

Haywards Heath Town Council Neighbourhood Plan Our Bright Future December 2016



2014 - 2031

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Foreword by Cllr Mr Sujan Wickremaratchi and Cllr Michael Pulfer

Haywards Heath is a wonderful town set in a unique rural setting and is determined to provide a bright future.

The Haywards Heath Neighbourhood Plan has been produced by the Town Council under the powers bestowed in the Localism Act 2011, and commenced formally with approval from the local planning authority in January 2012.

The Town Council has consulted with interested parties in the Town by asking firstly what they thought of the Town, secondly where they thought housing would be most appropriate, and thirdly what infrastructure was required to meet an ever growing Town. The Plan reflects the feedback from the community and sets out the vision for the Town. Residents were also consulted on housing locations for a second time in July 2015. The Town Council is committed to continuing development and strengthening of the relationship with the people and groups that have evolved as a result of the Neighbourhood Planning process.

The Plan sets out objectives on key themes such as Environment, Sustainability, Design Quality, Business, Retail, Highways, Transportation, Leisure Recreation and Community Buildings taking into account inward investment and the change to our Town which will be needed over the coming years. It builds on current and planned activity and sets out the Town Council's aims and objectives and the manner, in which it will be delivered to make the Town an even better place to live, work and enjoy.

Cllr Mr Sujan Wickremaratchi
Town Mayor

Cllr Michael Pulfer
Leader of Haywards Heath Town Council

Overview of Haywards Heath Town Council (HHTC)

HHTC is the tier of local government that is closest to its residents. The Council is made up of sixteen Councillors serving the Town's five wards, namely, Ashenground, Bentswood, Lucastes and Bolnore, Franklands and Heath.

The Town Hall is located in Boltro Road, which is also a Community Facility offering rooms for hire by local groups, businesses and as a wedding venue. The Town Hall also offers concessionary travel advice, local information and a reception area.

HHTC is led by the Town Mayor and also has a political leader focusing on policy development. HHTC has twelve Members of staff, seven based at the Town Hall and five Ground Staff working on HHTC land holdings around the Town for the benefit of the community. Furthermore, HHTC owns a Community Interest Company, which employs two further Members of staff, who undertake highways maintenance work on behalf of West Sussex County Council (WSCC) in the Town and three of its surrounding Parishes.

HHTC owns and maintains Muster Green which is a public open space with a War Memorial, Western Road Cemetery and four allotments sites. HHTC is the burial authority and provider of allotments.

What the Haywards Heath Neighbourhood Plan means to residents

HHTC has taken the opportunity to develop a Neighbourhood Plan (HHNP) to its fullest and has set out to provide a clear vision for the future of the town via appropriate and considered planning policies. The Town Council has undertaken the required appropriate sustainability appraisal. The Town Council has developed sound policies in accordance with the Mid Sussex District Council (MSDC) 'Pre Submission District Plan' (DP) and with the National Planning Policy Framework – (NPPF). The policies in the plan support:

- Encouraging positive road layout changes while proactively managing future traffic in combination with the newly opened relief road.
- The provision of a Country Park and policies to cover the requirement for a new cemetery and new allotments. Extending and supporting the wildlife corridors in and around the Town.
- A solid determination through policy that Haywards Heath has improved sport and leisure facilities within the town where possible and directly supports the retention and enhancement of community facilities. The plan makes it clear that health facilities and education requirements are retained and sustained to meet a growing and ageing population.
- A policy to promote and support an ambition of more walking and cycling where possible, through and around the town and its green spaces. The Plan makes it a priority to encourage and support a joined-up transport system including the roll out of real time travel signage and working with the Bluebell Railway to bring it to the town.

- Encouraging and supporting local business opportunities and further employment. Plus a policy supporting modern and future fit for purpose retail and commercial opportunities.
- The plan aims to support and retain the conservation areas and areas of townscape character.
- The delivery of sufficient new homes for the needs of the community.
- Encourage the enhancement of the special nature of Haywards Heath whilst it also reflects and tackles the current and future needs of a diverse and growing community.
- It is acknowledged that the Town has its constraints and financial restrictions.
- However, this does not prevent the Town being open and approachable to new innovation, options and ideas to deliver the policies in the Plan.

The plan gives a clear direction of HHTC's role to protect and enhance the Town environment and surroundings. The plan has been developed and acted upon to this point by embracing and supporting the spirit of the Localism agenda.

HHTC has amended the policies and text of the Plan following consideration of the representations made at the pre-submission stage of the HHNP and also as a result of detailed discussions with MSDC and the publication of the District Plan.

