability:  Not currently Settlement  Not currently Settlement  HA/20  Settlement  HA/20  Settlement  HA/20  Settlement  HA/20  Settlement  HA/20  Site Available: X  Deliverability / Developability:  Not currently Site Available: X	0.55 Sintly developate only (6-10 year state) Sintly developate only developate only (6-10 year state) Ward 0.18	Proposed ite Achievabole Site Achievabole Site Achievabole Site Achievabole Site Achievabole Site Achievabole Achi	site density (dph): le: ✓  Dwellings  location / address: site density (dph): le: ✓  Dwellings  location / address: site density (dph):	Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Av. 3 Higher- 50	Grid Ref:  No Grid Ref:  No Benue, Hassocks	Dwellings    529938 115854    Dwellings    530793 115293
Gross site area (ha) 0.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years)  Site Reference  HA/19  Settlement  HA  Gross site area (ha) 5.4  Site Available:   Not currer  Not currer  Not currer  HA/19  Settlement  HA  Gross site area (ha) 5.4  Net developable area (ha):  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Not currer  Deliverable (1-5 years)  No  Dwellings  Developability:  Developability:  SHLAA ID  374  Site Reference  HA/20  Settlement  HA  Gross site area (ha):  Site Suitable:   Not currer  Site Suitable:   Not currer  Site Suitable:   Not currer	0.55 Sintly developated by the control of the contr	Proposed ite Achievabole Site Achievabole Site Achievabole Site Achievabole Proposed ite Achievabole Achievabole Site Achieva	site density (dph): le: ✓  Dwellings  location / address: site density (dph): le: ✓  Dwellings  location / address: site density (dph):	2 Medium- 40  Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Avenue 10 years +)	Grid Ref:  No Grid Ref:  No Benue, Hassocks	Dwellings  529938 115854  Dwellings
Gross site area (ha) 0.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years)  Site Reference  HA/19  Settlement  HA  Gross site area (ha) 5.4  Site Available:   Not currer  Not currer  Not currer  HA/19  Settlement  HA  Gross site area (ha) 5.4  Net developable area (ha):  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Not currer  Deliverable (1-5 years)  No  Dwellings  Developability:  Developability:  SHLAA ID  374  Site Reference  HA/20  Settlement  HA  Gross site area (ha):  Site Suitable:   Not currer  Site Suitable:   Not currer  Site Suitable:   Not currer	0.55  Sintly developate ole (6-10 year ole (6-10 ye	Proposed ite Achievabole Site Achievabol	Dwellings location / address: site density (dph): le:   Dwellings  Dwellings  location / address: site density (dph): le:   Dwellings	Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Av. 3 Higher- 50	Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:  No N	Dwellings    529938 115854    Dwellings    530793 115293    Dwellings
Gross site area (ha) 0.8  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years)  Site Reference  HA/19  Settlement  HA  Gross site area (ha):  Site Suitable:   Not currer  HA/19  Settlement  HA  Gross site area (ha):  Site Suitable:   Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Developability:  Deliverable (1-5 years)  No  Dwellings  Developability:  Site Available:   Not currer  Deliverable (1-5 years)  No  Dwellings  Developability:  Site Suitable:   Site Suitable:   Not currer  Site Suitable:   Not currer  Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years)  No  Dwellings  Developability:  Deliverable (1-5 years)  No  Developability:  Deliverable (1-5 years)  Developability:  Deliverable (1-5 years)  Developability:  D	0.55  Sintly developate on the control of the contr	Proposed ite Achievabole	site density (dph): le: ✓  Dwellings  location / address: site density (dph): le: ✓  Dwellings  location / address: site density (dph): le: ✓  Dwellings	Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Av 3 Higher- 50  Developable (11 years +)	Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:  No N	Dwellings    529938 115854    Dwellings    530793 115293    Dwellings   ssocks
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID 286  Gross site area (ha) 5.4  Site Available: ✓  Not currer Deliverable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  SHLAA ID 374  Site Reference HA/20  Settlement HA  Gross site area (ha) 5.4  Developability:  Deliverable (1-5 years)  No Dwellings  SHLAA ID 374  Site Reference HA/20  Settlement HA  Gross site area (ha) 0.18  Net developable area (ha):  Site Suitable: X  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  Developal  SHLAA ID 210  Site Reference HA/21  Settlement HA	0.55 Sintly developate on the control of the contro	Proposed ite Achievabole	Dwellings  location / address: site density (dph): le:   Dwellings  location / address: site density (dph): le:   Dwellings  location / address: site density (dph): le:   Dwellings	Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Avon 3 Higher- 50  Developable (11 years +)  Land opposite Stanford Avenue, Lower- 400	Grid Ref:  No  Grid Ref:  No  enue, Hassocks Grid Ref:  No  ondon Road, Ha	Dwellings    529938 115854    Dwellings    530793 115293    Dwellings   ssocks
Gross site area (ha) 0.8  Site Suitable: ✓  Deliverability / Developability:  Deliverable (1-5 years)  SHLAA ID 286 Site Reference HA/19 Settlement HA  Gross site area (ha) 5.4  Site Available: X  Deliverability / Developability:  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  SHLAA ID 374 Site Reference HA/20 Settlement HA  Gross site area (ha) 0.18  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  SHLAA ID 374 Site Reference HA/20 Settlement HA  Gross site area (ha) 0.18  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years)  No Dwellings  Developability:  Developability:  Developability:  Developability:  Developability:  Site Available: X  Site Available: X  Site Available: X	0.55 Sintly developate on the control of the contro	Proposed ite Achievabole	Dwellings  location / address: site density (dph): le:   Dwellings  location / address: site density (dph): le:   Dwellings  location / address: site density (dph): le:   Dwellings	Developable (11 years +)  Land at the Ham, Hassocks 1 Lower- 30  Developable (11 years +)  Telephone exchange, Windmill Avon 3 Higher- 50  Developable (11 years +)  Land opposite Stanford Avenue, Lower- 400	Grid Ref:  No  Grid Ref:  No  enue, Hassocks Grid Ref:  No  ondon Road, Ha	Dwellings    529938 115854     Dwellings     530793 115293     Dwellings     Ssocks

		illieu siles cons							011		,	I			
SHLAA ID	221	Site Reference	HA/24		ement	HA	Ward				address:	Land to the north of Shepherds W			T
Gross site ar		6.2		developal	ole area	(ha):	5.2				sity (dph):	1 Lower- 30		Grid Ref:	530469 116474
Site Suitable:			Site Avai	lable: X					chievab	ble: X					
Deliverability							tly develo		~						
Deliverable (1-	-5 years)	No	Dwelli	ngs	Deve	elopabl	le (6-10 y	ears)	No		Dwellings	Developable (11 years +)	No		Dwellings
SHLAA ID	554	Site Reference	HA/25	Settle	ement	НА	Ward		Site	location /	address:	Hassocks Delivery Office, 36 Key	mer Ro	ad, Hassoc	cks
Gross site ar	ea (ha)	0.10	Net o	developal	ole area	(ha):	0.1	Pr	oposed	d site dens	sity (dph):	4 Flatted- 50-100+		Grid Ref:	530680 115471
Site Suitable:	<b>√</b>		Site Avai	lable: ✓				Site A	chievab	ble: ✓		,	*		il.
Deliverability	/ Develo	pability:			Not o	current	tly develo	pable							
Deliverable (1-			10 Dwelli	ngs			le (6-10 y		No		Dwellings	Developable (11 years +)	No		Dwellings
Handcross	<u> </u>			<u> </u>				,	-	1		,			<u> </u>
SHLAA ID	10	Site Reference	HC/01	Settle	ement	НС	Ward		Site	location /	address:	Land off Coos Lane, Handcross			
Gross site ar	ea (ha)	1.88	Net o	developal	ole area	(ha):	1.88	Pr	oposed	d site dens	sity (dph):	1 Lower- 30		Grid Ref:	525530 129225
Site Suitable:			Site Avai						chievab				1		<u> </u>
Deliverability		pability:			Not	current	tly develo		~		1				
Deliverable (1-		No	Dwelli	ngs			le (6-10 y		No		Dwellings	Developable (11 years +)	No		Dwellings
SHLAA ID	127	Site Reference	HC/02	Settle	ement	НС	Ward		Site	location /	address:	Land at St. Martin Close, Handcro	oss		
Gross site ar	ea (ha)	1.3	Net o	developal	ole area	(ha):	1.1	Pr	oposed	d site dens	sity (dph):	1 Lower- 30		Grid Ref:	525645 129205
Site Suitable:	<b>V</b>		Site Avai	lable: 🗸				Site A	chievab	ble: ✓					
Deliverability	/ Develo	pability:			Not	current	tly develo	pable							
Deliverable (1-	-5 years)	No	Dwelli	ngs			lé (6-10 y		Yes	33	Dwellings	Developable (11 years +)	No		Dwellings
SHLAA ID	321	Site Reference	HC/03	Settle	ement	НС	Ward		Site	location /	address:	Seaspace House, Brighton Road,	Handcı	oss	
Gross site ar	ea (ha)	0.2		developal	ole area	(ha):		Pr	oposed	d site dens	sity (dph):	3 Higher- 50		Grid Ref:	526180 129678
Site Suitable:			Site Avai	lable: 🗸				Site A	chievab	ble: ✔					
Deliverability	/ Develo	pability:			Not o	current	tly develo	pable							
Deliverable (1-	-5 years)	Yes	10 Dwelli	ngs	Deve	elopabl	le (6-10 y	ears)	No		Dwellings	Developable (11 years +)	No		Dwellings
SHLAA ID	517	Site Reference	HC/04	Settle	ement	НС	Ward		Site	location /	address:	Land at Hyde Estate, Handcross			
Gross site ar	ea (ha)	5.48	Net o	developal	ole area	(ha):	4.7	Pr	oposed	d site dens	sity (dph):	1 Lower- 30		Grid Ref:	526143 130390
Site Suitable:		00	Site Avai	•		(,-			chievab		(	. 20.10. 00	1		020110100000
Deliverability		pability:			Not	current	tly develo								
Deliverable (1-		No	Dwelli	ngs			le (6-10 y		Yes	80	Dwellings	Developable (11 years +)	No		Dwellings
SHLAA ID	325	Site Reference	HC/05	Settle	ement	НС	Ward		Site	location	/ address:	12-16 & 11-17 West Park Road, F	landcro	ss	
Gross site ar	ea (ha)	0.21	Net o	developal	ole area	(ha):		Pr	oposed	d site dens	sity (dph):	3 Higher- 50		Grid Ref:	525778 129403
Site Suitable:			Site Avai						chievab			<u> </u>	1		
Deliverability		pability:			Not	current	tly develo				1				
Deliverable (1-		Yes	7 Dwelli	ngs			le (6-10 y		No		Dwellings	Developable (11 years +)	No		Dwellings
Haywards I	Heath -	- Lucastes													
	40	Site Reference	HH/A/01	Settle	ement	НН	Ward	Α	Site	location /	address:	Penland Farm (smaller area imme Haywards Heath	ediately	to the west	t of The Spinney),
SHLAA ID	40											riaj warde riedari			
SHLAA ID  Gross site ar				developal		(ha):	3	Pr	oposed	d site dens	sity (dph):	1 Lower- 30		Grid Ref:	532480 125498
Gross site ar Site Suitable:	rea (ha)	6.3		developal	ole area		_	Site A	oposed chievab		sity (dph):	,		Grid Ref:	532480 125498
Gross site ar	rea (ha)	6.3	Net o	developal	ole area		3 tly develo	Site A			sity (dph):	,		Grid Ref:	532480 125498