1. Introduction to the Plan

- 1.1 This HHNP sets out proposed local planning policies for the development of the town and its community for the period from 2014 to 2031. The plan sets out a strategy for the Town and addresses key local issues. The production of this draft has involved working closely with adjoining Parish Councils, MSDC and WSCC.
- 1.2 HHTC wishes to take advantage of the opportunities provided by the Localism Act 2011. A major element of the Act is the power granted to Local Councils to prepare a Neighbourhood Plan for all or part of its area. The area of this Plan includes the whole of the Parish of Haywards Heath and land south of Rocky Lane which is in the Parish of Ansty and Staplefield. This is due to the proximity of the land to the Haywards Heath Town Boundary and the land not being included in the Parish Council's Neighbourhood Plan Area. The inclusion of this land in the Plan is with the agreement of Ansty and Staplefield Parish Council and MSDC. Figure 1 shows the boundary of this Plan.
- 1.3 HHNP provides a vision for the future of the town, and sets out clear planning policies to realise this vision. These policies accord with higher level planning policy, as required by the Localism Act. If a Neighbourhood Plan is to 'pass' an independent examination then it must meet the basic conditions as set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990. The basic conditions are that:-
1. Having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan;
 2. The making of the neighbourhood plan contributes to the achievement of sustainable development;
 3. The making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority.
 4. The making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.
 5. Prescribed conditions are met in relation to the neighbourhood plan and prescribed matters have been complied with in connection with the proposal for the plan.
- 1.4 HHNP has been developed through extensive consultation with the people of Haywards Heath and others with an interest in the town. Details of the earlier consultations have been recorded in a series of reports that are available to be downloaded from HHTC website: www.haywardsheath.gov.uk or are available from the Town Hall.
- 1.5 HHTC intends to monitor the implementation of the Plan on an annual basis and a full review 5 years after it is 'made'. Monitoring of the Plan will enable HHTC:
- 1) To respond to changing circumstances, nationally and locally,
 - 2) To assess the impact of the opening of the relief road,

- 3) To assess the impact of the completion of a number of major housing schemes in and around the town.
- 4) To review infrastructure investment and future requirements.

2. About Haywards Heath

- 2.1 Reviewing and understanding Haywards Heath as it stands today is the starting point for producing the HHNP. This is because the HHNP, which is subject to regular monitoring and a review every 5 years, is a long term Plan so it is important that the current situation of the Town needs to be initially outlined. Figure 2 (found at the back of the Plan) shows the administrative boundary of Haywards Heath.
- 2.2 Once the existing situation has been outlined in this chapter, the HHNP will identify the constraints that the Town faces and identify the opportunities, which will arise from the policies outlined in this Plan. Additionally, investment in the infrastructure of the Town will be sought.
- 2.3 Whilst developing the plan the HHTC has broken down the issues facing Haywards Heath and considered them through a Sustainability Scoping report, which has led to the development of priorities to be addressed through the Plan. The report can be viewed at The Town Hall or at www.haywardsheath.gov.uk.
- 2.4 At the outset of this work a number of topics have been considered to assist with the development of the plan.
 - Environment, Sustainability and Design Quality
 - Business and Retail.
 - Highways and Transport
 - Housing
 - Leisure and Recreation and Community Buildings
 - Neighbourly co-operation
- 2.5 The Town is situated fifteen miles from Brighton; Gatwick Airport is twenty miles to the north and the Town is about fifty miles from London. It takes approximately fifty minutes by train to London. The Town established around the development of the railway station and at one time had a large agricultural market adjacent to the station.
- 2.6 The Town of Haywards Heath covers approximately 9.75 km² (3.76 sq miles) and is situated at the centre of the Mid Sussex District in the County of West Sussex.

- 2.7 Haywards Heath is not a deprived area when measured against national statistics. The population of the Town was 25,266 at the date of the publication of the Community Profile statistics in 2011. The MSDC district wide annual population is estimated at a growth of 0.6% compound per Annum. Haywards Heath accounts for around 18% of the MSDC population. The Town also aligns with national trends by having an aging population.
- 2.8 The Town has grown significantly in the last decade with notable major housing developments at Bolnore Village and St. Francis Park/Southdown Park. Further major housing schemes have been permitted on land south of Rocky Lane and on either side of Butlers Green Road which is expanding the Town into the countryside previously protected by planning policies. Pressure also exists to the North/North West of the Town where an application at Penland Farm for up to 210 dwellings was granted planning permission on appeal. There is awareness of other land on the edge of Haywards Heath being promoted for development including sites such as Sunte House, Birchen Lane, Hurst Farm and on Central Sussex College land. These sites are in the countryside outside of the built up area of the town. Pressure exists to the South East of the Town for housing development just over the administrative boundary in Lewes District where a planning permission has been granted for 62 dwellings on appeal. Just to the east of the Town, in Lindfield Parish, a major housing scheme has also been granted planning permission.

Environment, Sustainability and Design Quality

- 2.9 The Town is able to access the South Downs to the south, which also acts as a backdrop to the Town. Eastward lies the Ashdown Forest and to the north, the High Weald, which is an Area of Outstanding Natural Beauty (AONB). Between these areas much of the town is surrounded by the Sussex countryside. Some of the landscape within and adjoining the Town are designated as either sites of important nature conservation, or local nature reserves with some of the woodland also being designated as ancient woodland. The summary is set out follows:
- Ancient/Replanted Ancient Woodland - approx 26 hectares
 - Local Nature Reserves - approx 51 hectares
 - Sites of Nature Conservation Importance (SNCI) - approx 75 hectares
 - Conservation Areas - approx 85 hectares

There are some areas which are multi-designated such as Blunts Wood. This is because a large area is designated as SNCI, but only a small part of it is designated as ancient woodland, for example. Figure 3a shows the key constraints in the Plan area.



View from Millennium Woodland view to North / North East towards High Weald AONB



View from Millennium Woodland (looking South towards Blunts Wood, Paiges Wood)

2.10 South Road is the main shopping area and on the north side of the road is The Orchards Shopping Centre, which offers a pedestrian precinct with many shops, including branches of multi-nationals.

- The Broadway has a wide range of multi-national restaurants and independent bars and shops.
- Sussex Road and Commercial Square has a wide range of independent local shops catering for all needs.
- A larger Waitrose at the railway station and Sainsbury are on the site of the former cattle market, which had operated in Haywards Heath since 1866 and are located towards the northern end of the town.
- Bridge Road, together with Burrell Road and Mill Green Business Parks are major employment areas.
- Perrymount Road contains a number of large office buildings providing significant employment for the Town.
- Princess Royal Hospital is an important community facility which provides significant employment for the Town.
- The Town also provides the administrative base for Mid Sussex District Council which is an important source of employment.
- The Town is located within the Capital to Coast Local Enterprise Partnership and the Gatwick Diamond.



Orchards Shopping Centre



South Road



Sussex Road

Highways and Transportation

2.11 Haywards Heath Railway Station is a major station on the Brighton to London main line and is one of the busiest stations in the South East with a catchment area of ten miles. The commuter car park is under pressure and there is considerable commuter car parking occurring in nearby residential roads. Work is currently underway by Network Rail to increase its car parking capacity. Separately a developer has commenced a major scheme to re-develop parts of the station complex. The scheme includes a Waitrose supermarket and some improvements to the public transport interchange. The train operator has opened a cycle hub at the station providing secure cycle parking and changing facilities.



The Broadway

2.12 The Town is served by three bus companies that offer services both in the Town and to the surrounding Towns of Brighton, Lewes, Uckfield, Burgess Hill, Horsham and Crawley and the adjoining rural areas. The main bus interchange is located close to the Railway Station and there are frequent services running to and from the Princess Royal Hospital. These services have been enhanced by the roll out of real-time digital information at key points around the Town. HHTC facilitates a Transport



Princess Royal Hospital

Partnership made up of all public service providers.

2.13 The recently opened A272 relief road runs to the south of the town. Following the A272 to the west, it joins the A23/M23 road which runs to Brighton to the south and Crawley/Gatwick and to the north and onto the M25. The Town benefits from a good network of footpaths but has limited dedicated cycle routes.

Leisure, Recreation and Community Facilities

2.14 The Town benefits from a range of community buildings including purpose built community buildings and multi-functional venues such as school/church halls.

2.15 The Town’s leisure facilities include The Dolphin Haywards Heath, a leisure centre with indoor sports facilities including the Town’s swimming pool. There are a number of outdoor sports pitches and tennis courts located in the Town offering residents formal and informal sporting opportunities. St Francis sports site sits to the south/south east of the Town, which is home to St Francis Football Club, bowls club and tennis club. There is also a community swimming pool on the site. Haywards Heath FC is located at Hanbury Park whilst Franklands Village FC has a ground in the heart of Franklands Village



Clair Hall



The Dolphin Leisure Centre

2.16 Clair Hall is the principal cultural venue for the Town and offers a multi-functional facility with Clair Meadow as its backdrop. This provides a cricket pitch which is the home of Haywards Heath Cricket Club. Central Sussex College has performance space available. Age UK have a facility attached to Clair Hall but are likely to move to a new venue on a development site adjoining Beech Hurst Gardens.