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SHLAA ID	247	Site Refere	ence	HH/A/03	Settleme		Ward	Α		location /		Penland Farm, Haywards Heath			
Gross site a		22.9				area (ha):	13			l site densi	ty (dph):	1 Lower- 30	(	Grid Ref:	532499 125500
Site Suitable:	: X			Site Availabl	e: <b>✓</b>			Site Ad	chievab	ole: ✓					
Deliverability	/ Develo	pability:				Not current	tly develo	pable	<b>&gt;</b>						
Deliverable (1	-5 years)	No		Dwellings		Developab	le (6-10 y	ears)	No		Dwellings	Developable (11 years +)	No	D	Owellings
SHLAA ID	407	Site Refere	ence	HH/A/04	Settleme		Ward	Α	Site	location /	address:	Woodlands, Paddockhall Road, Ha	ayward	s Heath	
Gross site a	rea (ha)	0.11		Net deve	elopable a	area (ha):	0.1			l site densi	ty (dph):	4 Flatted- 50-100+	(	Grid Ref:	532692 124207
Site Suitable:	: 🗸			Site Availabl	e: <b>✓</b>			Site Ad	chievab	ole: ✓					
Deliverability	/ Develo	pability:				Not current	tly develo	pable							
Deliverable (1	-5 years)	Yes		8 Dwellings		Developab	le (6-10 y	rears)	No	I	Dwellings	Developable (11 years +)	No	D	Owellings
SHLAA ID	448	Site Refere	ence	HH/A/05	Settleme	ent HH	Ward	Α	Site	location /	address:	Land to the south of Butlers Green	n Road,	Haywards I	Heath
Gross site a		2.3				area (ha):	1.15			l site densi	ty (dph):	1 Lower- 30		Grid Ref:	532157 123840
Site Suitable:	: X			Site Availabl	e: X			Site Ad	chievab	ole: ✓					
Deliverability	/ Develo	pability:				Not current	tly develo	pable	<b>&gt;</b>						
Deliverable (1	-5 years)	No		Dwellings		Developab	le (6-10 y	ears)	No	I	Dwellings	Developable (11 years +)	No	D	wellings
SHLAA ID	110	Site Refere	ence	HH/A/09	Settleme	ent HH	Ward	Α	Site	location /	address:	Land to the south west of Hayward & 5 (land south of Wealden Way)	ds Heat	h - Bolnore	Village Phases 4
Gross site a	rea (ha)	15.8		Net deve	elopable a	area (ha):	15.8	Pro	oposed	l site densi	ty (dph):	1 Lower- 30	(	Grid Ref:	532550 123300
Site Suitable:		1		Site Availabl					hievab						
Deliverability	/ Develo	pability:		ii.		Not current	tly develo	pable			-1				
Deliverable (1		•	2	00 Dwellings		Developab			Yes	485 I	Dwellings	Developable (11 years +)	No	D	)wellings
			•				_ `				- 3-				
SHLAA ID	454	Site Refere	ence	HH/A/11	Settleme		Ward	Α		location /	address:	36 Paddockhall Road, Haywards H	leath		Ŭ
SHLAA ID Gross site ar			ence		Settleme			Α			address:			Grid Ref:	532666 124167
_	rea (ha)		ence		Settleme elopable a	ent HH	Ward	A <b>P</b> ro		location /	address:	36 Paddockhall Road, Haywards H			¥
Gross site a	rea (ha) : 🗸	0.13	ence	Net deve	Settleme elopable a e: ✓	ent HH	<b>Ward</b> 0.13	A Pro Site Ad	oposed	location /	address:	36 Paddockhall Road, Haywards H			¥
Gross site an	rea (ha) : ✓ / / Develo	0.13		Net deve	Settleme elopable a e: 🗸	ent HH area (ha):	Ward 0.13 tly develo	A Pro Site Aco	oposed	location /	address:	36 Paddockhall Road, Haywards H		Grid Ref:	¥
Gross site and Site Suitable: Deliverability	rea (ha) : ✓ / / Develo	0.13		Net deve Site Availabl	Settleme elopable a e: 🗸	ent HH area (ha):  Not current Developab	Ward 0.13 tly develo	A Pro Site Aco	oposed chievab	location /	address: ty (dph):	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+	No	Grid Ref:	532666 124167
Gross site and Site Suitable: Deliverability Deliverable (1	rea (ha) : ✓ // Develo -5 years)	0.13  ppability: Yes  Site Refere		Net deve Site Availabl 10 Dwellings HH/A/12	Settleme elopable a e: ✓	ent HH area (ha):  Not current Developab	Ward 0.13 tly develo	A Pro Site Ac pable ears)  A	oposed chievab No Site	location /	address: ty (dph):  Dwellings address:	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+ Developable (11 years +)	No e, Updo	Grid Ref:	532666 124167
Gross site and Site Suitable: Deliverability Deliverable (1) SHLAA ID	rea (ha) :   // Develo -5 years)  392 rea (ha)	0.13  ppability: Yes  Site Refere		Net deve Site Availabl 10 Dwellings HH/A/12	Settleme	ent HH area (ha):  Not current Developabent HH	Ward 0.13 tly develo	A Pro Site Ac pable ears)  A Pro	oposed chievab No Site	location /	address: ty (dph):  Dwellings address:	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+  Developable (11 years +)  Adjacent to Bolnore Village Centre	No e, Updo	Grid Ref: D	532666 124167 Owellings
Gross site and Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site and Site Suitable:	rea (ha) :   // Develo -5 years)  392 rea (ha) :   // All the state of	0.13  pability: Yes  Site Refere		Net deve Site Availabl 10 Dwellings HH/A/12 Net deve	Settleme a e:   Settleme a e:   Settleme a eiopable a e:   e:   Settleme a eiopable a a eiop	ent HH area (ha):  Not current Developabent HH area (ha):	Ward 0.13  tly develo le (6-10 y  Ward 0.11	A Pro Site Ac pable ears)  A Pro Site Ac	No Site oposed	location /	address: ty (dph):  Dwellings address:	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+  Developable (11 years +)  Adjacent to Bolnore Village Centre	No e, Updo	Grid Ref: D	532666 124167 Owellings
Gross site and Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site and	rea (ha) :   // Develo -5 years)  392 rea (ha) :  // Develo	0.13  pability: Yes  Site Refere 0.11  pability:	ence	Net deve Site Availabl 10 Dwellings HH/A/12 Net deve	Settleme a e:   Settleme a e:   Settleme a e e e e e e e e e e e e e e e e e	ent HH area (ha):  Not current Developabent HH	Ward 0.13  tily develope (6-10 y  Ward 0.11	A Pro Site Ac pable (ears)  A Pro Site Ac pable	No Site oposed	location /	address: ty (dph):  Dwellings address:	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+  Developable (11 years +)  Adjacent to Bolnore Village Centre	No e, Updo	Grid Ref: D	532666 124167 Owellings
Gross site and Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site and Site Suitable: Deliverability	rea (ha) :   // Develo -5 years)  392 rea (ha) :  // Develo	0.13  pability: Yes  Site Refere 0.11  pability:	ence	Net deve Site Availabl  10 Dwellings  HH/A/12  Net deve Site Availabl	Settleme a e:   Settleme a e:   Settleme a e e e e e e e e e e e e e e e e e	ent HH area (ha):  Not current Developabent HH area (ha):  Not current Developab	Ward 0.13  tily develope (6-10 y  Ward 0.11	A Pro Site Ac pable (ears)  A Pro Site Ac pable	No Site oposed chievab	location /	Dwellings address: ty (dph): Dwellings address: ty (dph): Dwellings	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+  Developable (11 years +)  Adjacent to Bolnore Village Centre 3 Higher- 50	No P, Updo	Grid Ref: D	532666 124167 Owellings 532282 122946
Gross site and Site Suitable: Deliverability Deliverable (1) SHLAA ID Gross site and Site Suitable: Deliverability Deliverable (1)	rea (ha) :	0.13  pability: Yes  Site Refere 0.11  pability: Yes  Site Refere	ence	Net deve Site Availabl  10 Dwellings  HH/A/12  Net deve Site Availabl  14 Dwellings  HH/A/13	Settleme elopable a e:   Settleme elopable a e:   Settleme	ent HH area (ha):  Not current Developabent HH area (ha):  Not current Developabent HH	Ward 0.13  tly develope (6-10 y  Ward 0.11  tly develope (6-10 y	A Propable ears)  A Propable ears)  A Propable ears)  A A	No Site oposed chievab	location /	address: ty (dph): Dwellings address: ty (dph): Dwellings	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+  Developable (11 years +)  Adjacent to Bolnore Village Centre 3 Higher- 50  Developable (11 years +)	No e, Updo No , Haywa	Grid Ref: D	532666 124167 Owellings 532282 122946
Gross site and Site Suitable: Deliverability Deliverable (1) SHLAA ID Gross site and Site Suitable: Deliverability Deliverable (1) SHLAA ID Gross site and SHLAA ID Gross site and SHLAA ID	rea (ha) :   // Develor -5 years)  392 rea (ha) :  // Develor -5 years)  201 rea (ha)	0.13  pability: Yes  Site Refere 0.11  pability: Yes  Site Refere	ence	Net deve Site Availabl  10 Dwellings  HH/A/12  Net deve Site Availabl  14 Dwellings  HH/A/13  Net deve	Settleme elopable a e:   Settleme elopable a e:   Settleme elopable a	ent HH area (ha):  Not current Developabent HH area (ha):  Not current Developab	Ward 0.13  tly develope (6-10 y  Ward 0.11  tly develope (6-10 y  Ward	A Propable ears)  A Propable ears)  A Propable ears)  A Propable ears)	No Site oposed chievab No Site oposed chievab	location / I site densible:  location / I site densible:  location / I site densible:  location /	address: ty (dph): Dwellings address: ty (dph): Dwellings	36 Paddockhall Road, Haywards H 4 Flatted- 50-100+  Developable (11 years +)  Adjacent to Bolnore Village Centre 3 Higher- 50  Developable (11 years +)  Land north of Butlers Green Road	No e, Updo No , Haywa	Grid Ref:  D Wn Hill Grid Ref:  D ards Heath	532666 124167 Owellings 532282 122946 Owellings
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SHLAA ID	556	Site Reference	HH/A/16	Settle	mont	НН	Ward	Α	Sito	location / address:	Land east of Borde Hill Lane, Hay	words L	Joath	
Gross site ar				evelopabl			8.5			site density (dph):	1 Lower- 30	1	Grid Ref:	532654 125870
Site Suitable:		0.33	Site Availa		e area (i	IIa).	0.5		chievat		1 Lower- 30	,	Giia Kei.	332034 123070
Deliverability		nahility	Sile Availa	ible. V	Not or	urronth	y develo		v v	Jie. V				
Deliverable (1-		No No	Dwelling	ac			e (6-10 y		No	Dwellings	Developable (11 years +)	No	1	Dwellings
		_	Dweiling	ys	Devel	opable	; (0-10 y	eais)	INO	Dwellings	Developable (11 years +)	NO	ı.	Dwellings
Haywards I	-leath	- Heath												
SHLAA ID	32	Site Reference	HH/B/01	Settle	ment	HH	Ward	В	Site	location / address:	Land south of Sunte House, Birch	en Lane	e, Hayward	s Heath
Gross site ar	ea (ha)	2.61	Net de	evelopabl	e area (l	ha):	1.2	Pr	oposed	site density (dph):	1 Lower- 30	(	Grid Ref:	533405 125411
Site Suitable:			Site Availa		•				chievat		1	1		
Deliverability	/ Develo	pability:			Not cu	urrently	y develo	pable	~					
Deliverable (1-	5 years)	No	Dwelling	gs	Develo	opable	(6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	[	Owellings
											Land North of Wickham Way and	Fast of	Rirchen I a	ne Haywards
SHLAA ID	33	Site Reference	HH/B/02	Settle	ment	HH	Ward	В	Site	location / address:	Heath	Last of	Difficition La	ine, riaywarus
Gross site ar	ea (ha)	15.5	Net de	velopabl	e area (	ha):	10.5	Pr	oposed	site density (dph):	1 Lower- 30	(	Grid Ref:	533206 125735
Site Suitable:		10.0	Site Availa		· · (.		10.0		chievak		1 201101 00	1		000200 120100
Deliverability		pability:	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Not cu	urrently	y develo		<u>✓</u>					
Deliverable (1-		No	Dwelling	gs			(6-10 y		No	Dwellings	Developable (11 years +)	No	1	Owellings
SHLAA ID	308	Site Reference	HH/B/03	Settle			Ward	В	Cit-	location / address:	Kings Church, Elizabeth House, 1			3
							vvaru	_			•	_		
Gross site ar		0.1		evelopabl	e area (	na):				site density (dph):	4 Flatted- 50-100+	,	Grid Ref:	533274 124110
Site Suitable: Deliverability		nahilitu.	Site Availa	ible: 🗸	Nat a				chievat	ole: 🗸				
			10 Dwellin	~~			y develo		Na	Dwellings	Davidanahla (11 yaara 1)	No		Quallings
Deliverable (1-	o years)		10 Dwelling	ys	Develo	opable	(6-10 y	ears)	No	Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	356	Site Reference	HH/B/04	Settle	ment	HH	Ward	В	Site	location / address:	Telephone Exchange, Paddockha	all Road,	Haywards	Heath
Gross site ar	ea (ha)	0.34	Net de	velopabl	e area (l	ha):	0.34	Pr	oposed	site density (dph):	4 Flatted- 50-100+	(	Grid Ref:	532930 124494
Site Suitable:			Site Availa	ble: X					chievat	ole: ✓				
Deliverability							y develo		~					
Deliverable (1-	5 years)	No	Dwelling	gs	Devel	opable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	[	Dwellings
SHLAA ID	416	Site Reference	HH/B/06	Settle	ment	НН	Ward	В	Site	location / address:	51-53 Sydney Road, Haywards H	eath		
Gross site ar	ea (ha)	0.13	Net de	velopabl	e area (	ha):	0.13	Pr	oposed	site density (dph):	4 Flatted- 50-100+		Grid Ref:	533527 124741
Site Suitable:	/		Site Availa			,.			chievak					
Deliverability		pability:			Not cu	urrently	y develo							
Deliverable (1-			11 Dwelling	gs			(6-10 y		No	Dwellings	Developable (11 years +)	No	[	Owellings
SHLAA ID	357	Cita Deference	UU/D/07	Cattle:			Ward		6:4-	location / address		looth.	*	-
_		Site Reference	HH/B/07	Settle				В		location / address:	59 Perrymount Road, Haywards F	_	Orial Detail	E22406 404507
Gross site ar		0.06		evelopabl	e area (I	na):	0.06			site density (dph):	4 Flatted- 50-100+	(	Grid Ref:	533126 124527
Site Suitable:		nohilitu.	Site Availa	inie: X	Not a:	urronti.	ı dovola		chievab	ne: ✓				
Deliverability Deliverable (1-		No No	Dwelling	ac =			y develo e (6-10 y		No	Dwellings	Developable (11 years +)	No		Dwellings
		-												
SHLAA ID	443	Site Reference	HH/B/08	Settle			Ward	В		location / address:	Rockwood House, Perrymount Ro			
Gross site ar		0.33		evelopabl	e area (l	ha):	0.33		•	I site density (dph):	4 Flatted- 50-100+	(	Grid Ref:	533044 124212
Site Suitable:			Site Availa	ble: ✓					chievat	ole: ✓				
Deliverability							y develo		<b>Y</b>			1	<u> </u>	
Deliverable (1-	5 years)	No	Dwelling	gs	Devel	opable	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No		Dwellings

	307	Site Reference	HH/B/11	Settlement			В	Sito	location / address:	17-25 Boltro Road, Haywards Hea	nth.	
SHLAA ID					1							E000E0 404070
Gross site ar		0.09		evelopable are	ea (na):				site density (dph):	4 Flatted- 50-100+	Grid Ref:	532958 124379
Site Suitable: Deliverability		nahilitur.	Site Availa		.4	مامينمامينا		chievab	ile: 🗸			
		•	40 Daniellia			tly develo		NI-	D	Developable (44	NI-	Daniellin aus
Deliverable (1-	-5 years)	Yes	42 Dwellin	gs 📕 De	velopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	351	Site Reference	HH/B/12	Settlement	НН	Ward	В	Site	location / address:	Private car park to the south of Tre Haywards Heath	evelyan Place, C	hurch Road,
Gross site ar		0.18		evelopable are	ea (ha):	0.18			site density (dph):	4 Flatted- 50-100+	Grid Ref:	533190 123953
Site Suitable:	~		Site Availa	ble: ✓			Site A	chievab	le: ✓			
Deliverability	/ Develo	pability:		No	t curren	tly develo	pable					
Deliverable (1-	-5 years)	No	Dwellin	gs De	velopab	le (6-10 y	/ears)	Yes	27 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	131	Site Reference	HH/B/13	Settlement	НН	Ward	В	Site	location / address:	Corner Paddockhall Road/Milton F	Road, Haywards	Heath
Gross site ar	ea (ha)	0.4	Net de	evelopable are	ea (ha):	0.4	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	532930 124490
Site Suitable:			Site Availa					chievab				
Deliverability		pability:			t curren	tly develo						
Deliverable (1-	-5 years)	Yes	14 Dwellin			lé (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	354	Site Reference	HH/B/14	Settlement	HH	Ward	В	Site	location / address:	38-42 Perrymount Road, Hayward	ds Heath	
Gross site ar	ea (ha)	0.12	Net de	velopable are	ea (ha):	0.12	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533191 124455
Site Suitable:	X		Site Availa	ble: X	•			hievab				
Deliverability	/ Develo	pability:		No	t curren	tly develo	pable	~				
Deliverable (1-	-5 years)	No	Dwellin	gs De	velopab	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	353	Site Reference	HH/B/15	Settlement	HH	Ward	В	Site	location / address:	Concord House, Balcombe Road,	Haywards Heath	1
Gross site ar	ea (ha)	0.11	Net de	evelopable are	ea (ha):	0.11	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533023 125025
Site Suitable:	· 🗸	1	Site Availa		. ,	1		chievab			TI.	
Deliverability	/ Develo	pability:					nahle	~	'			
				INC	ot curren	itly develo	public	•				
Deliverable (1-			Dwellin			tly develo		No	Dwellings	Developable (11 years +)	No	Dwellings
Deliverable (1-	-5 years)	No	1	gs De	velopab	le (6-10 y	/ears)	No				_
Deliverable (1-	-5 years) 352	No Site Reference	HH/B/16	Settlement	velopab HH	le (6-10 y Ward	vears)	No Site	location / address:	Garage area, Newton Court, Perry	ymount Road, Ha	ywards Heath
SHLAA ID Gross site ar	352 ea (ha)	No Site Reference	HH/B/16	Settlement	velopab HH	le (6-10 y Ward	ears) B Pro	No Site oposed	location / address: site density (dph):			ywards Heath
SHLAA ID Gross site ar Site Suitable:	352 rea (ha)	Site Reference	HH/B/16	Settlement evelopable are able: X	HH ea (ha):	Ward 0.09	B Pro	No Site oposed	location / address: site density (dph):	Garage area, Newton Court, Perry	ymount Road, Ha	ywards Heath
SHLAA ID Gross site ar Site Suitable: Deliverability	352 ea (ha) X / Develo	Site Reference 0.09 pability:	HH/B/16 Net de Site Availa	Settlement evelopable are able: X	HH ea (ha):	Ward 0.09	B Prosite Acopable	Site oposed chievab	location / address: site density (dph): le: ✓	Garage area, Newton Court, Perry 4 Flatted- 50-100+	ymount Road, Ha	bywards Heath 533179 124270
SHLAA ID Gross site ar Site Suitable:	352 ea (ha) X / Develo	Site Reference	HH/B/16	Settlement evelopable are able: X	HH ea (ha):	Ward 0.09	B Prosite Acopable	No Site oposed	location / address: site density (dph):	Garage area, Newton Court, Perry 4 Flatted- 50-100+ Developable (11 years +)	ymount Road, Ha Grid Ref:	ywards Heath 533179 124270  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID	352 rea (ha) X / Develo -5 years)	Site Reference 0.09  pability: No  Site Reference	HH/B/16  Net do Site Availa  Dwellin  HH/B/17	Settlement evelopable are ble: X  Settlement No Settlement	HH ea (ha): ot current evelopab	Ward 0.09  ttly develople (6-10 y  Ward	B Pro Site Acceptable (rears)	Site oposed chievab	location / address: site density (dph): le: ✓  Dwellings  location / address:	Garage area, Newton Court, Perry 4 Flatted- 50-100+  Developable (11 years +)  Car parks at Hazelgrove Road, Ha Orchards, Haywards Heath	ymount Road, Ha Grid Ref: No aywards Road ar	ywards Heath 533179 124270  Dwellings  Indicate the rear of the
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar	352 rea (ha) X / Develo -5 years) 327 rea (ha)	Site Reference 0.09  pability: No  Site Reference	HH/B/16  Net do Site Availa  Dwellin  HH/B/17  Net do	Settlement evelopable are ble: X  Settlement Settlement evelopable are evelopable are	HH ea (ha): ot current evelopab	Ward 0.09  ttly develople (6-10 y  Ward	B Prosite Acopable (rears)  B Propable (rears)	Site oposed No Site oposed Site oposed	location / address: site density (dph): le:   Dwellings location / address: site density (dph):	Garage area, Newton Court, Perry 4 Flatted- 50-100+  Developable (11 years +)  Car parks at Hazelgrove Road, Ha	ymount Road, Ha Grid Ref:	ywards Heath 533179 124270  Dwellings  Indicate the rear of the
Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable:	352 rea (ha) X / Develo -5 years) 327 rea (ha)	Site Reference 0.09  pability: No  Site Reference 1.12	HH/B/16  Net do Site Availa  Dwellin  HH/B/17	Settlement evelopable are specified by Settlement evelopable are evelopable are evelopable are evelopable are evelopable are	HH ea (ha):  ot current evelopab  HH ea (ha):	ward 0.09  ttly develope (6-10 y  Ward 1.12	B Prosite Acopable (rears)  B Prosite Acopable (rears)  B Prosite Acopable (rears)	Site oposed chievab	location / address: site density (dph): le:   Dwellings location / address: site density (dph):	Garage area, Newton Court, Perry 4 Flatted- 50-100+  Developable (11 years +)  Car parks at Hazelgrove Road, Ha Orchards, Haywards Heath	ymount Road, Ha Grid Ref: No aywards Road ar	ywards Heath 533179 124270  Dwellings  Indicate the rear of the
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SHLAA ID	304	Site Reference	HH/B/20	Settlement		1	В	Sito	location / address:	Maplehurst, 53 Oathall Road, Hay	words Hooth	
_										1 Lower- 30	1	E22E42 424E22
Gross site ar Site Suitable:		0.26	Site Availa	velopable are	a (na):	0.26		oposed chievab	site density (dph):	1 Lower- 30	Grid Ref:	533512 124523
Deliverability		anahility:	Sile Availa		t ourron	tly develo		Cillevan	ne. V			
		• •	Dwelling			le (6-10 y		Voc	8 Dwellings	Dayslanghla (11 years 1)	No	Dwellings
Deliverable (1	-5 years)	No	Dwelling	js <u>L</u> De	velopab	ie (6-10 <u>)</u>	rears)	Yes	8 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	326	Site Reference	HH/B/23	Settlement	HH	Ward	В	Site	location / address:	Mid Sussex Timber Company, Col	llege Road, Hayw	ards Heath
Gross site ar	rea (ha)	0.16	Net de	velopable are	a (ha):	0.11	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533153 125049
Site Suitable:			Site Availa					chievab	ole: ✓			
Deliverability	/ Develo	pability:				tly develo		~				
Deliverable (1	-5 years)	No	Dwelling	gs De	velopab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	299	Site Reference	HH/B/24	Settlement	НН	Ward	В	Site	location / address:	Muster Green Car Park, Haywards	s Heath	
Gross site ar	rea (ha)	0.17	Net de	velopable are	a (ha):	0.1	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	532874 123962
Site Suitable:			Site Availa					chievab		,	1	
Deliverability	/ Develo	pability:	•	No	t curren	tly develo		~				
Deliverable (1	-5 years)	No	Dwelling	gs De	velopab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	328	Site Reference	HH/B/25	Settlement	НН	Ward	В	Site	location / address:	45-47 Perrymount Road, Hayward	ls Heath	
Gross site ar	rea (ha)	0.11	Net de	velopable are	a (ha):	0.11	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533126 124414
Site Suitable:	· 🗸	1	Site Availa	ble: X		1.		chievab		,	1	
Deliverability	/ Develo	pability:	1	No	t curren	tly develo	pable	~				
Deliverable (1	-5 years)	No	Dwelling	gs De	velopab	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	329	Site Reference	HH/B/26	Settlement	НН	Ward	В	Site	location / address:	4 Church Road, Haywards Heath		
	U_U				1					,	Grid Ref:	533207 123901
SHLAA ID Gross site ar Site Suitable:	rea (ha)			velopable are	1		Pr		site density (dph):	4 Church Road, Haywards Heath 4 Flatted- 50-100+	Grid Ref:	533207 123901
Gross site ar	rea (ha)	0.26	Net de	velopable are ble: ✓	a (ha):		Pr Site A	oposed	site density (dph):	,	Grid Ref:	533207 123901
Gross site ar Site Suitable:	rea (ha) : ✓ / Develo	0.26	Net de	velopable are ble: ✓	a (ha):	0.20	Pr Site A	oposed	site density (dph):	,	Grid Ref:	533207 123901  Dwellings
Gross site ar Site Suitable: Deliverability	rea (ha) : ✓ / Develo	0.26	Net de Site Availa	velopable are ble: ✓	a (ha): t curren velopab	0.20	Pr Site A	oposed chievab Yes	site density (dph):	4 Flatted- 50-100+	No	Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1	rea (ha)  / Develo  -5 years)	0.26  ppability:  No  Site Reference	Net de Site Availal Dwelling	velopable are ble: ✓ No gs De	a (ha): t curren velopab	0.20 tly develo	Pr Site A pable vears)	oposed chievab Yes Site	l site density (dph):  ole:   30   Dwellings  location / address:	4 Flatted- 50-100+  Developable (11 years +)	No	Dwellings Heath
Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID	rea (ha) // Develor-5 years) 330 rea (ha)	0.26  ppability:  No  Site Reference	Net de Site Availal Dwelling	velopable are ble:  No gs De  Settlement velopable are	a (ha): t curren velopab	tly develo	Pr Site A ppable rears)	oposed chievab Yes Site	site density (dph):  30 Dwellings  location / address: site density (dph):	4 Flatted- 50-100+  Developable (11 years +)  Land to the north of 1 & 3 Church	No Road, Haywards	Dwellings Heath
Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar	rea (ha) / Develor-5 years) 330 rea (ha)	0.26  pability: No  Site Reference 0.1	Net de Site Availa  Dwelling  HH/B/27  Net de	velopable are ble:   No ps De De Settlement velopable are ble:   velopab	t curren velopab HH a (ha):	tly develo	Pr Site A ppable vears) B Pr Site A	Yes Site	site density (dph):  30 Dwellings  location / address: site density (dph):	4 Flatted- 50-100+  Developable (11 years +)  Land to the north of 1 & 3 Church	No Road, Haywards	Dwellings Heath
Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar Site Suitable:	rea (ha)  / Develo  -5 years)  330  rea (ha)  / Develo	0.26  ppability:  No  Site Reference  0.1  ppability:	Net de Site Availa  Dwelling  HH/B/27  Net de	velopable are ble:   No ps De De Settlement velopable are ble:   No N	t curren velopab HH a (ha):	tly develor le (6-10 y Ward 0.1	Pr Site A ppable (ears) B Pr Site A	Yes Site	site density (dph):  30 Dwellings  location / address: site density (dph):	4 Flatted- 50-100+  Developable (11 years +)  Land to the north of 1 & 3 Church	No Road, Haywards	Dwellings Heath
Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar Site Suitable: Deliverability	rea (ha)  / Develo  -5 years)  330  rea (ha)  / Develo	0.26  ppability:  No  Site Reference  0.1  ppability:	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal	velopable are ble:   No ps De De Settlement velopable are ble:   No N	t curren velopab HH a (ha): t curren	0.20 tly develo	Pr Site A ppable (ears) B Pr Site A	Yes Site oposed chievab	Site density (dph):   Site density (dph):   30   Dwellings   Incation / address:   Site density (dph):   Site density (dph):	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+	No Road, Haywards Grid Ref:	Dwellings  Heath  533061 124045
Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar Site Suitable: Deliverability	rea (ha)  / Develo  -5 years)  330  rea (ha)  / Develo  -5 years)	0.26  pability:  No  Site Reference  0.1  pability:  No  Site Reference	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De	a (ha):  t curren velopab  HH a (ha): t curren velopab	tly develo	Pr Site A ppable vears)  B Pr Site A ppable vears)	Yes Site oposed chievab Yes Site Soposed Site Yes Site	Site density (dph):   Site density (dph):   30   Dwellings   Include   Dwellings     Site density (dph):   Dwellings     15   Dwellings	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)	No Road, Haywards Grid Ref:	Dwellings Heath 533061 124045  Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1 SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1	rea (ha)  / Develo -5 years)  330 rea (ha) / Develo -5 years)  111 rea (ha)	0.26  pability:  No  Site Reference  0.1  pability:  No  Site Reference	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No gs De	a (ha):  t curren velopab  HH a (ha): t curren velopab	tly develo	Pr Site A ppable vears)  B Pr Site A ppable vears)  B Pr	Yes Site oposed chievab Yes Site Soposed Site Yes Site	Site density (dph):   ole:    30   Dwellings     location / address:     site density (dph):     15   Dwellings     location / address:     site density (dph):	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter,	No Road, Haywards Grid Ref: No Haywards Heath	Dwellings Heath 533061 124045  Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar	rea (ha)  / Develo -5 years)  330 rea (ha) / Develo -5 years)  111 rea (ha)	0.26  pability:  No  Site Reference  0.1  pability:  No  Site Reference  2.7	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30  Net de	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   Settlement velopable are ble:   Settlement	a (ha):  t curren velopab  HH a (ha):  t curren velopab  HH h d (ha):	tly develo	Pr Site A ppable (ears) B Pr Site A ppable (ears) B Pr Site A	Yes Site oposed chievab Yes Site oposed Site oposed	Site density (dph):   ole:    30   Dwellings     location / address:     site density (dph):     15   Dwellings     location / address:     site density (dph):	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter, 4 Flatted- 50-100+	No Road, Haywards Grid Ref: No Haywards Heath	Dwellings Heath 533061 124045  Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable:	rea (ha)  / Develor-5 years)  / Develor-5 years)  / Develor-5 years)  111  rea (ha)  / Develor-5 years)	0.26  pability:  No  Site Reference 0.1  pability:  No  Site Reference 2.7  pability:	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30  Net de	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No settlement velopable are ble:  No	a (ha):  t curren velopab  HH a (ha):  t curren velopab  HH a (ha):	0.20 tly developed (6-10 y) Ward 0.1 tly developed (6-10 y) Ward 3.4	Pr Site A ppable (ears) B Pr Site A ppable (ears) B Pr Site A	Yes Site oposed chievab Yes Site oposed Site oposed	Site density (dph):   ole:    30   Dwellings     location / address:     site density (dph):     15   Dwellings     location / address:     site density (dph):	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter,	No Road, Haywards Grid Ref: No Haywards Heath Grid Ref:	Dwellings Heath 533061 124045  Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverability Deliverability	rea (ha)  / Develor-5 years)  / Develor-5 years)  / Develor-5 years)  111  rea (ha)  / Develor-5 years)	0.26  pability:  No  Site Reference 0.1  pability:  No  Site Reference 2.7  pability:	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30  Net de Site Availal	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No settlement velopable are ble:  No	a (ha):  t curren velopab  HH a (ha):  t curren velopab  HH a (ha):  t curren velopab  HH a (ha):	0.20 tly developed to the control of	Pr Site A ppable (ears) B Pr Site A ppable (ears) B Pr Site A	Yes Site oposed chievab Yes Site oposed chievab Yes Site oposed chievab	Site density (dph):   Site density (dph):   30   Dwellings     Incation / address:     Site density (dph):   Site density (dph):   Dwellings     Site density (dph):   Site density (dph):   Site density (dph):	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter, 4 Flatted- 50-100+	No Grid Ref:  No Haywards Heath Grid Ref:  Yes 25	Dwellings  Heath
Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: Deliverable (1: Deliverable (1: Deliverable (1:	rea (ha)  -5 years)  330 rea (ha)  -7 Develo  -5 years)  111 rea (ha)  -7 Develo  -7 Develo  -7 Develo  -7 Develo  -7 Develo  -8 Years)	0.26  pability: No Site Reference 0.1  pability: No Site Reference 2.7  pability: No Site Reference	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30  Net de Site Availal  Dwelling  HH/B/30	velopable are ble:   No settlement velopable are ble:   De settlement velopable are ble:   De settlement	t curren velopab HH a (ha): t curren velopab HH a (ha): t curren velopab HH a (ha):	tly develo	Pr Site A opable vears)  B Pr Site A opable vears)  B Pr Site A opable vears)	Yes Site oposed chievab Yes Site oposed chievab Yes Site oposed chievab Yes Site	Site density (dph):   Site density (dph):   30	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter, 4 Flatted- 50-100+  Developable (11 years +)	No Grid Ref:  No Haywards Heath Grid Ref:  Yes 25	Dwellings  Heath
Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: SHLAA ID Seliverability Deliverable (1: SHLAA ID	rea (ha)  -5 years)  330 rea (ha)  -5 years)  111 rea (ha)  -5 years)  7 Develo  -5 years)  382 rea (ha)	0.26  pability: No Site Reference 0.1  pability: No Site Reference 2.7  pability: No Site Reference	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30  Net de Site Availal  Dwelling  HH/B/30	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   Settlement velopable are ble:   Settlement velopable are ble:   No gs De  Settlement velopable are	t curren velopab HH a (ha): t curren velopab HH a (ha): t curren velopab HH a (ha):	tly develo	Pr Site A ppable (ears) B Pr Site A ppable (ears) B Pr Site A ppable (ears)	Yes Site oposed chievab Yes Site oposed chievab Yes Site oposed chievab Yes Site	Site density (dph):   ole:	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter, 4 Flatted- 50-100+  Developable (11 years +)  11-17 Oathall Road, Haywards Heath	No Road, Haywards Grid Ref: No Haywards Heath Grid Ref: Yes 25	Dwellings  Heath
Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: SHLAA ID Gross site ar Site Suitable: Deliverable (1: SHLAA ID Gross site ar	rea (ha)  / Develo -5 years)  330 rea (ha) / Develo -5 years)  111 rea (ha) / Develo -5 years)  382 rea (ha) / X	0.26  pability: No Site Reference 0.1  pability: No Site Reference 2.7  pability: No Site Reference 1.1	Net de Site Availal  Dwelling  HH/B/27  Net de Site Availal  Dwelling  HH/B/30  Net de Site Availal  Dwelling  HH/B/30  Net de Site Availal	velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No gs De  Settlement velopable are ble:   No gs No gs No gs No gs No gs No gs No	t curren velopab  HH a (ha):  t curren velopab  HH a (ha):  t curren velopab  HH a (ha):	tly develo	Pr Site A ppable (ears) B Pr Site A ppable (ears) B Pr Site A ppable (ears) B Pr Site A	Yes Site oposed chievab Yes Site oposed chievab Yes Site oposed chievab	Site density (dph):   Site density (dph):   30	Developable (11 years +)  Land to the north of 1 & 3 Church 4 Flatted- 50-100+  Developable (11 years +)  Haywards Heath Station Quarter, 4 Flatted- 50-100+  Developable (11 years +)  11-17 Oathall Road, Haywards Heath	No Road, Haywards Grid Ref: No Haywards Heath Grid Ref: Yes 25	Dwellings  Heath

		Cita Dafamana					-	0:1-	la sattan / salalassa.	10.110		
SHLAA ID	379	Site Reference	HH/B/34	Settlement		Ward	В		location / address:	10-14 Sydney Road, Haywards Ho		
Gross site ar		0.13		velopable area	a (ha):	0.13			site density (dph):	4 Flatted- 50-100+	Grid Ref:	533255 124649
Site Suitable:		1 '91'4	Site Availa					chievat	ole: ✓			
Deliverability					t currently							
Deliverable (1-	5 years)	Yes 2	20 Dwelling	gs 📕 Dev	/elopable	(6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	521	Site Reference	HH/B/35	Settlement	HH	Ward	В		location / address:	Browns Garage, Market Place, Ha	ywards Heath	
Gross site ar		0.13		velopable area	a (ha):	0.13	Pi	roposed	I site density (dph):	4 Flatted- 50-100+	Grid Ref:	532962 124478
Site Suitable:			Site Availa	ble: ✔			Site A	chievat	ole: ✓			
Deliverability					t currently							
Deliverable (1-	5 years)	Yes	9 Dwelling	gs Dev	/elopable	(6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	539	Site Reference	HH/B/36	Settlement	HH	Ward	В	Site	location / address:	Land Parcel south of 9 Mill Hill Clo	se, Haywards He	eath
Gross site ar	ea (ha)	0.26	Net de	velopable area	a (ha):	0.26	Pi	roposed	site density (dph):	1 Lower- 30	Grid Ref:	533017 125233
Site Suitable:	V		Site Availa	ble: ✓			Site A	chievat	ole: 🗸			
Deliverability		pability:		Not	t currently	develo	pable					
Deliverable (1-	5 years)	Yes	8 Dwelling	gs Dev	/elopable	(6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	551	Site Reference	HH/B/37	Settlement	НН	Ward	В	Site	location / address:	38-42 South Road 1st and 2nd flo	or, Haywards Hea	ath
Gross site ar	ea (ha)	0.03	Net de	velopable area	a (ha):	0.03	P	roposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533314 123629
Site Suitable:			Site Availa		(/-			chievak		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Deliverability		pability:			t currently	develo						
Deliverable (1-		Yes	6 Dwelling		/elopable			No	Dwellings	Developable (11 years +)	No	Dwellings
`		Bentswood			'	, ,	,		, <u> </u>			<u> </u>
SHLAA ID	128	Site Reference	HH/C/01	Settlement	НН	Ward	С	Site	location / address:	Sawyers Health Club, Boston Roa	ıd. Havwards Hea	ıth
Gross site ar	ea (ha)	0.15		velopable area		0.15	P	roposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	534250 124037
Site Suitable:		0.10	Site Availa		(,-	00		chievak		11.141.04 33.133.		00.200.2.00.
Deliverability		pability:			t currently	develo						
Deliverable (1-		No	Dwelling		/elopable			Yes	14 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	199	Site Reference	HH/C/02	Settlement	НН	Ward	С	Site	location / address:	141-151 Western Road, Haywards	s Heath	
Gross site ar	ea (ha)	0.8	Net de	velopable area	a (ha):	0.8	Pi	roposed	site density (dph):	1 Lower- 30	Grid Ref:	533946 123889
Site Suitable:		-	Site Availa		` '			chievak		1		
Deliverability	/ Develo	pability:			t currently	develo	pable	~				
Deliverable (1-		No	Dwelling		/elopable			No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	436	Site Reference	HH/C/03	Settlement	НН	Ward	С	Site	location / address:	Fir Trees, Hazelgrove Road, Hayv	vards Heath	
Gross site ar	ea (ha)		Net de	velopable area	a (ha):	0.11	P	roposed	site density (dph):	4 Flatted- 50-100+	Grid Ref:	533380 123812
Site Suitable:			Site Availa		v -7-			chievak				
Deliverability		pability:			t currently	develo						
Deliverable (1-		Yes	9 Dwelling		/elopable			No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	333	Site Reference	HH/C/04	Settlement	НН	Ward	С	Site	location / address:	The Priory, Franklynn Road, Hayw	vards Heath	
Gross site ar				velopable area			_		site density (dph):	4 Flatted- 50-100+	Grid Ref:	533500 123515
Site Suitable:		3.10	Site Availa					chievak		1110000001001	2.1.4.1.011	000000 120010
Deliverability		pability:	3.10 J. Tanu		t currently	/ develo						
Deliverable (1-			10 Dwelling		/elopable			No	Dwellings	Developable (11 years +)	No	Dwellings
30014010 (1	- , ,	. 50		50.	J.0 P 40.0	, υ . υ y			2190			90

SHLAA ID 129 Si	ite Reference	HH/C/05	Settlement	НН	Ward	С	Site	location / address:	R/O Hazelgrove Gardens, Haywar	rds Heath	
Gross site area (ha) 0.1	15	Net de	velopable area	(ha):	0.09	Pr	oposed	site density (dph):	2 Medium- 40	Grid Ref	533409 123913
Site Suitable: ✓		Site Availa	ble: 🗸			Site A	chievat	ole: 🗸			
Deliverability / Developab					tly develo						
Deliverable (1-5 years)	Yes	6 Dwelling	gs Dev	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
	ite Reference	HH/C/09	Settlement		Ward	С		location / address:	Site of St. Paul's Catholic College,	, Haywards Heat	
Gross site area (ha) 3.4	4		velopable area	ı (ha):				site density (dph):	1 Lower- 30	Grid Ref	533587 124456
Site Suitable: ✓		Site Availa					chievat	ole: 🗸			
Deliverability / Developab					ly develo						
Deliverable (1-5 years)	Yes 1	19 Dwelling	gs <b>II</b> Dev	elopabl	le (6-10 y	rears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 497 Si	ite Reference	HH/C/10	Settlement	НН	Ward	С	Site	location / address:	Caxton Way / Syresham Gardens,	, Haywards Heat	h
Gross site area (ha) 0.0	04	Net de	velopable area	(ha):	0.05	Pr	oposed	site density (dph):	4 Flatted- 50-100+	Grid Ref	533464 123623
Site Suitable: X		Site Availa					chievat	ole: ✓			·
Deliverability / Developab					tly develo		~				
Deliverable (1-5 years)	No	Dwelling	gs Dev	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 461 Si	ite Reference	HH/C/11	Settlement	НН	Ward	С	Site	location / address:	Drill Hall, 85 Eastern Road, Haywa	ards Heath	
Gross site area (ha) 0.3	36	Net de	velopable area	(ha):	0.36	Pr	oposed	site density (dph):	3 Higher- 50	Grid Ref	533957 123628
Site Suitable: X		Site Availa					chievat	ole: ✓			
Deliverability / Developab					tly develo		~				
Deliverable (1-5 years)	No	Dwelling	gs Dev	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 530 Si	ite Reference	HH/C/12	Settlement	НН	Ward	С	Site	location / address:	Wilmington Estate Development, V	Wilmington Way,	Haywards Heath
Gross site area (ha) 4.2	2		velopable area	(ha):	4.2	Pr	oposed	site density (dph):		Grid Ref	534490 124430
Site Suitable: ✓		Site Availa					chievat	ole: ✓			
Deliverability / Developab					tly develo						
Deliverable (1-5 years)	Yes 7	76 Dwelling	gs 📕 Dev	elopabl	le (6-10 y	/ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
Haywards Heath - Fr	ranklands										_
SHLAA ID 57 Si	ite Reference	HH/D/01	Settlement	НН	Ward	D	Site	location / address:	Land at Foxhill (Gamblemead Lan	e), Foxhill, Hayw	ards Heath
Gross site area (ha) 6.2	2		velopable area	ı (ha):	5.4			site density (dph):	1 Lower- 30	Grid Ref	533565 121832
Site Suitable: X		Site Availa					chievat	ole: ✓			
Deliverability / Developab		<b>D</b> :::			ly develo		<u> </u>	5			D III
Deliverable (1-5 years)	No	Dwelling	gs Dev	elopabl	le (6-10 y	rears)	No	Dwellings	Developable (11 years +)	No	Dwellings
	ite Reference	HH/D/02	Settlement	НН	Ward	D		location / address:	Hurst Farm, Hurstwood Lane, Hay	wards Heath	
Gross site area (ha) 14.	.7		velopable area	(ha):	14.7		•	site density (dph):	1 Lower- 30	Grid Ref	533896 122352
Site Suitable: ✓		Site Availa					chievat	ole: ✓			
Deliverability / Developab					ly develo		.,				
Deliverable (1-5 years)	Yes 10	00 Dwelling	gs 📕 Dev	elopabl	le (6-10 y	rears)	Yes	175 Dwellings	Developable (11 years +)	No	Dwellings
	ite Reference	HH/D/03	Settlement		Ward	D		location / address:	East of hospital playing field (Parc	el Y), Haywards	
Gross site area (ha) 4.2	2		velopable area	ı (ha):				site density (dph):		Grid Ref	533900 122800
Site Suitable: ✓		Site Availa	1				chievat	ole: ✓			
Deliverability / Developab					lly develo						
Deliverable (1-5 years)	Yes 13	32 Dwelling	gs <b>III</b> Dev	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings

		nunea sites cons													_
SHLAA ID	108	Site Reference	HH/D/04	Settlem			Ward	D		location / a		Anscombe Wood, Fox Hill (Parcel	X), Ha	ywards Hea	
Gross site ar	ea (ha)	2.7	Net de	evelopable	area (	(ha):	2.2	Pr	oposed	l site densi	ty (dph):			Grid Ref:	533550 122800
Site Suitable:			Site Availa	able: ✓					chievab	ole: ✓					
Deliverability	/ Develo				Not c	currently	ly develo	pable							
Deliverable (1-	5 years)	Yes	90 Dwellin	igs	Devel	lopable	e (6-10 y	ears)	No		Owellings	Developable (11 years +)	No	l l	Dwellings
SHLAA ID	487	Site Reference	HH/D/05	Settlem	nent	HH	Ward	D	Site	location / a	address:	Land at the junction of Hurstwood	Lane a	nd Fox Hill	, Haywards Heath
Gross site ar	ea (ha)	1.5	Net de	evelopable	area (	(ha):	1.5	Pr	oposed	l site densi	ty (dph):	1 Lower- 30		Grid Ref:	533800 121903
Site Suitable:		1.	Site Availa		,				hievab		1	1	1		<u> </u>
Deliverability	/ Develo	pability:			Not c	currently	ly develo	pable	~						
Deliverable (1-			Dwellin	as III			e (6-10 y		No		Owellings	Developable (11 years +)	No		Dwellings
SHLAA ID	485	Site Reference	HH/D/06	Settlem		НН	Ward	D	Site	location / a		Land south of Rocky Lane and to			
	(1)							- D-				Village, Haywards Heath	T	O-1-1 D - (-	500470 400444
Gross site ar		29		evelopable	area (	(na):	24			l site densi	ty (apn):	1 Lower- 30		Grid Ref:	533172 122114
Site Suitable:		n ability	Site Availa	abie: 🗸	Nict		ا مام ا		chievab	oie: ✓					
Deliverability		· · · · · · · · · · · · · · · · · · ·	05   D				ly develo		\/a -	200	N	Davidanghia (44	V	245	Durellings
Deliverable (1-	·5 years)	Yes 1	05 Dwellin	igs	Devel	lopable	e (6-10 y	rears)	Yes	300 E	Owellings	Developable (11 years +)	Yes	315 I	Dwellings
SHLAA ID	496	Site Reference	HH/D/09	Settlem	nent	НН	Ward	D	Site	location / a	address:	Land south of Rocky Lane & to the Village, Haywards Heath	e west o	of Weald Ri	ise and Fox Hill
Gross site ar	ea (ha)	13.51	Net de	evelopable	area (	(ha):	11	Pr	oposed	l site densi	ty (dph):	1 Lower- 30		Grid Ref:	533172 122114
Site Suitable:			Site Availa		•	. ,			chievab		1		II		
Deliverability		pability:			Not c	currently	ly develo								
Deliverable (1-			OF Durallin												
		165	us i Dweilin	us <b>III</b>	Devel	lopable	e (6-10 v	ears)	Yes	225	Dwellinas	Developable (11 years +)	No		Dwellinas '
1 2 2	o youro,	res i	05 Dwellin	igs 🔳	Devel	lopable	e (6-10 y	ears)	Yes	225 [	Owellings	Developable (11 years +)	No		Dwellings
SHLAA ID	531	Site Reference	HH/D/10	Settlem	nent	НН	Ward	D	Site	location / a	address:	Land Parcel north of 99 Reed Pon Haywards Heath	nd Walk	, Franklanc	ds Village,
SHLAA ID Gross site ar	531 <b>ea (ha)</b>		HH/D/10	Settlem evelopable	nent	НН		D <b>Pr</b>	Site oposed	location / a	address:	Land Parcel north of 99 Reed Pon	nd Walk		
SHLAA ID  Gross site ar Site Suitable:	531 ea (ha)	Site Reference	HH/D/10	Settlem evelopable	nent e area (	HH (ha):	<b>Ward</b> 0.48	D Pro	Site	location / a	address:	Land Parcel north of 99 Reed Pon Haywards Heath	nd Walk	, Franklanc	ds Village,
SHLAA ID  Gross site ar  Site Suitable: Deliverability	531 ea (ha) ✓ / Develo	Site Reference 0.48 ppability:	HH/D/10  Net de	Settlemevelopable	nent e area (	HH (ha):	Ward 0.48	D Propable	Site oposed chievab	location / a	address: ty (dph):	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30	nd Walk	, Frankland	ds Village, 534196 123567
SHLAA ID  Gross site ar Site Suitable:	531 ea (ha) ✓ / Develo	Site Reference 0.48 ppability:	HH/D/10	Settlemevelopable	nent e area (	HH (ha):	<b>Ward</b> 0.48	D Propable	Site oposed	location / a	address:	Land Parcel north of 99 Reed Pon Haywards Heath	nd Walk	, Frankland	ds Village,
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-	531 ea (ha)  / Develo 5 years)	Site Reference 0.48 ppability:	HH/D/10  Net do Site Availa	Settlemevelopable	nent e area (	HH (ha):	Ward 0.48	D Propable	Site oposed chievab	location / a	address: ty (dph):	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30	nd Walk	, Frankland	ds Village, 534196 123567
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-	531 ea (ha)  / Develo 5 years)	Site Reference 0.48  pability: Yes	HH/D/10  Net do Site Availa	Settlemevelopable	Not conduction	HH (ha): currently	Ward 0.48	D Propable	Site oposed chievab	location / a	address: ty (dph): Owellings	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30	No	, Frankland Grid Ref:	ds Village, 534196 123567  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1- Haywards I SHLAA ID	531 ea (ha) / Develo 5 years) Heath -	Site Reference  0.48  pability: Yes  Ashenground Site Reference	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01	Settlemevelopable able:  gs	Not conducted Development	HH (ha): currently lopable	Ward 0.48 ly develoe e (6-10 y	D Pro Site Ac opable rears)	Site oposed chievab	location / a	address:  ty (dph):  Dwellings  address:	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa	No d, Hay	Frankland  Grid Ref:	ds Village, 534196 123567  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1- Haywards I SHLAA ID Gross site ar	531 ea (ha) / Develo 5 years) Heath - 417 ea (ha)	Site Reference  0.48  pability: Yes  Ashenground Site Reference	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do	Settlemevelopable Settlemevelopable	Not conducted Development	HH (ha): currently lopable	Ward 0.48  ly develoe e (6-10 y	D Propable pears)  E Propable	Site oposed chievab	location / a I site densi ole:   location / a I site densi	address:  ty (dph):  Dwellings  address:	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)	No d, Hay	, Frankland Grid Ref:	ds Village, 534196 123567  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1- Haywards I SHLAA ID Gross site ar Site Suitable:	531 ea (ha) / Develo 5 years) Heath - 417 ea (ha)	Site Reference  0.48  pability: Yes  Ashenground Site Reference  0.04	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01	Settlemevelopable Settlemevelopable	Not conduction Development	HH (ha): currently lopable HH (ha):	Ward 0.48  ly develoe (6-10 y  Ward 0.04	Prosite Adopable (rears)	Site oposed No Site oposed	location / a I site densi ole:   location / a I site densi	address:  ty (dph):  Dwellings  address:	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa	No d, Hay	Frankland  Grid Ref:	ds Village, 534196 123567  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1- Haywards I SHLAA ID Gross site ar	531 ea (ha) / Develo 5 years) Heath - 417 ea (ha) / Develo	Site Reference  0.48  pability: Yes  Ashenground Site Reference 0.04  pability:	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do	Settlemevelopable  Settlemevelopable  Settlemevelopable  able:	Not condended to the co	HH (ha): currently lopable HH (ha):	Ward 0.48  ly develoe e (6-10 y	Prosite Acceptable Prosite Prosite Acceptable Prosite Acceptable Prosite Prosit	Site oposed No Site oposed	location / a I site densirole:   location / a I site densirole:   v	address:  ty (dph):  Dwellings  address:	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa	No d, Hay	Frankland  Grid Ref:  I  wards Heat  Grid Ref:	ds Village, 534196 123567  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  Haywards SHLAA ID Gross site ar Site Suitable: Deliverability	531 ea (ha) / Develo 5 years) Heath - 417 ea (ha) / Develo	Site Reference  0.48  pability: Yes  Ashenground Site Reference 0.04  pability:	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do Site Availa  Dwellin  HH/E/02	Settlemevelopable  gs  Settlemevelopable  able:   gs  Settlemevelopable  able:   gs  Settlemevelopable	Not conducted by the co	HH (ha):  HH (ha):  currently lopable  HH (ha):	Ward 0.48  ly develope (6-10 y  Ward 0.04  ly developed the second secon	Prosite Acceptable Prosite Prosite Acceptable Prosite Acceptable Prosite Prosit	Site oposed chievab No Site oposed chievab	location / a I site densirole:   location / a I site densirole:   v	address:  Dwellings  address:  ty (dph):  Dwellings	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa 4 Flatted- 50-100+  Developable (11 years +)  18-22 Franklynn Road, Haywards	No Hayv	Frankland  Grid Ref:  I  wards Heat  Grid Ref:	ds Village,  534196 123567  Dwellings  th  533136 123741
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SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  Haywards I  SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  SHLAA ID	531 ea (ha) / Develo -5 years) Heath - 417 ea (ha) / Develo -5 years) 298 ea (ha)	Site Reference  0.48  pability: Yes  Ashenground Site Reference 0.04  pability: No  Site Reference	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do Site Availa  Dwellin  HH/E/02	Settlemevelopable  Settlemevelopable  Settlemevelopable  Settlemevelopable	Not conductive area (	HH (ha):  HH (ha):  currently lopable  HH (ha):	Ward 0.48  ly develope (6-10 y  Ward 0.04  ly develope (6-10 y	Prosite Acceptable Prosite Prosite Acceptable Prosite Acceptable Prosite Prosit	Site oposed chievab No Site oposed chievab	location / a	address:  Dwellings  address:  ty (dph):  Dwellings	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa 4 Flatted- 50-100+  Developable (11 years +)  18-22 Franklynn Road, Haywards	No No Heath	Frankland  Grid Ref:  I  Wards Heat  Grid Ref:	ds Village,  534196 123567  Dwellings  th  533136 123741  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  Haywards I  SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  SHLAA ID  Gross site ar	531 ea (ha) / Develo 5 years) Heath - 417 ea (ha) / Develo 5 years) 298 ea (ha)	Site Reference  0.48  pability: Yes  Ashenground Site Reference 0.04  pability: No  Site Reference 0.11	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do Site Availa  Dwellin  HH/E/02  Net do	Settlemevelopable  Settlemevelopable  Settlemevelopable  Settlemevelopable	Not condend to the least of the	HH (ha):  Currently lopable  HH (ha):  Currently lopable  HH (ha):	Ward 0.48  ly develope (6-10 y  Ward 0.04  ly develope (6-10 y	Prosite Acceptable (rears)  E Prosite Acceptable (rears)  E Prosite Acceptable (rears)  E Prosite Acceptable (rears)	Site oposed chievab No Site oposed chievab Yes Site oposed	location / a	address:  Dwellings  address:  ty (dph):  Dwellings	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa 4 Flatted- 50-100+  Developable (11 years +)  18-22 Franklynn Road, Haywards	No No Heath	Frankland  Grid Ref:  I  Wards Heat  Grid Ref:	ds Village,  534196 123567  Dwellings  th  533136 123741  Dwellings
SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  Haywards I  SHLAA ID  Gross site ar Site Suitable: Deliverability Deliverable (1-  SHLAA ID  Gross site ar Site Suitable: SHLAA ID  Gross site ar Site Suitable:	531 ea (ha) / Develo 5 years) Heath - 417 ea (ha) / Develo 5 years) 298 ea (ha) / Develo	Site Reference  0.48  pability: Yes  Ashenground Site Reference 0.04  pability: No  Site Reference 0.11	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do Site Availa  Dwellin  HH/E/02  Net do	Settlemevelopable settlemevelopable settlemevelopable settlemevelopable settlemevelopable settlemevelopable	Not condend to the least of the	HH (ha):  HH (ha):  currently lopable  HH (ha):  currently lopable  HH (ha):	Ward 0.48  ly develope (6-10 y  Ward 0.04  ly develope (6-10 y  Ward	Propable (rears)  E Propable (rears)  E Propable (rears)  E Propable (rears)	Site oposed chievab No Site oposed chievab Yes Site oposed	location / a	address:  Dwellings  address:  ty (dph):  Dwellings	Land Parcel north of 99 Reed Pon Haywards Heath 1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa 4 Flatted- 50-100+  Developable (11 years +)  18-22 Franklynn Road, Haywards	No No Heath	Frankland  Grid Ref:  wards Heat  Grid Ref:  Grid Ref:	ds Village,  534196 123567  Dwellings  th  533136 123741  Dwellings
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SHLAA ID  Gross site ar Site Suitable: Deliverabile (1- Haywards ID Gross site ar Site Suitable: Deliverability Deliverabile (1- SHLAA ID Gross site ar Site Suitable: Deliverabile (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverability	531 ea (ha) / Develo -5 years) Heath - 417 ea (ha) / Develo -5 years) 298 ea (ha) / Develo -5 years) 440 ea (ha)	Site Reference  0.48  pability: Yes  Ashenground Site Reference 0.04  pability: No Site Reference 0.11  pability: Yes  Site Reference	HH/D/10  Net do Site Availa  15 Dwellin  HH/E/01  Net do Site Availa  Dwellin  HH/E/02  Net do Site Availa  10 Dwellin  HH/E/04  Net do	Settlemevelopable sble:   Settlemevelopable sble:   Settlemevelopable sble:   Settlemevelopable sble:   Settlemevelopable sble:   Settlemevelopable sble:   Settlemevelopable	Not control of the co	HH (ha):  HH (ha):  currently lopable  HH (ha):  currently lopable  HH (ha):	Ward  0.48  ly develope (6-10 y  Ward  0.04  ly develope (6-10 y  Ward  ly develope (6-10 y  Ward  Ward	Propable Propable Pears)  E Propable Pears)  E Propable Pears)  E Propable Pears)  E Propable Pears)	Site oposed chievab  Yes Site oposed chievab  No Site oposed chievab  Site oposed chievab	location / a I site densirate	address:  address:  address:  address:  by (dph):  address:  address:  by (dph):  by (dph):  covellings  address:  address:	Land Parcel north of 99 Reed Pon Haywards Heath  1 Lower- 30  Developable (11 years +)  Victoria Gate, 119-127 South Roa 4 Flatted- 50-100+  Developable (11 years +)  18-22 Franklynn Road, Haywards 4 Flatted- 50-100+  Developable (11 years +)  Land at 22 Gower Road, Haywards	No Heath No Is Heatl	Frankland  Grid Ref:  wards Heat  Grid Ref:  Grid Ref:	ds Village,  534196 123567  Dwellings  th  533136 123741  Dwellings  533477 123423
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SHLAA ID 445	Site Reference	HH/E/05	Settlement	HH	Ward	Е		ion / address:	5 Ashenground Road, Haywards H	Heath	
Gross site area (ha)	0.08	Net deve	elopable area	(ha):	0.08	Pr	oposed site	density (dph):	4 Flatted- 50-100+	Grid Ref	533346 123219
Site Suitable: ✓		Site Available	e: 🗸			Site A	chievable: 🗸				
Deliverability / Devel	opability:		Not	current	ly develo	pable					
Deliverable (1-5 years	) Yes	6 Dwellings	Deve	elopabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 126	Site Reference	HH/E/06	Settlement	НН	Ward	Е	Site locat	ion / address:	Ex Horace Hilton, Gower Road, Ha	aywards Heath	
Gross site area (ha)	0.08	Net deve	elopable area	(ha):		Pr	oposed site	density (dph):	4 Flatted- 50-100+	Grid Ref	533311 123501
Site Suitable: ✓	*	Site Available	e: 🗸	` .		Site A	chievable: ✓			1	
Deliverability / Devel	opability:	•	Not	current	ly develo	pable					
Deliverable (1-5 years		14 Dwellings			é (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 95	Site Reference	HH/E/07	Settlement	НН	Ward	Е	Site locat	ion / address:	Sandrocks, Rocky Lane, Hayward	s Heath	
Gross site area (ha)			elopable area					density (dph):	1 Lower- 30	Grid Ref	532950 122415
Site Suitable: ✓	2.1	Site Available		(πω).			chievable: ✓	aonony (apin)i	1 LOWOT CO	ona non	002000 122110
Deliverability / Devel	opability:	Onto / tranabi		current	ly develo		omovasio: ·				
Deliverable (1-5 years		65 Dwellings			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 455	Site Reference	HH/E/09	Settlement	НН	Ward	E	Site locat	ion / address:	The Duck Public House, 27 Wivels	sfield Road, Hav	wards Heath
Gross site area (ha)			elopable area		0.17			density (dph):	4 Flatted- 50-100+	Grid Ref	1
Site Suitable: X	0.17	Site Available	•	i (iia).	0.17		chievable: V	denisity (upii).	4 1 latteu- 30-100+	Ond iten	333434 123022
Deliverability / Devel	onahility:	Oite Available		current	ly develo		V Cilievable. V				
Deliverable (1-5 years		Dwellings			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
Donvorable (1 o years	) 110	Dwomingo	201	оюраы	0 (0 10 )	ouro)	110	Dwomingo			
SHLAA ID 239	Site Reference	HH/E/12	Settlement	НН	Ward	Е	Site locat	ion / address:	Land to the south and west of San Heath	drocks, Rocky L	ane, Haywards
Gross site area (ha)	15.9	Net deve	elopable area	(ha):	13	Pr	oposed site	density (dph):	1 Lower- 30	Grid Ref	532784 122199
Site Suitable: ✓		Site Available	e: 🗸	•			chievable: ✓			-	,
Deliverability / Devel	opability:		Not	current	ly develo	pable					
Deliverable (1-5 years	) Yes 1	05 Dwellings	Deve	elopabl	e (6-10 y	ears)	Yes 28	35 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 296	Site Reference	HH/E/13	Settlement	НН	Ward	Е	Site locat	ion / address:	52 Sussex Road, Haywards Heath	)	
Gross site area (ha)	0.06	Net deve	elopable area	(ha):	0.06	Pr	oposed site	density (dph):	4 Flatted- 50-100+	Grid Ref	533396 123270
Site Suitable: ✓		Site Available		(/-			chievable: ✓	(р. / /			
Deliverability / Devel	opability:			current	ly develo			L			
Deliverable (1-5 years		Dwellings			e (6-10 y		Yes	6 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 361	Site Reference	HH/E/15	Settlement	НН	Ward	Е	Site locat	ion / address:	Land r/o Priory Court, Triangle Roa	ad, Haywards H	eath
Gross site area (ha)	0.08	Net deve	elopable area	(ha):	0.08	Pr	oposed site	density (dph):	4 Flatted- 50-100+	Grid Ref	
Site Suitable: X	-1	Site Available		` '			chievable: X				
Deliverability / Devel	opability:			current	ly develo		<b>✓</b>	L			
Deliverable (1-5 years	<u> </u>	Dwellings			e (6-10 y		No	Dwellings	Developable (11 years +)	No	Dwellings
` '					` .		0:4- 1	*		Income II II II	
SHLAA ID 94	Site Reference	HH/E/17	Settlement	HH	Ward	E		ion / address:	N/O Rookery Farm, Rocky Lane, F		
Gross site area (ha)	1.7		elopable area	(ha):				density (dph):	1 Lower- 30	Grid Ref	533100 122400
Site Suitable: V		Site Available					chievable: 🗸				
Deliverability / Devel		45 D. "			ly develo		NI-	D	Developed 144	NI-	David III a sa
Deliverable (1-5 years	) Yes	45 Dwellings	Deve	eiopabl	e (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings

Corredate or													
SHLAA ID	334	Site Reference	HH/E/18	Settlement	НН	Ward	E S	Site location	n / address:	Land between Colwell Road and	Southdo	wns Park (	former St. Francis
Gross site are	a (ha)	2	Not do	evelopable area	(ha):		Drono	seed site de	nsity (dph):	Hospital), Haywards Heath  1 Lower- 30		Grid Ref:	533734 122958
Site Suitable:		<u>ა</u>	Site Availa		a (IIa).		Site Achie		iisity (upii).	1 Lower- 30		ilu Kei.	333734 122930
Deliverability /		nahility	Sile Availa		curron	tly develop		evable. V					
Deliverable (1-5			89 Dwelling			le (6-10 ye		lo	Dwellings	Developable (11 years +)	No		Owellings
`		165	oa Dweiling	ys Dev	reiopabi	le (6-10 ye	ais) in	10	Dweilings	Developable (11 years +)	INO	L	oweilings
Horsted Key	/nes												
SHLAA ID	69	Site Reference	HK/03	Settlement		Ward		Site location	n / address:	Ludwell Field adj Keysford and Su	ıgar Lan	е	
Gross site are		0.92		evelopable area	a (ha):	0.92	Propo	sed site de	nsity (dph):	1 Lower- 30	(	Frid Ref:	537895 128060
Site Suitable: 2			Site Availa				Site Achie	evable: 🗸					
Deliverability /		pability:				tly develop		•					
Deliverable (1-5	years)	No	Dwelling	gs Dev	/elopabl	le (6-10 ye	ears) N	lo	Dwellings	Developable (11 years +)	No		Dwellings
SHLAA ID	70	Site Reference	HK/04	Settlement	HK	Ward	,	Site location	n / address:	Front field (Village field), Jeffreys	Farm, H	orsted Key	nes
Gross site are	a (ha)	1.2	Net de	velopable area	a (ha):	1.19	Propo	sed site de	nsity (dph):	1 Lower- 30	(	Frid Ref:	538040 127885
Site Suitable:	X		Site Availa	ble: ✓			Site Achie	evable: 🗸			1	"	
Deliverability /		pability:			current	tly develop		,	1				
Deliverable (1-5		No	Dwelling			le (6-10 ye		lo	Dwellings	Developable (11 years +)	No		Owellings
SHLAA ID	183	Site Reference	HK/05	Settlement	HK	Ward		Site location	n / address:	Constance Wood Recreation Gro	und, Har	nsland, Ho	rsted Keynes
Gross site are	a (ha)	1.4	Net de	evelopable area	a (ha):	1.4	Propo	sed site de	nsity (dph):	1 Lower- 30		Frid Ref:	538260 127780
Site Suitable:			Site Availa		(/-		Site Achie		(		1		000200 121100
Deliverability /		pability:		Not	current	lly develop	pable						
Deliverability / Deliverable (1-5	Develo	pability: No	Dwelling			tly develop le (6-10 ye		es 42	Dwellings	Developable (11 years +)	No		Owellings
	Develo	• •	Dwelling		/elopabl		ears) Ye		Dwellings				
Deliverable (1-5	Develo years) 184	No Site Reference	HK/06	gs Dev	velopab HK	e (6-10 ye	ears) Ye	Site location	n / address:	Land south of St. Stephens Churc	h, Hams	land, Hors	ted Keynes
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SHLAA ID Gross site are Site Suitable:	Develo 5 years) 184 a (ha)	Site Reference	HK/06	Settlement evelopable area	HK (ha):	Ward 1.13	Propo	Site location	n / address:	Land south of St. Stephens Churc	h, Hams	land, Hors	ted Keynes
Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverability /	Develo  184  (ha)  Develo	Site Reference 1.13 pability:	HK/06 Net de	Settlement evelopable area	HK a (ha):	Ward 1.13	Propo Site Achie	Site location osed site de evable: ✓	n / address: nsity (dph):	Land south of St. Stephens Church 1 Lower- 30	ch, Hams	land, Hors Grid Ref:	ted Keynes 538420 127860
Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverability / Deliverable (1-5	Develo 5 years) 184 a (ha) Develo 5 years)	Site Reference 1.13  pability: No	HK/06  Net de Site Availa	Settlement evelopable area ble:   Not gs Dev	HK a (ha): current	Ward 1.13 tly develop e (6-10 ye	Proposite Achie pable ears) Ye	Site location psed site de evable: ✓	n / address: nsity (dph):	Land south of St. Stephens Church 1 Lower- 30  Developable (11 years +)	ch, Hams	sland, Hors Grid Ref:	ted Keynes 538420 127860 Owellings
Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverability / Deliverable (1-5 SHLAA ID	Develo 5 years) 184 ea (ha) v Develo 5 years)	Site Reference 1.13  pability: No  Site Reference	HK/06  Net de Site Availa  Dwellin  HK/07	Settlement evelopable area ble:   Not gs Dev	HK a (ha): current	Ward 1.13 tly develop e (6-10 ye  Ward	Proposite Achie pable pars) Ye	Site location osed site de evable:  es 33 Site location	n / address: nsity (dph):  Dwellings n / address:	Land south of St. Stephens Church 1 Lower- 30  Developable (11 years +)  Land at Birch Grove Road/Daneh	No ill Lane,	Sland, Hors  Grid Ref:	ted Keynes 538420 127860 Owellings
Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverability / Deliverable (1-5 SHLAA ID Gross site are	Develogyears)  184  a (ha)  Develogyears)  216  a (ha)	Site Reference 1.13  pability: No  Site Reference	HK/06  Net de Site Availa  Dwellin  HK/07  Net de	Settlement evelopable area ble:   Not gs Dev	HK a (ha): current	Ward 1.13 tly develop e (6-10 ye  Ward 0.4	Proposite Achie Pars) Years)	Site location osed site de evable:   es 33  Site location osed site de	n / address: nsity (dph):	Land south of St. Stephens Church 1 Lower- 30  Developable (11 years +)	No ill Lane,	sland, Hors Grid Ref:	ted Keynes 538420 127860 Owellings
Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverability / Deliverable (1-5 SHLAA ID Gross site are Site Suitable:	Develogyears)  184  (a (ha)  Develogyears)  216  (a (ha)	Site Reference 1.13  pability: No  Site Reference 0.4	HK/06  Net de Site Availa  Dwellin  HK/07	Settlement evelopable area ble: V Settlement evelopable area ble: V Settlement evelopable area ble: X	HK a (ha): current yelopabl HK a (ha):	Ward 1.13 tly develop to (6-10 ye) Ward 0.4	Proposite Achie	Site location osed site de evable:   es 33  Site location osed site de evable:   v	n / address: nsity (dph):  Dwellings n / address:	Land south of St. Stephens Church 1 Lower- 30  Developable (11 years +)  Land at Birch Grove Road/Daneh	No ill Lane,	Sland, Hors  Grid Ref:	ted Keynes 538420 127860 Owellings
Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverability / Deliverable (1-5 SHLAA ID Gross site are Site Suitable: 2 Deliverability /	Develogyears)  184  a (ha)  Develogyears)  216  a (ha)  X  Develogyears	Site Reference 1.13  pability: No Site Reference 0.4  pability:	HK/06  Net de Site Availa  Dwelling  HK/07  Net de Site Availa	Settlement evelopable area ble: V Settlement evelopable area ble: V Settlement evelopable area ble: X Not	HK current relopabl HK a (ha): HK a (ha): current relopabl HK a (ha):	Ward 1.13 tly develop le (6-10 ye  Ward 0.4 tly develop	Proposite Achie pable Proposite Proposite Achie pable Proposite	Site location osed site de evable:   es 33  Site location osed site de evable:   /	Dwellings n / address: nsity (dph):  Dwellings n / address: nsity (dph):	Land south of St. Stephens Church 1 Lower- 30  Developable (11 years +)  Land at Birch Grove Road/Daneh 1 Lower- 30	No lill Lane,	eland, Hors  Grid Ref:      [  Horsted Ke  Grid Ref:	ted Keynes 538420 127860 Owellings eynes 538806 128185
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Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverable (1-5 SHLAA ID Gross site are Site Suitable: Deliverable (1-5 West Hoathl SHLAA ID Gross site are Site Suitable:	Develogyears)  184  a (ha)  Develogyears)  216  a (ha)  X  Develogyears)  July  406  a (ha)	Site Reference 1.13  pability: No Site Reference 0.4  pability: No Site Reference 0.55	HK/06 Net de Site Availa  Dwelling  HK/07 Net de Site Availa  Dwelling	Settlement evelopable area ble:   Not gs Dev  Settlement evelopable area ble: X  Not gs Dev  Settlement evelopable area ble: X  Settlement evelopable area ble: v	HK a (ha): current relopabl HK a (ha): current relopabl HK a (ha): current relopabl	Ward 1.13  tly develope (6-10 ye  Ward 0.4  tly develope (6-10 ye  Ward 0.4  Ward  Ward  Ward  Ward	Proposite Achie palse  Proposite Achie	Site location osed site de evable:   es 33  Site location osed site de evable:   /  Site location osed site de evable:  /  Site location osed site de evable:  /	Dwellings n / address: nsity (dph): Dwellings n / address: nsity (dph): Dwellings	Land south of St. Stephens Church 1 Lower- 30  Developable (11 years +)  Land at Birch Grove Road/Daneh 1 Lower- 30  Developable (11 years +)	No No No West Ho	eland, Hors Grid Ref:    C Horsted Ke Grid Ref:    C	ted Keynes 538420 127860 Owellings eynes 538806 128185 Owellings
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# Schedule of all identified sites considered through the Assessment Hurstpierpoint

SHLAA ID 19 Site Reference	HP/04 Settle	ement HP	Ward	Site	location / address:	Land east of College Lane, Hurstpi	erpoint
Gross site area (ha) 5.5	Net developal	ble area (ha):	5.5	Proposed	site density (dph):	1 Lower- 30	Grid Ref: 529245 116020
Site Suitable: X	Site Available: ✓		Sit	te Achievab	ole: ✓		
Deliverability / Developability:			ly developab				
Deliverable (1-5 years) No	Dwellings	Developabl	e (6-10 years	s) No	Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 2 Site Reference	HP/05 Settle	ement HP	Ward		location / address:	Land north of Highfield Drive, Hurst	tpierpoint
Gross site area (ha) 5	Net developat	ble area (ha):	3		site density (dph):	1 Lower- 30	Grid Ref: 528940 116503
Site Suitable: ✓	Site Available: ✓			te Achievab	le: ✓		
Deliverability / Developability:			ly developab				
Deliverable (1-5 years) No	Dwellings		e (6-10 years	s) Yes	50 Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 514 Site Reference		ement HP	Ward		location / address:	Car Park at Brown Twins Road, Hu	
Gross site area (ha) 0.12	Net developat	ble area (ha):	0.12		site density (dph):	3 Higher- 50	Grid Ref: 528421 116402
Site Suitable: ✓	Site Available: ✓			te Achievab	ole: ✓		
Deliverability / Developability:	D 111		ly developab		0 5 11:	<b>D</b> D 11 /44	N   5   15
Deliverable (1-5 years) No	Dwellings	Developabl	e (6-10 years	s) Yes	6 Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 3 Site Reference		ement HP	Ward		location / address:	Land at Trinity Road, Hurstpierpoin	
Gross site area (ha) 0.17	Net developat	ble area (ha):	0.17	•	site density (dph):	2 Medium- 40	Grid Ref: 528370 116555
Site Suitable: ✓	Site Available: ✓			te Achievab	le: ✓		
Deliverability / Developability:			ly developab				
Deliverable (1-5 years) No	Dwellings	Developabl	e (6-10 years	s) Yes	6 Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 35 Site Reference		ement HP	Ward		location / address:	Land at Chalkers Lane, Hurstpierpo	
Gross site area (ha) 1.15	Net developat	ble area (ha):	1.15		site density (dph):	1 Lower- 30	Grid Ref: 528268 117647
Site Suitable: X	Site Available: ✓	NI 4		te Achievab	ole: 🗸		
Deliverability / Developability:	D Illia ara		ly developab		D Illia a	Developable (44 · · · · · · · · · )	NI-
Deliverable (1-5 years) No	Dwellings	Developabl	e (6-10 years	s) No	Dwellings	Developable (11 years +)	No Dwellings
SHLAA ID 380 Site Reference		ement HP	Ward		location / address:	103-109 Cuckfield Road, Hurstpier	·
Gross site area (ha) 0.47	Net developat	ble area (ha):	0.30	Proposed	cita dancity (dnh).	4 1 20	Crid Def:   F00040 447400
Site Suitable: ✓					site density (dph):	1 Lower- 30	Grid Ref: 528010 117100
	Site Available: 🗸			te Achievab		1 Lower- 30	Grid Rei:   528010 117100
Deliverability / Developability:			ly developab	te Achievab	ole: 🗸		
Deliverability / Developability: Deliverable (1-5 years) Yes	8 Dwellings	Developabl	ly developab e (6-10 years	te Achievab le s) No	Dwellings	Developable (11 years +)	No Dwellings
Deliverability / Developability:   Deliverable (1-5 years)   Yes	8 Dwellings HP/11 Settle	Developablement HP	ily developab e (6-10 years <b>Ward</b>	te Achievab ole s) No Site	Dwellings	Developable (11 years +)  Land west of Kemps, Hurstpierpoin	No Dwellings
Deliverability / Developability:   Deliverable (1-5 years)   Yes	8 Dwellings  HP/11 Settle  Net developate	Developablement HP	developable (6-10 years  Ward  3.8	te Achievab ble S) No Site	Dwellings location / address: site density (dph):	Developable (11 years +)	No Dwellings
Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference Gross site area (ha) 3.8  Site Suitable: X	8 Dwellings HP/11 Settle	Developablement HP ble area (ha):	ward 3.8	te Achievab	Dwellings location / address: site density (dph):	Developable (11 years +)  Land west of Kemps, Hurstpierpoin	No Dwellings
Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference  Gross site area (ha) 3.8  Site Suitable: X  Deliverability / Developability:	8   Dwellings   HP/11   Settle   Net developate   Site Available:	Developablement HP ble area (ha):	e (6-10 years  Ward  3.8  Single years	te Achievab	Dwellings location / address: site density (dph):	Developable (11 years +)  Land west of Kemps, Hurstpierpoin 2 Medium- 40	No   Dwellings  ot  Grid Ref:   527670 117065
Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference Gross site area (ha) 3.8  Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No	8 Dwellings  HP/11 Settle  Net developale  Site Available:   Dwellings	Developablement HP ble area (ha):  Not current Developable	e (6-10 years  Ward  3.8  Sir  Sir  Siy developab  e (6-10 years	te Achievab	Dwellings  location / address: site density (dph): le:   Dwellings	Developable (11 years +)  Land west of Kemps, Hurstpierpoin 2 Medium- 40  Developable (11 years +)	No         Dwellings           ot         Grid Ref:         527670 117065           No         Dwellings
Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference Gross site area (ha) 3.8  Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 452 Site Reference	8 Dwellings  HP/11 Settle  Net developate Site Available:   Dwellings  HP/12 Settle	Developablement HP ble area (ha):  Not current Developablement HP	ward 3.8 Sin sly developable (6-10 years) Sin sly developable (6-10 years) Ward	te Achievab ele s) No Site Proposed te Achievab ele s) No Site	Dwellings location / address: site density (dph): le:   Dwellings location / address:	Developable (11 years +)  Land west of Kemps, Hurstpierpoin 2 Medium- 40  Developable (11 years +)  Pickett White Ltd, Albourne Road,	No         Dwellings           Orid Ref:         527670 117065           No         Dwellings   Hurstpierpoint
Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference Gross site area (ha) 3.8  Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 452 Site Reference Gross site area (ha) 0.12	8 Dwellings  HP/11 Settle Net developate Site Available:   Dwellings  HP/12 Settle Net developate	Developablement HP ble area (ha):  Not current Developablement HP	ward 3.8 Sity developable (6-10 years  Sity developable (6-10 years  Ward 0.12	te Achievab ele s) No Site Proposed te Achievab ele s) No Site Proposed Proposed	Dwellings location / address: site density (dph): le:   Dwellings location / address: site density (dph):	Developable (11 years +)  Land west of Kemps, Hurstpierpoin 2 Medium- 40  Developable (11 years +)	No         Dwellings           ot         Grid Ref:         527670 117065           No         Dwellings
Deliverability / Developability:  Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference  Gross site area (ha) 3.8  Site Suitable: X  Deliverability / Developability:  Deliverable (1-5 years) No  SHLAA ID 452 Site Reference  Gross site area (ha) 0.12  Site Suitable: ✓	8 Dwellings  HP/11 Settle  Net developate Site Available:   Dwellings  HP/12 Settle	Developable  ement HP  ble area (ha):  Not current Developable  ement HP  ble area (ha):	ward 3.8 Sir sly developab e (6-10 years Sir sly developab e (6-10 years ward 0.12 Sir	te Achievab ble   s) No Site Proposed te Achievab ble   s) No Site Proposed te Achievab	Dwellings location / address: site density (dph): le:   Dwellings location / address: site density (dph):	Developable (11 years +)  Land west of Kemps, Hurstpierpoin 2 Medium- 40  Developable (11 years +)  Pickett White Ltd, Albourne Road,	No         Dwellings           Orid Ref:         527670 117065           No         Dwellings   Hurstpierpoint
Deliverability / Developability: Deliverable (1-5 years) Yes  SHLAA ID 13 Site Reference Gross site area (ha) 3.8  Site Suitable: X Deliverability / Developability: Deliverable (1-5 years) No  SHLAA ID 452 Site Reference Gross site area (ha) 0.12	8 Dwellings  HP/11 Settle Net developate Site Available:   Dwellings  HP/12 Settle Net developate	Developable  ement HP  ble area (ha):  Not current Developable  ement HP  ble area (ha):  Not current	ward 3.8 Sity developable (6-10 years  Sity developable (6-10 years  Ward 0.12	te Achievab ele s) No Site Proposed te Achievab ele Si No Site Proposed te Achievab ele Achievab	Dwellings location / address: site density (dph): le:   Dwellings location / address: site density (dph):	Developable (11 years +)  Land west of Kemps, Hurstpierpoin 2 Medium- 40  Developable (11 years +)  Pickett White Ltd, Albourne Road,	No         Dwellings           Orid Ref:         527670 117065           No         Dwellings   Hurstpierpoint