Beech Hurst Gardens

2.17 Victoria Park, in the Town Centre, includes formal and informal play facilities including a football pitch, tennis court and a skateboard park. Beech Hurst Gardens with its Victorian gardens lie just on the edge of the Town. There is also Haywards Heath recreation ground, Barn Cottage Green, and Bolnore Leisure site along with a number of small recreational areas and informal play areas. There are four existing allotment sites located in the Town, namely America Lane, Summerhill Lane, Vale Road and Oathall Avenue. These four sites are full to capacity and there is a waiting list in place. The Town's Cemetery located at Western Road is also nearing capacity. Plans are being progressed to purchase land off Hurstwood Lane to meet both shortfalls.



Victoria Park

- 2.18 The Town has six primary schools, one secondary school and the Central Sussex College.
- 2.19 A Psychiatric Hospital (The Sussex Lunatic Asylum), built in 1859 shortly after the arrival of the railway provides a colourful background to the current hospitals serving the town and surrounding districts. There are now three Hospitals in Haywards Heath; a specialist hospital at Hurstwood Park, the Princess Royal Hospital and the Ashdown Nuffield, which is a private hospital. These are key health/community facilities offering both general and specialist healthcare within the Town which also serve as an important source of employment in the Town. There are four general practices in the Town.

Key Characteristics of the Town

- 2.20 The Town benefits from a rural setting surrounded by countryside/green space, which needs to be retained to eliminate the risk of coalescence. Views towards the countryside are possible from many vantage points in the Town. However, to the north east of the Town, the built-up area adjoins Lindfield. Information regarding the classification of farm land in the plan area can be found in the evidence base of this plan.
- 2.21 Muster Green is one of 6 Conservation Areas in the Town and has the Town's War Memorial at the apex. The Town has 53 listed buildings and one of the oldest, The Sergison Arms Public House built in the 16th century, overlooks the Green. A focal point in the town centre is St Wilfrid's Church which also forms a backdrop to Victoria Park. The Haywards Heath Society has produced a list of the most cherished buildings in the town and this can be found in the Evidence Base for the Plan.



Muster Green

Neighbourly Co-operation

- 2.22 A key basis of the NPPF is to consult with neighbouring council's. The Town Council has been in dialogue with the neighbouring Parishes of Cuckfield, Lindfield, Lindfield Rural, Ansty and Staplefield, Wivelsfield and the neighbouring Town of Burgess Hill, to look at what can be mutually agreed and achieved through each of the Council's Neighbourhood Plans. It has been agreed by all that coalescence of the neighbouring Town/Parishes is to be avoided, acknowledging that the border of Lindfield is already coalesced. In addition, the distinction and character of each Parish/Town needs to be maintained with a green buffer where possible.
- 2.23 On a more specific note the Plan, with the agreement of Ansty and Staplefield Parish Council, includes an area within that Parish, which lies adjacent to Haywards Heath. This area had been omitted from their Neighbourhood Plan area. The Town also has a boundary with Wivelsfield Parish which is located in East Sussex and they have recently published their Neighbourhood Plan, which includes a Country Park immediately to the south of Hurstwood Lane

3. Constraints and Opportunities

- 3.1 It is important to understand the opportunities and challenges in and around the town that may affect where new development could be located. This provides the basis for making informed choices about where new development may go. Figure 3a, and 3b provides a summary of these issues.
- 3.2 The new relief road forms an edge to the west and south of the town. A significant response from the housing consultation undertaken in 2012 by HHTC was that local people were concerned about development on land

south of the relief road towards Hurstwood Lane. Local people were also concerned about a northern/north western expansion of the town towards Borde Hill Lane/Balcombe Road. A further housing consultation was undertaken in 2015 to gauge community reaction to proposed housing allocations on the edge of the town. The assessment of the responses can be viewed at www.haywardsheath.gov.uk on the Neighbourhood Plan Website.