SHLAA ID													
J. 12707 12	283	Site Reference	HP/13	Settle	ement	HP	Ward		Site	location / address:	Land at Hurst Wickham, Hurstpier	point	
Gross site ar	ea (ha)	0.8	Net d	levelopak	ole area	(ha):	0.8	Pr	roposed	site density (dph):	1 Lower- 30	Grid Ref:	529022 116715
Site Suitable:			Site Avail	lable: X				Site A	chievab	ole: 🗸			
Deliverability	/ Develo	pability:			Not	current	tly develo	pable	~				
Deliverable (1-	-5 years)	No	Dwellir	ngs	Deve	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	173	Site Reference	HP/16	Settle	ement	HP	Ward		Site	location / address:	Land adjacent to 149 College Land	e, Hurstpierpoint	
Gross site ar	ea (ha)	1.3		levelopak	ole area	(ha):	1.3	Pı	roposed	site density (dph):	1 Lower- 30	Grid Ref:	529205 116972
Site Suitable:	X		Site Avail	lable: X			•	Site A	chievab	ole: 🗸			
Deliverability	/ Develo	pability:			Not	current	ly develo	pable	~				
Deliverable (1-	-5 years)	No	Dwellir	ngs	Deve	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	164	Site Reference	HP/18	Settle	ement	HP	Ward		Site	location / address:	Land to the rear of 78 Wickham H	ill , Hurstpierpoint	
Gross site ar	ea (ha)	0.6	Net d	levelopak	ole area	(ha):	0.6	Pı	roposed	site density (dph):	1 Lower- 30	Grid Ref:	529170 115865
Site Suitable:	X		Site Avail	lable: ✓			•	Site A	chievab	ole: ✓			
Deliverability	/ Develo	pability:			Not	current	ly develo	pable	~				
Deliverable (1-	-5 years)	No	Dwellir	ngs	Deve	elopabl	le (6-10 y	ears)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	238	Site Reference	HP/19	Settle	ement	HP	Ward		Site	location / address:	Land to the north of Hurstpierpoint	t	
Gross site ar	ea (ha)	24.4	Net d	levelopak	ole area	(ha):	8.5	Pı	roposed	site density (dph):	1 Lower- 30	Grid Ref:	528437 116968
Site Suitable:	<b>V</b>		Site Avail	lable: 🗸				Site A	chievab	ole: ✓			
Deliverability	/ Develo	pability:			Not (	current	tly develo	pable					
Deliverable (1-	-5 years)	No	Dwellir	ngs			lé (6-10 y		Yes	250 Dwellings	Developable (11 years +)	No	Dwellings
Lindfield													
SHLAA ID	75	Site Reference	LF/01	Settle	ement	LF	Ward		Site	location / address:	Land n/o Snowdrop Lane, West of	f Scamps Hill (B2	111)
Gross site ar	ea (ha)	9.7	Net d	levelopak	ole area	(ha):	9.3	Pı	roposed	site density (dph):	1 Lower- 30	Grid Ref:	535576 124148
Site Suitable:			Site Avail			, ,			chievab				
Deliverability													
- Deliver abiilly		pability:			Not o	current	lv develo	pable	~				
Deliverable (1-		pability: No	Dwellir	ngs			tly develo le (6-10 y		<b>∨</b> No	Dwellings	Developable (11 years +)	No	Dwellings
		•	Dwellin LF/02						No		Developable (11 years +)  East of High Beech Lane, Haywar		Dwellings
Deliverable (1-	-5 years) 76	No Site Reference	LF/02		Deve ement	elopabl LF	le (6-10 y	ears)	No Site	Dwellings			*
Deliverable (1-	76 <b>ea (ha)</b>	No Site Reference	LF/02	Settle levelopak	Deve ement	elopabl LF	e (6-10 y Ward	rears)	No Site	Dwellings location / address: site density (dph):	East of High Beech Lane, Haywar	ds Heath	¥
Deliverable (1- SHLAA ID Gross site ar	76 ea (ha)	Site Reference 12.3	LF/02 Net d	Settle levelopak	Deve ement ole area	elopabl LF (ha):	<b>Ward</b> 14.3	vears) Pr	No Site roposed	Dwellings location / address: site density (dph):	East of High Beech Lane, Haywar	ds Heath	¥
Deliverable (1-SHLAA ID Gross site ar Site Suitable:	76 ea (ha) X / Develo	Site Reference 12.3	LF/02 Net d	Settle levelopak lable: 🗸	Development Development Die area	LF (ha):	e (6-10 y Ward	Pr Site A	No Site roposed	Dwellings location / address: site density (dph):	East of High Beech Lane, Haywar	ds Heath	¥
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability	76 ea (ha) X / Develo	Site Reference 12.3 pability:	LF/02 Net d Site Avail	Settle developat lable: v	Development Development Die area	LF (ha):	Ward 14.3	Pr Site A	Site roposed chievab No	Dwellings location / address: I site density (dph): ble:	East of High Beech Lane, Haywar 1 Lower- 30	ds Heath Grid Ref:	534072 126111
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-	76 ea (ha) X / Develo -5 years) 77	Site Reference 12.3  pability: No  Site Reference	LF/02 Net d Site Avail  Dwellin  LF/03	Settle developat lable: v	Development   De	LF (ha): currentelopabl	Ward 14.3 tly develo	Pr Site A ppable vears)	Site roposed chievab No Site	Dwellings   location / address:   site density (dph):   ble: v	East of High Beech Lane, Haywar 1 Lower- 30 Developable (11 years +)	ds Heath Grid Ref:	534072 126111  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID	76 ea (ha) X / Develo -5 years) 77 ea (ha)	Site Reference 12.3  pability: No  Site Reference	LF/02 Net d Site Avail  Dwellin  LF/03	Settle levelopak lable:   ngs  Settle levelopak	Development   De	LF (ha): currentelopabl	Ward 14.3 tly develoe (6-10 y	Pi Site A ppable (ears)	Site roposed chievab No Site	Dwellings  location / address: site density (dph): ble:   Dwellings  location / address: site density (dph):	East of High Beech Lane, Hayward 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield	ds Heath Grid Ref:	534072 126111  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar	76 ea (ha) X / Develo -5 years) 77 ea (ha) X	Site Reference 12.3  pability: No  Site Reference 12	LF/02 Net d Site Avail  Dwellin  LF/03 Net d	Settle levelopak lable:   ngs  Settle levelopak	Development Development Development Development Delearea	LF (ha): currentelopabl	Ward 14.3 tly develoe (6-10 y	Propable (rears)  Propable (rears)  Propable (rears)	Site roposed	Dwellings  location / address: site density (dph): ble:   Dwellings  location / address: site density (dph):	East of High Beech Lane, Hayward 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield	ds Heath Grid Ref:	534072 126111  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar Site Suitable:	76 ea (ha) X / Develo 5 years) 77 ea (ha) X / Develo	Site Reference 12.3  pability: No  Site Reference 12	LF/02 Net d Site Avail  Dwellin  LF/03 Net d	Settle levelopak lable:   ngs  Settle levelopak lable:	Develope area  Not of Develope area  Not of Develope area	LF (ha): current elopabl LF (ha): current current	Ward 14.3 tly develo	Pi Site A ppable (ears)	Site roposed No Site value of No Site roposed chievab	Dwellings  location / address: site density (dph): ble:   Dwellings  location / address: site density (dph):	East of High Beech Lane, Hayward 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield	ds Heath Grid Ref:	534072 126111  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability	76 ea (ha) X / Develo 5 years) 77 ea (ha) X / Develo	Site Reference 12.3  pability: No Site Reference 12  pability:	LF/02 Net d Site Avail  Dwellin  LF/03 Net d Site Avail	Settle developate lable:   ngs  Settle developate lable:   ngs	Develope area  Not of Develope area  Not of Develope area	LF (ha): current elopabl LF (ha): current current	Ward 14.3 tly develo	Pi Site A ppable (ears)	No Site roposed chievab No Site roposed chievab No No	Dwellings  location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings	East of High Beech Lane, Hayward 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield 1 Lower- 30	ds Heath Grid Ref: No Grid Ref:	Dwellings  534792 126082  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverabile (1-	76 ea (ha) X / Develo -5 years) 77 ea (ha) X / Develo -5 years) 6	Site Reference 12.3  pability: No Site Reference 12  pability: No Site Reference	LF/02 Net d Site Avail  Dwellin  LF/03 Net d Site Avail  Dwellin  LF/04	Settle developate lable:   ngs  Settle developate lable:   ngs	Not of Development	LF (ha): current elopabl  LF (ha): current elopabl  LF (ha): current elopabl	Ward 14.3 tly develope (6-10 y  Ward 10 tly develope (6-10 y  Ward 10 tly develope (6-10 y	Prosite A pable rears)  Prosite A pable rears)  Prosite A pable rears)	No Site roposed chievab No Site roposed chievab No Site roposed chievab	Dwellings  location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  Dwellings	East of High Beech Lane, Haywar 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield 1 Lower- 30  Developable (11 years +)	ds Heath Grid Ref: No Grid Ref:	Dwellings  534792 126082  Dwellings  Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID	76 ea (ha) X / Develo -5 years) 77 ea (ha) X / Develo -5 years) 6 ea (ha)	Site Reference 12.3  pability: No Site Reference 12  pability: No Site Reference	LF/02 Net d Site Avail  Dwellin  LF/03 Net d Site Avail  Dwellin  LF/04	Settle levelopak lable:   Settle levelopak lable:   ngs  Settle levelopak lable:   Settle levelopak	Not of Development	LF (ha): current elopabl  LF (ha): current elopabl  LF (ha): current elopabl	Ward 14.3 tly develope (6-10 y  Ward 10 tly develope (6-10 y  Ward 0 ward Ward Ward	Property of the property of th	No Site roposed chievab No Site roposed chievab No Site roposed chievab	Dwellings  location / address: site density (dph): ole:   Dwellings  location / address: site density (dph): ole:   Dwellings  location / address: site density (dph): ole:   Dwellings	East of High Beech Lane, Hayward 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield 1 Lower- 30  Developable (11 years +)  Land between Gravelye Lane and	ds Heath Grid Ref: No Grid Ref: No Scamps Hill, Lin	534072 126111   Dwellings   534792 126082   Dwellings
Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1-SHLAA ID Gross site ar	76 ea (ha) X / Develo -5 years) 77 ea (ha) X / Develo -5 years) 6 ea (ha) ✓	No Site Reference 12.3  pability: No Site Reference 12  pability: No Site Reference 6.5	LF/02 Net d Site Avail  Dwellin  LF/03 Net d Site Avail  Dwellin  LF/04 Net d	Settle levelopak lable:   Settle levelopak lable:   ngs  Settle levelopak lable:   Settle levelopak	Not of Development	LF (ha):  current elopabl  LF (ha):  current elopabl  LF (ha):  current elopabl	Ward 14.3 tly develope (6-10 y  Ward 10 tly develope (6-10 y  Ward 0 ward Ward Ward	Prosite A pable rears)  Prosite A pable rears)  Prosite A pable rears)  Prosite A pable rears)	No Site roposed Chievab No Site roposed Chievab No Site roposed Chievab	Dwellings  location / address: site density (dph): ole:   Dwellings  location / address: site density (dph): ole:   Dwellings  location / address: site density (dph): ole:   Dwellings	East of High Beech Lane, Hayward 1 Lower- 30  Developable (11 years +)  Spring Lane, Lindfield 1 Lower- 30  Developable (11 years +)  Land between Gravelye Lane and	ds Heath Grid Ref: No Grid Ref: No Scamps Hill, Lin	534072 126111   Dwellings   534792 126082   Dwellings

I SHLAA ID	29	Site Reference	LF/06	Settlement	LF W	/ard	Site	location / address:	Land off Snowdrop Lane, Lindfield	Havwards Heath	ካ
Gross site ar				evelopable area				site density (dph):	1 Lower- 30	Grid Ref:	
Site Suitable:		7.0	Site Availa		a (IIa).		Achievat		1 Lower 50	Ond itel.	000440 120000
Deliverability		nability:	Ono / train		currently d						
Deliverable (1-		•	Dwellin		/elopable (6		No	Dwellings	Developable (11 years +)	No	Dwellings
Bolivorable (1	o youro,	110	DWOIIII	igo Do	relepable (e	, ro youro,	110	Dwomingo			
SHLAA ID	494	Site Reference	LF/07	Settlement		/ard	Site	location / address:	Land to the east of Gravelye Lane bounded to the east by Northlands		), Lindfield
Gross site ar	ea (ha)	24.5	Net de	evelopable area	a (ha):	24 l	Proposed	site density (dph):	1 Lower- 30	Grid Ref:	535153 124373
Site Suitable:			Site Availa		<u>.</u>		Achievab	ole: ✓			
Deliverability					currently d						
Deliverable (1-	-5 years)	Yes 1	75 Dwellin	igs Dev	/elopable (6	6-10 years)	Yes	410 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	59	Site Reference	LF/08	Settlement	LF W	/ard	Site	location / address:	Land between Gravelye Lane, Lyc Haywards Heath), Lindfield	oth Lane and Scar	mps Hill (east of
Gross site ar	ea (ha)	31.1	Net de	evelopable area	a (ha):	29	Proposed	site density (dph):	1 Lower- 30	Grid Ref:	535153 124373
Site Suitable:		1	Site Availa		. , , .		Achievak				
Deliverability		pability:			currently d						
Deliverable (1-			Dwellin		/elopable (6		No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	151	Site Reference	LF/10	Settlement		/ard	Site	location / address:	Land east of Portsmouth Wood Cl	ose Lindfield	
Gross site ar				evelopable area				site density (dph):	1 Lower- 30	Grid Ref:	533945 125970
Site Suitable:		1.00	Site Availa		a (iia).		Achievat		1 Lower- 50	Ond itel.	333343 123370
Deliverability		nability:	Ono / train		currently d						
Deliverable (1-			Dwellin		/elopable (6		Yes	55 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID	498	Site Reference	LF/11	Settlement	LF W	/ard	Site	location / address:	Land north east of Lindfield		
SHLAA ID Gross site ar									Land north east of Lindfield 1 Lower- 30	Grid Ref:	535286 125472
•	ea (ha)			evelopable area		35		site density (dph):		Grid Ref:	535286 125472
Gross site ar	ea (ha)	50	Net de	evelopable area able: ✓		35 Site	Proposed Achievab	site density (dph):		Grid Ref:	535286 125472
Gross site ar Site Suitable:	ea (ha) X / Develo	50	Net de	evelopable area able: <	a (ha):	35 Site levelopable	Proposed Achievab	site density (dph):			535286 125472  Dwellings
Gross site ar Site Suitable: Deliverability	ea (ha) X / Develo	50 pability:	Net de Site Availa	evelopable area able: <	a (ha):	35 Site levelopable	Proposed Achievak V No	I site density (dph):	1 Lower- 30	No	
Gross site ar Site Suitable: Deliverability Deliverable (1-	rea (ha)  X / Develo -5 years)	pability: No Site Reference	Net de Site Availa  Dwellin  LF/12	evelopable area able:   Not  ngs  Dev	currently de velopable (6	Site levelopable 6-10 years)	Achievak No	l site density (dph):  ble: ✓  Dwellings	1 Lower- 30  Developable (11 years +)	No	
Gross site ar Site Suitable: Deliverability Deliverable (1-	rea (ha)  X / Develo -5 years)  112 rea (ha)	pability: No Site Reference	Net de Site Availa  Dwellin  LF/12	evelopable area able:   Not gs  Settlement evelopable area	currently de velopable (6	Site levelopable 6-10 years)	Achievak No	Dwellings  location / address: I site density (dph):	1 Lower- 30  Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane	No e	Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo	pability: No Site Reference 2.2	Dwellin  LF/12  Net de	evelopable area able:   Not gs  Settlement evelopable area able:  Not	t currently developable (6)  LF Wa (ha):	Site levelopable 6-10 years) /ard Site	Achievat No Site Proposed Achievat	Dwellings  location / address: I site density (dph):  Dwellings	1 Lower- 30  Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30	No Grid Ref:	Dwellings 533274 124110
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable:	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo	pability: No Site Reference 2.2 pability:	Dwellin  LF/12  Net de	evelopable area able:   Not gs  Settlement evelopable area able:  Not	t currently developable (6 LF Waa (ha):	Site levelopable 6-10 years) /ard Site	Achievat No Site Proposed Achievat	Dwellings  location / address: I site density (dph):	1 Lower- 30  Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane	No Grid Ref:	Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo	pability: No Site Reference 2.2 pability:	Dwellin  LF/12  Net de  Site Availa	evelopable area able:   Not gs  Settlement evelopable area able:  Not	a (ha):  t currently developable (6)  LF Wa (ha):  t currently developable (6)	Site levelopable 6-10 years) /ard Site	Proposed Achievak No Site Proposed Achievak No	Dwellings  location / address: I site density (dph):  Dwellings	1 Lower- 30  Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30	No Grid Ref:	Dwellings 533274 124110  Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo -5 years)  483 rea (ha)	pability: No Site Reference 2.2 pability: Yes Site Reference	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65   Dwellin  LF/15  Net de	settlement evelopable area  Settlement evelopable area able:   Not evelopable area able:   Settlement evelopable area able:   Settlement evelopable area	a (ha):  currently developable (6)  LF Wa (ha):  currently developable (6)  LF W	Site levelopable 6-10 years)  Site Site levelopable 6-10 years)  Site levelopable 6-10 years)	Proposed Achievak No Site Proposed Achievak No Site	Dwellings  location / address: I site density (dph): Dwellings  Dwellings	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro	No Grid Ref:	Dwellings  533274 124110  Dwellings  Scamps Hill,
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable:	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo -5 years)  483 rea (ha)  X	pability: No Site Reference 2.2 pability: Yes Site Reference 11.2	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65   Dwellin  LF/15	settlement evelopable area  Settlement evelopable area able:   Not evelopable area able:   Settlement evelopable area able:   Settlement evelopable area	a (ha):  currently developable (6)  LF Wa (ha):  currently developable (6)  LF W	Site levelopable 6-10 years) /ard Site levelopable 6-10 years) /ard /ard /ard	Proposed Achievak No Site Proposed Achievak No Site	Dwellings  location / address: location / address: Dwellings  Dwellings  location / address: location / address: location / address:	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro	No Grid Ref:  No Sook and south of S	Dwellings  533274 124110  Dwellings  Scamps Hill,
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo -5 years)  483 rea (ha)  X	pability: No Site Reference 2.2 pability: Yes Site Reference 11.2	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65   Dwellin  LF/15  Net de	settlement evelopable area  Settlement evelopable area able:   Not gs  Not gs  Settlement evelopable area able:   Settlement evelopable area able:   Settlement	a (ha):  currently developable (6)  LF Wa (ha):  currently developable (6)  LF W	Site levelopable 6-10 years) /ard Site levelopable 6-10 years) /ard /ard /ard /ard /ard /ard /ard /ard	Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak	Dwellings  location / address: site density (dph): Dwellings  Dwellings  location / address: site density (dph): Dwellings	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro	No Grid Ref:  No Sook and south of S	Dwellings  533274 124110  Dwellings  Scamps Hill,
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable:	rea (ha)  X / Develo -5 years)  112 rea (ha)  / Develo -5 years)  483 rea (ha)  X / Develo	pability: No Site Reference 2.2 pability: Yes Site Reference 11.2	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65   Dwellin  LF/15  Net de	settlement evelopable area  Settlement evelopable area able:   Not gs  Settlement evelopable area able:  Not settlement evelopable area able:  Not Not	currently developable (6)  LF Wa (ha):  currently developable (6)  LF LF Wa (ha):	Site levelopable 6-10 years) /ard Site levelopable 6-10 years) /ard line Site levelopable 11 Site levelopable	Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak	Dwellings  location / address: location / address: Dwellings  Dwellings  location / address: location / address: location / address:	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro	No Grid Ref:  No Sook and south of Sook Grid Ref:	Dwellings  533274 124110  Dwellings  Scamps Hill,
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverable (1- SHLAA ID SHLAA ID SHLAA ID	rea (ha)  X / Develo -5 years)  112 rea (ha) / Develo -5 years)  483 rea (ha) X / Develo -5 years)  237	pability:    No     Site Reference     2.2     pability:   Yes     Site Reference     11.2     pability:   No     Site Reference     Site Reference	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65  Dwellin  LF/15  Net de Site Availa  Dwellin  LF/16	settlement evelopable area able:  Settlement evelopable area able:  Not pgs Settlement evelopable area able:  Settlement evelopable area able:  Settlement Settlement Settlement Settlement	currently developable (6)  LF Wa (ha):  currently developable (6)  LF Wa (ha):  currently developable (6)  LF Wa (ha):	Site levelopable 6-10 years)  /ard Site levelopable 6-10 years)  /ard 11 Site levelopable 6-10 years)	Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak	Dwellings  location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings  location / address: I site density (dph): Dwellings	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro Lindfield 1 Lower- 30  Developable (11 years +)  Land to the north of Scamps Hill, L	No Grid Ref:  No Grid Ref:  No Grid Ref:  No Grid Ref:	Dwellings  533274 124110  Dwellings  Scamps Hill,  535429 124476  Dwellings
Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverable (1-	rea (ha)  X / Develo -5 years)  112 rea (ha) -/ / Develo -5 years)  483 rea (ha) X / Develo -5 years)  237 rea (ha)	pability:    No     Site Reference     2.2     pability:   Yes     Site Reference     11.2     pability:   No     Site Reference     Site Reference	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65 Dwellin  LF/15  Net de Site Availa  Dwellin  LF/16  Net de Net de Site Availa	Settlement evelopable area able:  Settlement evelopable area able:  Not pgs Not pgs Dev Settlement evelopable area able:  Not pgs Dev Settlement evelopable area able:  Settlement evelopable area able:  Settlement evelopable area	currently developable (6)  LF Wa (ha):  currently developable (6)  LF Wa (ha):  currently developable (6)  LF Wa (ha):	Site levelopable 6-10 years)  /ard Site levelopable 6-10 years)  /ard 11 Site levelopable 6-10 years)  /ard  /ard  /ard  /ard /ard /ard /ard	Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak	Dwellings  location / address: I site density (dph):	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro Lindfield 1 Lower- 30  Developable (11 years +)	No Grid Ref:  No Grid Ref:  Ook and south of S  Grid Ref:	Dwellings  533274 124110  Dwellings  Scamps Hill,  535429 124476
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Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverability Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverable (1- SHLAA ID Gross site ar Site Suitable: Deliverable (1- SHLAA ID Gross site ar	rea (ha)  X / Develo -5 years)  112 rea (ha) -/ Develo -5 years)  483 rea (ha) X / Develo -5 years)  237 rea (ha) X / Develo	pability: No Site Reference 2.2 pability: Yes Site Reference 11.2 pability: No Site Reference 11.2	Net de Site Availa  Dwellin  LF/12  Net de Site Availa  65 Dwellin  LF/15  Net de Site Availa  Dwellin  LF/16  Net de Net de Site Availa	settlement evelopable area able:  Settlement evelopable area able:  Not gs Settlement evelopable area able:  Not gs Settlement evelopable area able:  Not gs Not settlement evelopable area able:  Not	currently developable (6)  LF Wa (ha):  currently developable (6)  LF Wa (ha):  currently developable (6)  LF Wa (ha):	Site levelopable 6-10 years)  /ard Site levelopable 6-10 years)  /ard 11 Site levelopable 6-10 years)  /ard 11 Site levelopable 6-10 years)	Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak No Site Proposed Achievak Achievak	Dwellings  location / address: I site density (dph):	Developable (11 years +)  Land at Gravelye Lane/Lyoth Lane 1 Lower- 30  Developable (11 years +)  Land to the east of Northlands Bro Lindfield 1 Lower- 30  Developable (11 years +)  Land to the north of Scamps Hill, L	No Grid Ref:  No Grid Ref:	Dwellings  533274 124110  Dwellings  Scamps Hill,  535429 124476  Dwellings

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SHLAA ID	137	Site Reference	LF/20	Settlemen		Ward			location / address			
Gross site ar		3.5	Net developable area (ha):					Proposed site density (dph):		1 Lower- 30	Grid Ref:	535118 125442
Site Suitable:	able: ✓				chievat	ole: ✓						
Deliverability						tly develo						
Deliverable (1-	5 years)	Yes 12	20 Dwellin	gs 📘 De	evelopab	le (6-10 y	ears)	No	Dwelling	Developable (11 years +)	No	Dwellings
SHLAA ID	503	Site Reference	LF/21	Settlemen		Ward			location / address	,,	gh Beech Lane, Ha	•
Gross site ar		31.5		evelopable ar	ea (ha):	16.6	Pi	oposed	I site density (dph	1 Lower- 30	Grid Ref:	533528 126426
Site Suitable: X Site Available: ✓ Site Achievable: ✓												
Deliverability	/ Develo	pability:		No	ot curren	tly develo	pable	~				
Deliverable (1-	5 years)	No	Dwellin	gs De	evelopab	le (6-10 y	ears)	No	Dwelling	s Developable (11 years +)	No	Dwellings
Pease Potta	age											
SHLAA ID	243	Site Reference	PP/03	Settlemen	t PP	Ward		Site	location / address	: Land at Lower Tilgate		
Gross site ar	ea (ha)	343	Net d	evelopable are	ea (ha):		Pi	oposed	site density (dph	):	Grid Ref:	527500 133399
Site Suitable:			Site Availa		` '			chievat		· · ·	-	1
Deliverability		pability:			ot curren	tly develo		~				
Deliverable (1-		No	Dwellin			le (6-10 y		No	Dwelling	S Developable (11 years +)	No	Dwellings
SHLAA ID	516	Site Reference	PP/07	Settlemen	t PP	Ward		Site	location / address	: CUC House, Old Brighton Road,	Pease Pottage	
Gross site ar	ea (ha)	0.37	Net d	evelopable are	ea (ha):	0.37	Pi	oposed	site density (dph	1 Lower- 30	Grid Ref:	525976 133199
Site Suitable:	<b>✓</b>		Site Availa		` '			chievat		· · ·	-	1
Deliverability	/ Develo	pability:		No	ot curren	tly develo	pable					
Deliverable (1-		No	Dwellin			le (6-10 y		Yes	11 Dwelling	s Developable (11 years +)	No	Dwellings
SHLAA ID	132	Site Reference	PP/09	Settlemen	t PP	Ward		Site	location / address	: Woodhurst, Brighton Road, Pease	e Pottage	-
Gross site area (ha) 0.30 Net developable area (ha):				ea (ha):		Pi	oposed	site density (dph		Grid Ref:	525897 132094	
Site Suitable:		0.00	Site Availa		(,-			chievak		. 20.10. 00		02000: 10200:
Deliverability		pability:			ot curren	tly develo		<b>V</b>				
Deliverable (1-		No	Dwellin			le (6-10 y		No	Dwelling	S Developable (11 years +)	No	Dwellings
SHLAA ID	153	Site Reference	PP/10	Settlemen	t PP	Ward		Site	location / address	: Land south of Pease Pottage		
Gross site ar	ea (ha)	2.8	Net d	evelopable ar	ea (ha):	2.3	Pi	oposed	site density (dph		Grid Ref:	525720 132680
Site Suitable:		=:•	Site Availa					chievak				320.20 102000
Deliverability		pability:			ot curren	tly develo		<u>✓</u>				
Deliverable (1-		No	Dwellin			le (6-10 y		No	Dwelling	s Developable (11 years +)	No	Dwellings
SHLAA ID	152	Site Reference	PP/11	Settlemen	t PP	Ward		Site	location / address	: Land north of Black Swan Close,	Pease Pottage	
Gross site ar	ea (ha)	1.99	Net d	evelopable ar	ea (ha):	1.5	Pı	oposed	site density (dph	1 Lower- 30	Grid Ref:	525879 133237
Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓												
Deliverability / Developability:  Not currently developable												
Deliverable (1-		No	Dwellin			le (6-10 y		Yes	45 Dwelling	s Developable (11 years +)	No	Dwellings
SHLAA ID	193	Site Reference	PP/13	Settlemen	t PP	Ward		Site	location / address	: Forest Ridge, Old Brighton Road,	Pease Pottage	<del></del>
Gross site ar	ea (ha)	0.9	Net d	evelopable ar	ea (ha):	0.9	Pı	oposed	site density (dph	1 Lower- 30	Grid Ref:	526000 133255
	Site Suitable: ✓ Site Available: ✓ Site Achievable: ✓											
	Deliverability / Developability:  Not currently developable											
Deliverable (1-		No	Dwellin			le (6-10 y		Yes	27 Dwelling	s Developable (11 years +)	No	Dwellings
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Schedule of all ide	ntified sites cons	sidered through the F	Assessme	ent						
SHLAA ID 538	Site Reference	PP/14 Settleme	ent PP	Ward		Site	location / address:	The Grapes, Old Brighton Road, F	Pease Pottage	
Gross site area (ha) 0.13		Net developable area (ha): 0.13			Pro	Proposed site density (dph):		1 Lower- 30	Grid Ref: 525981 1329	
Site Suitable: X		Site Available: ✓					le: ✓			
Deliverability / Developability:       Not currently developable										
Deliverable (1-5 years)	No	Dwellings	Developab	le (6-10 ye	ars)	No	Dwellings	Developable (11 years +)	No	Dwellings
Pyecombe	Pyecombe									
SHLAA ID 114	Site Reference	PY/01 Settleme	ent PY	Ward		Site	location / address:	Land between Church Lane and A	23 Pyecombe	
Gross site area (ha)	1	Net developable a	area (ha):		Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	529272 112448
Site Suitable: ✓		Site Available: ✓ Site Achievable: ✓								
Deliverability / Develo			Not current							
Deliverable (1-5 years)	No	Dwellings	Developab	le (6-10 ye	ars)	Yes	20 Dwellings	Developable (11 years +)	No	Dwellings
Sayers Common	_		T							
SHLAA ID 442	Site Reference	SC/01 Settleme		Ward			location / address:	Allotment gardens, Sayers Comme	on	
Gross site area (ha)	0.67	Net developable a	area (ha):	0.62			site density (dph):	1 Lower- 30	Grid Ref:	526798 118366
Site Suitable: X		Site Available: X			Site Acl		le: ✓			
Deliverability / Develo			Not curren			<b>Y</b>				
Deliverable (1-5 years)	No No	Dwellings	Developab	le (6-10 ye	ars)	No	Dwellings	Developable (11 years +)	No	Owellings
SHLAA ID 31	Site Reference	SC/02 Settleme	nt SC	Ward		Site	location / address:	Land at White Oaks, London Road	d, Sayers Commoi	1
Gross site area (ha)	0.25	Net developable a	area (ha):	0.25	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	526733 118477
Site Suitable: ✓		Site Available: ✓			Site Ach	nievab	le: ✓			
Deliverability / Develo			Not current							
Deliverable (1-5 years)	No No	Dwellings	Developab	le (6-10 ye	ars)	Yes	7 Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 491	Site Reference	SC/03 Settleme	ent SC	Ward		Site	location / address:	Land south of Furzeland Way, Say	ers Common	
Gross site area (ha)	1.42	Net developable a	area (ha):	1.42	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	526560 117840
Site Suitable: X		Site Available: ✓			Site Ach	nievab	le: X		<u> </u>	
Deliverability / Develo	pability:		Not current			<				
Deliverable (1-5 years)	No	Dwellings	Developab	le (6-10 ye	ars)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 166	Site Reference	SC/04 Settleme	ent SC	Ward		Site	location / address:	Land north of Oaklands, Sayers C	ommon	
Gross site area (ha)	0.5	Net developable a	area (ha):	0.4	Pro	posed	site density (dph):	1 Lower- 30	Grid Ref:	526965 118648
Site Suitable: X		Site Available: ✓			Site Ach	nievab	le: ✓			
Deliverability / Develo			Not current			~				
Deliverable (1-5 years)	No	Dwellings	Developab	le (6-10 ye	ars)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 220	Site Reference	SC/05 Settleme		Ward			location / address:	Land north of Kingsland Laines, S	ayers Common	
Gross site area (ha)	5	Net developable a	area (ha):	5			site density (dph):	1 Lower- 30	Grid Ref:	526505 118308
Site Suitable: X Site Available: ✓ Site Achievable: ✓										
Deliverability / Develo			Not curren			<b>*</b>				
Deliverable (1-5 years)	No No	Dwellings	Developab	le (6-10 ye	ars)	No	Dwellings	Developable (11 years +)	No	Dwellings
SHLAA ID 194	Site Reference	SC/07 Settleme	ent SC	Ward		Site	location / address:	Land to rear of Aymers, London R	oad, Sayers Comi	mon
Gross site area (ha)	0.4	Net developable a	area (ha):	0.36			site density (dph):	1 Lower- 30	Grid Ref:	526630 118265
Site Suitable: X		Site Available: X			Site Ach					
Deliverability / Develo	nahility.		Not current	tly develor	able	<b>\</b>	·			
Deliverable (1-5 years)			Developab			No	Dwellings	Developable (11 years +)	No	Owellings

SHLAA ID 78 Site Reference	SH/01 <b>Settlement</b> SH	Ward	Site location / address:	Land at junction of Snow Drop Lane / Be	dales Hill		
Gross site area (ha) 4	Net developable area (ha):	3 Pro	oposed site density (dph):	1 Lower- 30	Grid Ref: 535742 123929		
Site Suitable: X Site Available: ✓ Site Achievable: ✓							
Deliverability / Developability:		tly developable	<b>&gt;</b>				
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +) No	Dwellings		
SHLAA ID 515 Site Reference	SH/02 <b>Settlement</b> SH	Ward	Site location / address:	Eastlands, Lewes Road, Scaynes Hill			
Gross site area (ha) 4	Net developable area (ha):		oposed site density (dph):	2 Medium- 40	<b>Grid Ref:</b> 536401 123239		
Site Suitable: X	Site Available: ✓		chievable: 🗸				
Deliverability / Developability:		tly developable	<b>V</b>				
Deliverable (1-5 years) No		le (6-10 years)	No Dwellings	Developable (11 years +) No	Dwellings		
SHLAA ID 484 Site Reference	SH/07 <b>Settlement</b> SH	Ward	Site location / address:	Land south of Woodcutters, Scaynes Hill			
Gross site area (ha) 0.6	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	<b>Grid Ref</b> : 536962 123189		
Site Suitable: ✓	Site Available: X		chievable: ✓				
Deliverability / Developability:		tly developable	<b>Y</b>				
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +) No	Dwellings		
SHLAA ID 426 Site Reference	SH/08 <b>Settlement</b> SH	Ward	Site location / address:	Land at Church Road, Scaynes Hill			
Gross site area (ha) 0.30	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	<b>Grid Ref:</b> 537083 123520		
Site Suitable: ✓	Site Available: ✓		chievable: ✓				
Deliverability / Developability:		tly developable					
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	Yes 9 Dwellings	Developable (11 years +) No	Dwellings		
Sharpthorne							
SHLAA ID 148 Site Reference	ST/01 <b>Settlement</b> ST	Ward	Site location / address:	Land north of Top Road, Sharpthorne			
Gross site area (ha) 3.2	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	<b>Grid Ref:</b> 537584 132458		
Site Suitable: ✓	Site Available: ✓		chievable: ✓				
Deliverability / Developability:		tly developable					
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	Yes 30 Dwellings	Developable (11 years +) No	Dwellings		
SHLAA ID 147 Site Reference	ST/02 <b>Settlement</b> ST	Ward	Site location / address:	West Hoathly Station Goods Yard, Static			
Gross site area (ha) 1.1	Net developable area (ha):		oposed site density (dph):	1 Lower- 30	<b>Grid Ref:</b> 537143 133002		
Site Suitable: X	Site Available: ✓		chievable: 🗸				
Deliverability / Developability:		tly developable	<b>&gt;</b>	D 1 11 (44			
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +) No	Dwellings		
SHLAA ID 477 Site Reference	ST/04 <b>Settlement</b> ST	Ward	Site location / address:	Land adjacent to Cookhams, south of To	p Road, Sharpthorne		
Gross site area (ha) 1.4	Net developable area (ha):	0.79 <b>Pr</b>	oposed site density (dph):	1 Lower- 30	<b>Grid Ref:</b> 537339 132360		
Site Suitable: ✓	Site Available: ✓		chievable: ✓				
Deliverability / Developability:		tly developable					
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	Yes 24 Dwellings	Developable (11 years +) No	Dwellings		
SHLAA ID 386 Site Reference	ST/05 <b>Settlement</b> ST	Ward	Site location / address:	Ibstock Brickworks, Sharpthorne			
Gross site area (ha) 3.136	Net developable area (ha):	3.1 <b>Pr</b>	oposed site density (dph):	1 Lower- 30	<b>Grid Ref</b> : 537261 133047		
Site Suitable: X	Site Available: X		chievable: X	1	,		
Deliverability / Developability:		tly developable	<b>✓</b>				
Deliverable (1-5 years) No	Dwellings Developab	le (6-10 years)	No Dwellings	Developable (11 years +) No	Dwellings		