- 3.3 The plan at Figure 3a indicates the broad location of the landscape/ecology constraints in and around the Town and the areas of flood risk. Figure 3b indicates the known urban constraints and shows important countryside views, community buildings and key road junctions. As a result of the topography of the Town there are a number of ridge lines within the Town. These issues and constraints limit the amount of growth of the town during the plan period.
- 3.4 Figure 3b includes the location of the conservation areas and listed buildings in the Town.
- 3.5 To support improvement to the sustainability of the Town it is important to look for opportunities to improve the existing bus service around the Town. This should include improving accessibility to the station, town centre and centres of employment in the town via all forms of transport. This work will be undertaken and co-ordinated by the Haywards Heath Transport Partnership.
- 3.6 There are opportunities to protect the rural setting of the town, to improve the provision of cycle routes within the town and to neighbouring villages and Burgess Hill. MSDC has already produced a cycling strategy which will need to be implemented during the life of this Plan. Opportunities exist to improve the provision of allotments for the Town, to provide a new cemetery, improve sporting facilities of the town and to provide a country park working jointly with Wivelsfield Parish Council.

- 3.7 Opportunities have arisen to improve the quality of the environment in the town centre as a result of the completion of the Haywards Heath Relief road. Improvements to the public realm now need to be planned and designed in order to maximise the benefits for the Town following the completion of the relief road. In addition West Sussex County Council has recently commissioned a Haywards Heath Town Centre Transport Study.



Muster Green South (A272)

3.8 Much of the stock of commercial floor space is dated and for the Town to maintain a strong employment base the Town Council will work with the Haywards Heath and District Business Association, Haywards Heath Town Team, MSDC and local employers/landlords to improve the stock and to grow the employment base of the Town.

3.9 A scheme is being implemented to redevelop the existing railway station quarter. This will deliver a number of jobs as well as help regenerate the area. The scheme also involves safeguarding sufficient land to allow for the Bluebell railway to gain access to the station and thereby create a major tourist facility within the town. This is anticipated in 10-15 years.



Station Quarter (artist impression)

4. Vision Statement and Core Aims for the HHNP

4.1 HHTC has considered carefully the constraints and opportunities facing the Town as set out above and in response it has developed a guiding vision for the HHNP. The HHTC vision for Haywards Heath is to achieve:-

- a healthy, family focused and safe town,
- a strong community spirit embracing both young and older people,
- supporting a vibrant economy,
- having excellent public services,
- high quality public spaces with the countryside on its doorstep

4.2 Arising from this vision HHTC developed 6 key aims for which are set out below.

A) That the Plan should set out long term policies and promote Sustainable development.

4.3 This includes the promotion of sustainable development which supports and develops the character of the town so:-

- to seek good design, to improve the public realm,
- to retain and protect the listed buildings and the conservation areas in the town,
- to minimise flood risk, to improve the local road network,
- to improve cycle/car parking,
- to improve footpaths, cycle paths and local public transport,
- improve accessibility throughout the town.
- to provide sufficient homes for the community.

B) That the policies should maintain the rural setting of the town.

- 4.4 This includes a country park, new allotments, and a green corridor around the Town, the protection of the important views from the town to the surrounding countryside and retention of key local gaps.

C) That the Leisure and Community Facilities should be retained/improved.

- 4.5 This includes the provision of a new cemetery, retention of The Dolphin Leisure Centre and Clair Hall, retention and enhancement of the public spaces in the town with improved links, new/enhanced sporting facilities, maintaining and improving wildlife corridors, and supporting service providers to improve health and school facilities.

D) That the Plan should support a vibrant economy.

- 4.6 This includes:-
- promoting employment,
 - promoting a vibrant town centre,
 - supporting local neighbourhood centres,
 - supporting the ambition of Bluebell Railway to have a terminus at the station
 - safeguarding key employment sites

E) That the Plan should improve infrastructure in the town.

- 4.7 This includes working with partners and service providers to improve the infrastructure of the town and negotiating with developers, as appropriate, to secure improvements and maintain an up to date schedule of infrastructure requirements for the town.

F) That the Plan prioritises making best use of Brownfield sites.

- 4.8 This includes supporting making best use of Brownfield sites within the built up boundary line of the town and safeguarding the rural setting of the town by retaining key local gaps with nearby communities. Where sites on the edge of the Town have been identified for housing development, the HHTC has carefully assessed their potential impact as well as their potential benefit to the Town.

- 4.9 **The Plan Process:** HHTC has used the above aims to guide the content of the HHNP and to inform proposed planning policies. HHTC consulted on a pre-submission HHNP in 2014. This is a revised submission HHNP and a number of amendments to the original HHNP have been made in direct response to the representations received in respect of the pre-submission consultation. There has been detailed planning policy work with MSDC and

this has resulted in a number of planning policies being reworded. In addition several policies were deemed to be “aspirational” and not land use based. There has also been an iterative process, led by HHTC, with community groups including the business community, discussions with MSDC, parish partners, The Haywards Heath Society and guidance from the HHTC highways consultant. All of this engagement has helped inform and shape this revised submission HHNP. HHTC has also commissioned a “health check” of the Plan by an independent examiner and, in line with her recommendations, further changes have been made to the HHNP ahead of the formal consultation on this submission plan.

- 4.10 As indicated above, the detailed policy review work undertaken in consultation with MSDC has resulted in agreement that a number of the policies in the original pre-submission HHNP were not considered to be land use based and therefore could not be retained in the HHNP.

5. Proposed Neighbourhood Planning Policies

- 5.1 Chapters 1 to 4 of this Plan sets out the background overall vision and key aims for the HHNP. This Section of the Plan sets out the policies to support and deliver the vision. The policies are grouped under the following topics:
- Environment, sustainability and design quality.
 - Business and retail.
 - Highways and Transportation.
 - Housing.
 - Leisure, Recreation and Community Buildings.
- 5.2 Each topic has its own chapter. The chapters are structured in the same way for each topic with:
- each objective set out with explanatory text.
 - each objective supported by a number of proposed policies.

These policies are supported by text that explains how and why the policy requirements must be met. Each of the policies is provided with a reference number.

6. Environment, Sustainability and Design Quality

This section of the HHNP addresses the very wide range of issues associated with the local environment. It provides design guidance and includes policies which seek to improve the sustainability of new development.

Green Infrastructure

Objective 6A: Co-ordinate and improve green infrastructure in the Town

- 6.1 In setting out a vision for the future of Haywards Heath, this Plan envisages a co-ordinated approach to green infrastructure that:
- Enhances existing open spaces
 - Improves multi-functional spaces
 - Integrates sustainable urban drainage to help manage localised flooding issues
 - Provides opportunities for improving the health and wellbeing of the community
 - Provides wildlife corridors
 - Maintains Local Gaps between neighbouring communities
- 6.2 As part of its rural location, Haywards Heath is a very ‘green’ town with many mature trees within the town itself and large areas of woodland surrounding it. The open spaces within the Town are key features which contribute to the quality of the local environment, land biodiversity and helps ensure that the community have local spaces to play and socialise. Proposals for development which would result in the loss of an existing open space will not be permitted save in a limited number of circumstances as set out in the National Planning Policy Framework.

Policy E1: Planning applications which would result in the loss of existing open spaces of public value will generally be resisted except where:

- **They are supported by an open space assessment that demonstrates the open space is no longer needed or**
- **Proposals for equivalent or better alternative provision are made in a suitable location or**
- **There is a proven need for essential utility infrastructure where the benefits outweigh any harm or loss and it can be demonstrated that there are no reasonable alternative sites available.**

Evidence Base Mid Leisure and Cultural Strategy for Mid Sussex; Mid Sussex assessment of Open Space, Sport and Recreation; Mid Sussex Playing Pitch Strategy

- 6.3 A number of the existing open spaces have play equipment and HHTC will work with MSDC and community groups to improve their play offer. Some areas offer multi-functional use opportunities and HHTC will seek to improve the offer of these areas. There may also be opportunities to rationalise under used small multi-functional spaces and return them to open green spaces.

Some of the proposed new housing development will provide the opportunity to create new, or enhanced public open space for the benefit of both new and existing residents and contribute to improved biodiversity. Policies R3 and R4 of the MSLP and emerging policy DP22 of the MSDP together with the Development and Infrastructure SPD 2006 set out the open space requirements expected of new residential development in Haywards Heath.

Outdoor Community Facilities

Objective 6B: Provide improved outdoor community facilities.

- 6.4 There is currently a shortfall of allotments and an extensive waiting list in Haywards Heath. The growth of the Town over the next 20 years will bring an additional requirement for allotments. The cemetery in Western Road is almost full and a new cemetery is required. In both cases HHTC has identified land to the south east of the Town to provide for these community facilities.
- 6.5 These facilities will form part of a proposal to establish a Country Park which would be the setting for both the proposed allotments and cemetery. This Park will also form a small part of the protected and undeveloped local gap outside the built up area of the Town. See policy E5 and objective 10B.

Policy E3: A site is allocated off Hurstwood Lane to provide new allotments as shown on figure 4 and in housing policy H1.

Evidence Base Hayward Heath Town Council Forward Plan 2015 – 2019

Policy E4: A site is allocated off Hurstwood Lane to provide for a new cemetery as shown on figure 4 and in housing policy H1.