SHLAA ID 116	Site Reference	TH/01	Settlemen	t TH	Ward	Site	location / address:	Clockfield, North Street, Turners H	Hill	
Gross site area (ha)	1.9	Net de	evelopable are	ea (ha):		Proposed	site density (dph):		Grid Ref:	534250 135800
Site Suitable: ✓		Site Availa	ıble: ✓		Site	Achievab	le: ✓			
Deliverability / Develo	pability:		No	ot current	tly developable	е	·			
Deliverable (1-5 years)	Yes	30 Dwelling	gs De	evelopabl	le (6-10 years)	) No	Dwellings	Developable (11 years +)	No I	Dwellings
SHLAA ID 492	Site Reference	TH/02	Settlemen	t TH	Ward	Site	location / address:	Old Vicarage Field, Church Road,	Turners Hill	
Gross site area (ha)	1.30	Net de	evelopable are	ea (ha):	1.3	Proposed	site density (dph):	1 Lower- 30	Grid Ref:	534001 135602
Site Suitable: ✓		Site Availa	ıble: ✓		Site	Achievab	le: ✓			
Deliverability / Developability:  Not currently developable										
Deliverable (1-5 years)	No	Dwellin	gs De	evelopabl	le (6-10 years)	) Yes	39 Dwellings	Developable (11 years +)	No I	Dwellings
SHLAA ID 553	Site Reference	TH/04	Settlemen	t TH	Ward	Site	location / address:	The Old Estate Yard, Church Road	d, Turners Hill	
Gross site area (ha)	0.30	Net de	evelopable are	ea (ha):	0.29	Proposed	site density (dph):	1 Lower- 30	Grid Ref:	534089 135594
Site Suitable: 🗸		Site Availa	ıble: ✓		Site	Achievab	le: ✓			
Deliverability / Developability: Not currently developable										
Deliverable (1-5 years)	No	Dwellin	gs De	evelopabl	le (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 21<sup>st</sup> 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%	

<sup>\*</sup> 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

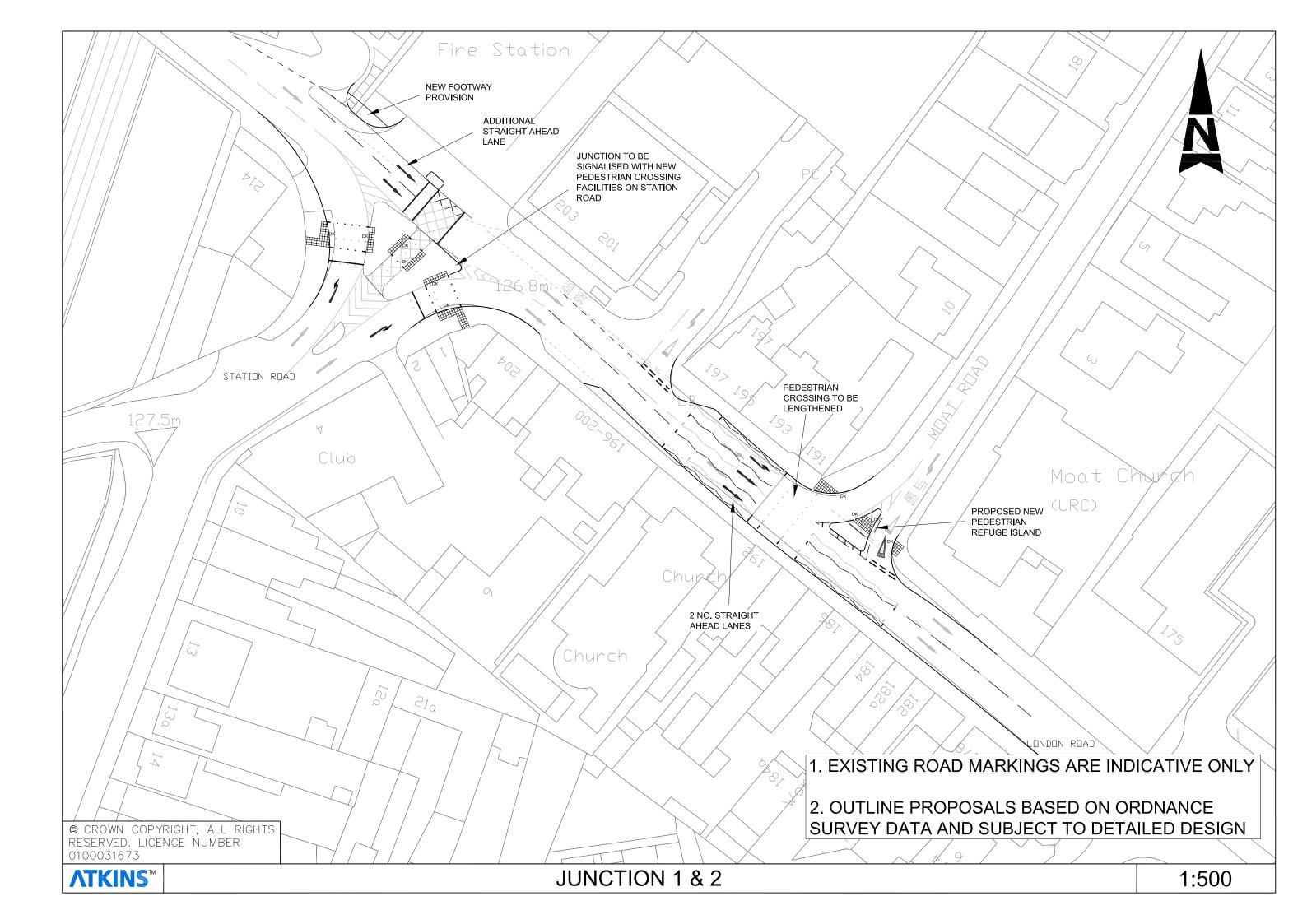
As part of Atkins Transport Planning and Management's engagement by the Department for Transport's (DfT) Housing Growth and Eco-Town team, further advice and understanding has been requested by Mid Sussex District Council on some of the issues raised in the Stage 1 Report of March 2009.

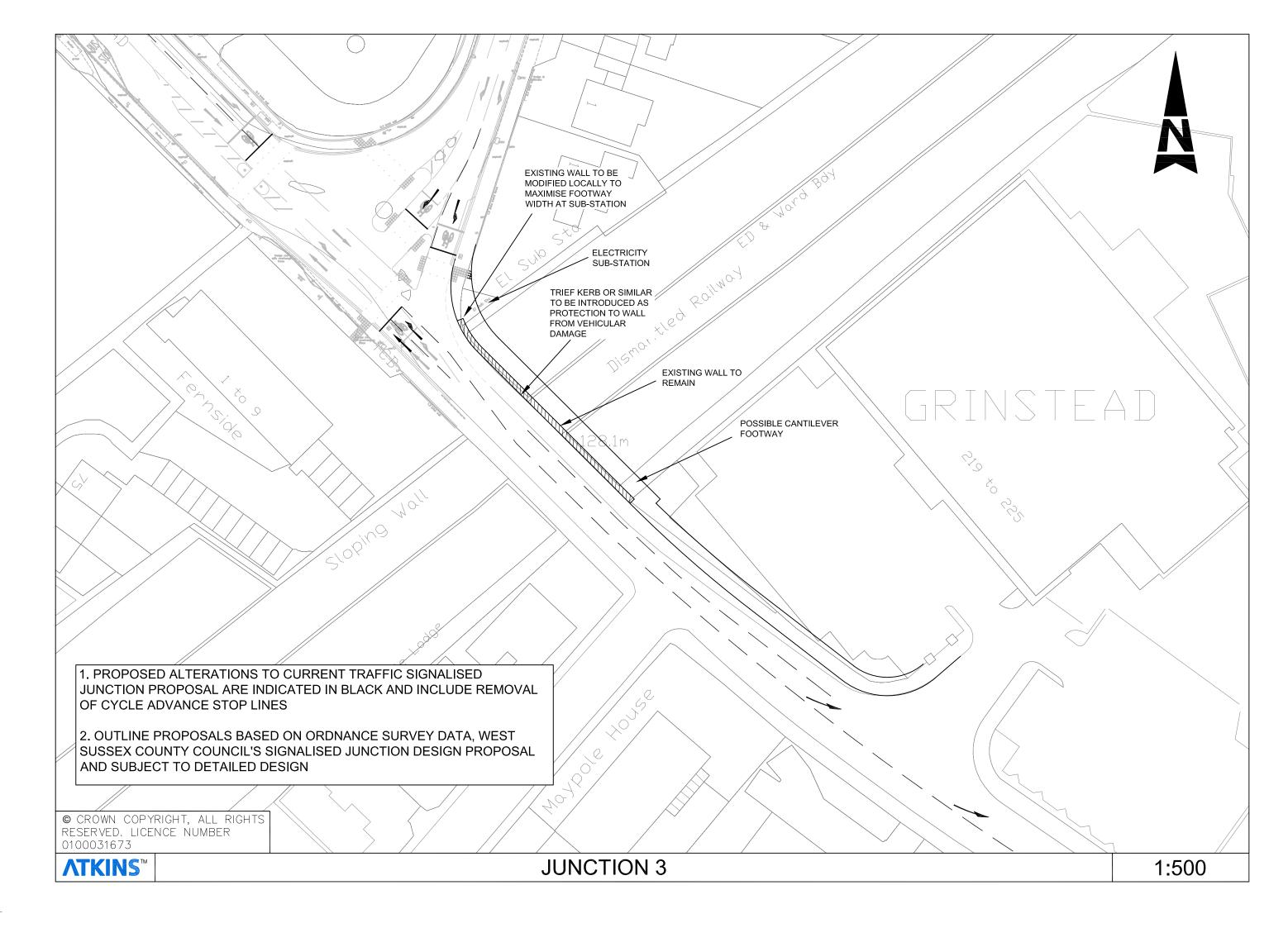
This Technical Note aims to address some of these issues namely providing more detail with regards to the proposed improvements for the junctions identified within the March 2009 report.

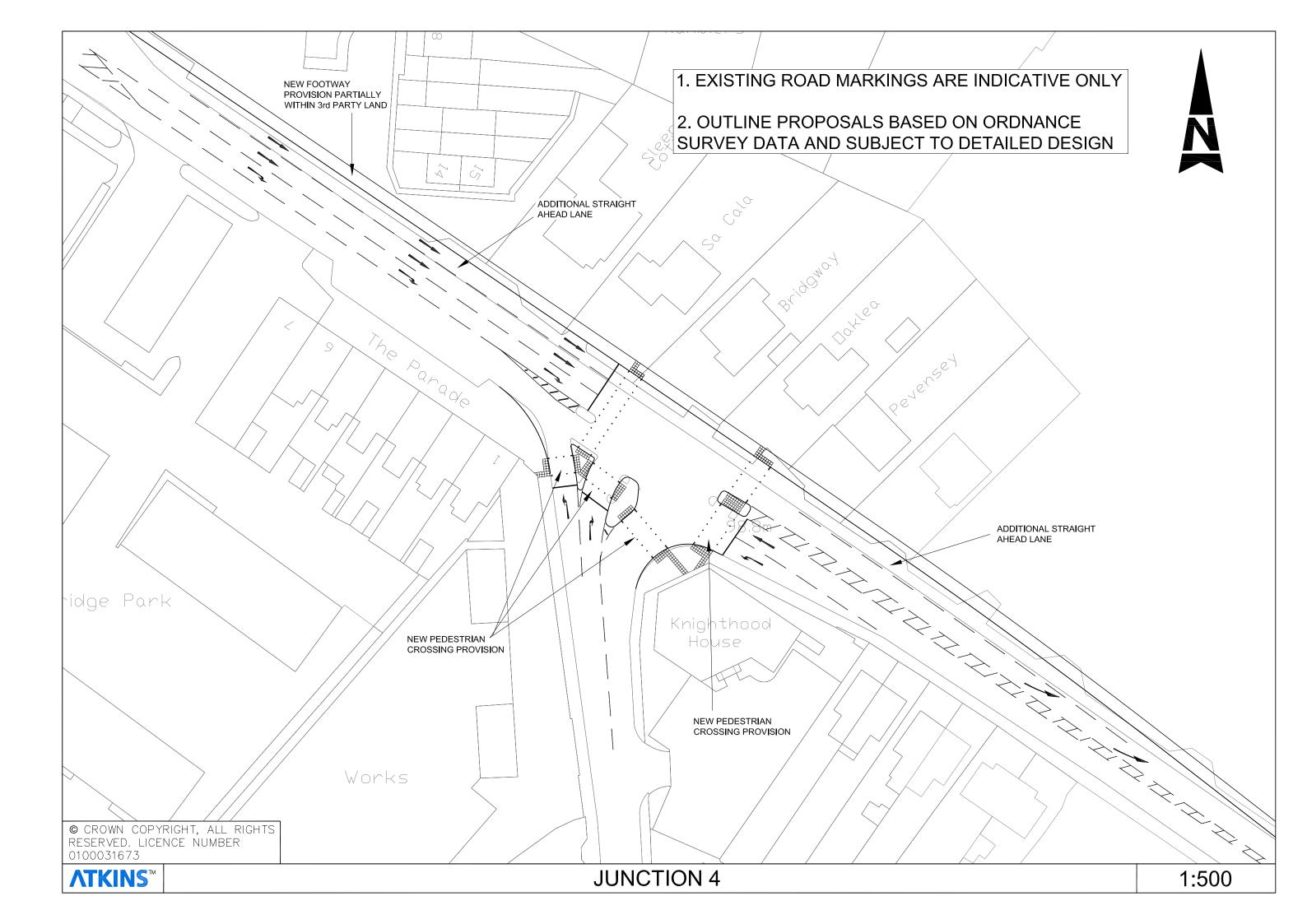
Each of the key junctions identified has been reassessed in design terms together with inclusion of indicative construction costs and a professional opinion on the likely capacity benefits of introducing these improvement measures. It should be noted that no traffic data is available for the junctions 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.

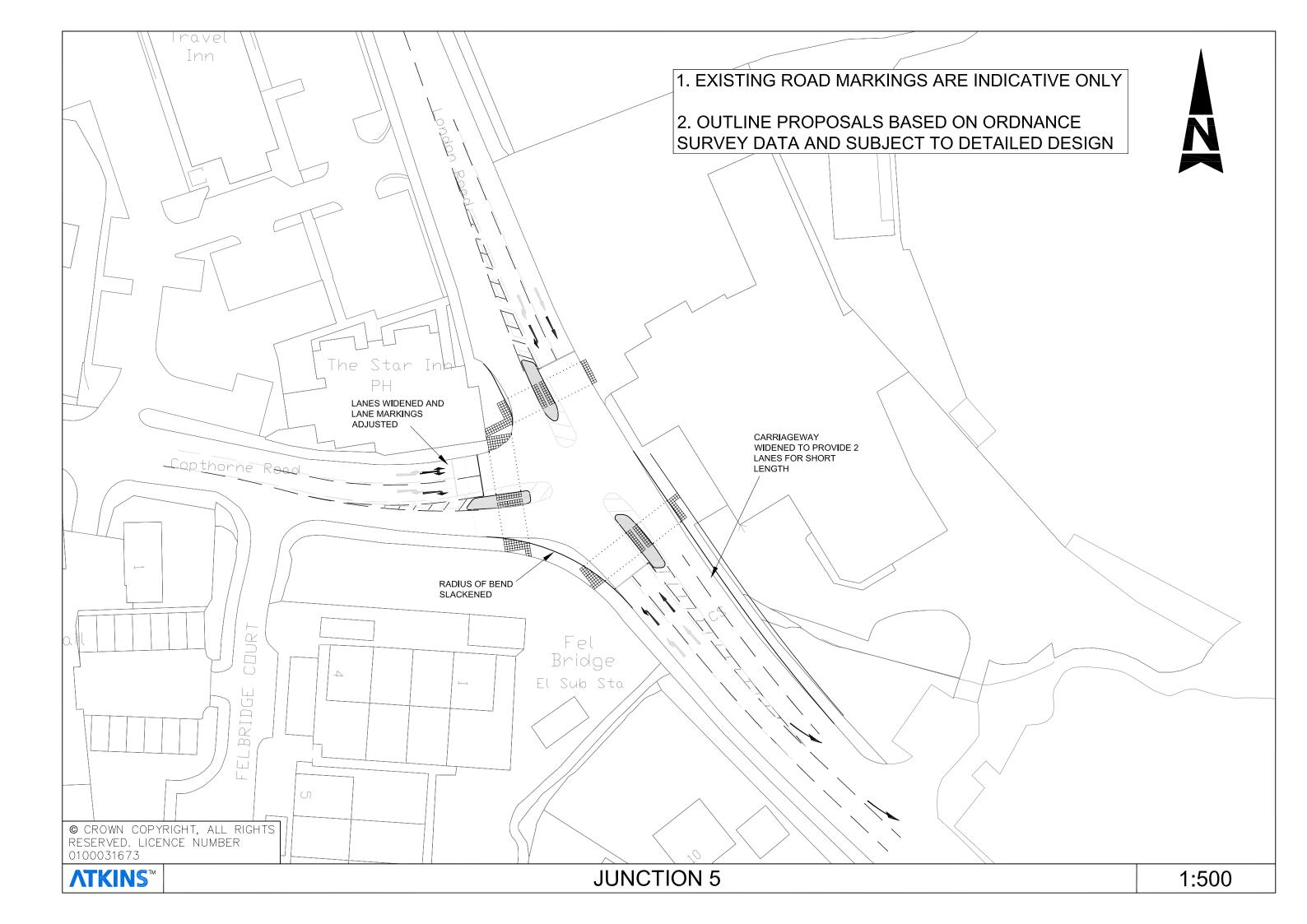
At this stage vehicular and pedestrian movements have been fully considered but cycle provision facilities have been removed on the existing busy road network.

# Appendix A Outline Improvement Measure Plans









# 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 3<sup>rd</sup> party land take requirements, nor linking of traffic signals using SCOOT or a similar signal package.