Evidence Base Hayward Heath Town Council Forward Plan 2015 – 2019

Rural Setting

Objective 6C: To retain and enhance the rural setting of the town through the protection and enhancement of biodiversity in and around the Town, through retention of, and additional, Green Infrastructure.

- 6.6 The constraints maps produced as part of this Plan show the sensitivity of the landscape in and around Haywards Heath. This, in part, reflects the setting of the Town in close proximity to the High Weald AONB. Landscape capacity planning policy work undertaken by MSDC in the past also confirms the importance of the green infrastructure which makes a major contribution to the quality of the environment enjoyed by residents and visitors to the Town. Maintaining an inter-connected network of green spaces is essential to enhancing biodiversity by providing important green linkages and corridors for species, thus helping to protect against habitat fragmentation.

- 6.7 Haywards Heath benefits from its rural location with attractive countryside on its doorstep and from within the town there are extensive views of the surrounding countryside. These attributes help to provide a high class local environment and makes a major contribution to the character of the town. The surrounding countryside ensures the separate identity of nearby communities is maintained. HHTC is well aware of the importance the community attaches to these qualities and this plan seeks to ensure the rural setting and the views of the surrounding countryside from within the town are maintained.
- 6.8 The Plan identifies the built up area boundary for the town. This boundary is based on the Plan produced by MSDC as part of their planning policies, takes into account developments already permitted on the edge of the Town and suggests some minor revisions and takes into account the proposed housing allocations.
- 6.9 The DEFRA White Paper “Natural Choice: securing the value of nature” published in 2011, confirms that a healthy, properly functioning natural environment is the foundation of sustained economic growth, prospering communities and personal wellbeing. It is therefore important to properly value the economic and social benefits of a healthy natural environment and to recognise nature’s intrinsic value. Accordingly in this Plan policies are included aimed at maintaining and enhancing biodiversity and supporting ecological connectivity.

Policy E5: The land outside the proposed built up area is designated as a local gap between Haywards Heath and neighbouring Town/Parishes, see figure 4, to create a landscape buffer that will support and enhance ecological connectivity, maintain the landscape character of the areas and individual settlements. New development outside the built up area will only be permitted if it:

- **would not unduly erode the landscape character of the area or its ecology**
- **would not harm the setting of the town and**
- **would retain and enhance the separate identity of communities.**

Evidence Base Mid Sussex Landscape Character Assessment: Capacity of Mid Sussex to Accommodate Development Study
Mid Sussex District Plan

- 6.10 To help maintain the rural setting of the Town, to prevent key local gaps being urbanised and to safeguard important natural areas, the land outside the built up area boundary is shown as a local gap. HHTC will work with partners to create a connected network of existing and new green spaces. The local gaps will provide the opportunity to:
- link existing publicly accessible green spaces
 - improve access to the countryside adjacent to the Town.

- help maintain the rural setting of the town and safeguard the separate identities of communities

6.11 HHTC supports the enhancement of footpaths/cycle paths in and around the Town and this is reflected in the policy set out below. HHTC has a longer term ambition to create an exercise trail, all of which would support the health and sustainability of the town.

Policy E6: New major development will be required to promote Green Infrastructure opportunities within the site and establish and / or enhance links between this and existing Green Infrastructure in the immediate vicinity of the site.

Evidence base Mid Sussex Ancient Woodland Study; West Sussex SCNI Register; Mid Sussex Infrastructure Delivery Plan.

Flooding and Drainage

Objective 6D: New development to address localised flooding and drainage issues.

6.12 Sustainable Drainage Systems (SUDS) may include features such as ponds, swales, and permeable paving. The SUDS must be designed as an integral part of the green infrastructure and street network, so that SUDS are positive features of the development. The system should effectively mitigate any adverse effects from surface water run-off and flooding on people, property and the ecological value of the local environment

Policy E7: New development proposals will be required to incorporate Sustainable Drainage Systems, where practical, as part of the design of new housing and commercial development and indicate how such schemes will be managed and maintained.

Evidence Base Mid Sussex Strategic Flood risk Assessment; EA Flood Risk map for Haywards Heath

Sustainable Development

Objective 6E: Encouraging energy efficient and sustainable development.

6.13 Energy use in buildings account for almost half of all CO2 emissions. There is an opportunity for new developments to be designed to reduce energy use and - where possible - generate some energy from renewable sources.

6.14 There is an opportunity to improve the sustainability of the town as a whole, not just in terms of energy use but also in the broader sense - including things such as walking, cycling, green spaces and improved public transport.

Policy E8: New major development proposals, defined as 10 or more dwellings, 1000sqm floorspace or more, or application sites over 1 hectare, will be required to be designed to support making the town more sustainable by having regard to the following matters when designing the scheme;

- **provision of recycling, including commercial waste within the scheme**
- **submission of details of how the scheme will promote walking, cycling, public transport use and promotion of car sharing**
- **submission of details on how the scheme will manage energy and water use**
- **demonstrate how the scheme would contribute to the improvement of the health and wellbeing of the community.**

Evidence Base Mid Sussex District Plan: Mid Sussex Sustainable Energy Study

6.15 It is common practice to require developers to commit to preparing 'Travel Plans' for new development. Such Plans seek to change travel habits, and encourage more sustainable means of getting around. As an element of achieving a more sustainable town, HHTC is asking developers to share their Travel Plan information with it. The object is to inform a town wide document which will include the private sector's commitment to improve the sustainability of the town over time.

6.16 The proposed Sustainable Town Plan will build on existing initiatives, including:

- continuing to encourage the support of local businesses,
- improving recycling, including commercial waste,
- encouraging walking, cycling and public transport use,
- encourage further investment in the railway station and the rail services,
- encouraging reduction in energy and water use,
- promoting car sharing,
- increasing awareness of Haywards Heath Green Infrastructure, including promoting allotments (for food production) and awareness of biodiversity
- Improving the health and wellbeing of its community.

6.17 Developers will be expected to fund the implementation of projects related to proposed developments as identified in their Travel Plans.

6.18 The continuing growth of the Town will require an improved and increased service provision, placing further demands on the infrastructure of the Town.

6.19 In accordance with the Section 106/CIL requirements of MSDC, financial contributions will be required from developers of new developments to support an improved infrastructure for the Town.

- 6.20 As set out in the MSDC Infrastructure Delivery Plan, some of these contributions will be used to assist school/healthcare providers secure the necessary provision for the growth of Haywards Heath.
- 6.21 West Sussex County Council (WSSC) has confirmed that a new primary school is now required as a result of the planned development in the Town and just over the border in the neighbouring District of Lewes. Education Section 106 contributions from development and allocated WSSC monies will provide funds to pay for this school, which is a long term aim (5-10 years), and extend existing schools as required in the next two to three years.

Design

Objective 6F: Development should reinforce the character and quality of the locality of the scheme

- 6.22 Developers must demonstrate how their proposed development will enhance the character of locality and address the following topics.
- Context and character
 - Connection with the countryside
 - Quality for pedestrians and cyclists
 - Development quality
 - Car parking
 - Community engagement
- 6.23 The amount of car parking and the way it is designed into new residential development will have a major effect on the quality of the development. There are two principles to designing parking:
- cars parked on the street and in front of dwellings can seriously detract from the character and quality of a place. Minimising the visual impact of parked cars can let the buildings and landscape dominate instead
 - residents must be provided with safe and convenient access to their cars. Hiding cars away in rear courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car.
- 6.24 A number of recent residential developments in Haywards Heath have produced inadequate in-curtilage car parking resulting in an increase in on-street car parking and cars partly parked on the footway. HHTC objects to this and wishes for car parking to be designed to eliminate this problem.
- 6.25 If a Planning Statement accompanies an application it must include an appraisal of the site in its surroundings that identifies the opportunities and constraints for development and design. Applications should explain clearly how the proposals have been influenced by this appraisal.

- 6.26 This policy does not seek to impose a particular architectural style. Instead, it aims to ensure that new development relates to the specific local character of the location of the proposed development. Proposals for new housing in the Plan area should ensure that the new homes are of high quality and well integrated with the existing town. This integration could be achieved by a number of means including:
- good quality design that responds to the character of the locality of the site
 - provide new facilities that can be shared with adjacent areas – e.g. open space – so connecting new and old together
 - provide a good mix of housing types
 - early community consultation
 - good connections
- 6.27 Good quality design is not just about what buildings look like, but it is also how buildings relate to the street, how new development is designed to relate to nearby buildings, the sustainability of the scheme and fostering good neighbour relations and access to public open spaces.
- 6.28 There are a number of listed buildings in the Town which are protected by Listed Building legislation. Any development proposals that may affect a listed building or its setting should be discussed with HHTC and MSDC at an early stage of the design process. In addition, the Town benefits from 6 areas which have the statutory status as Conservation Areas and these are shown on Figure 4. The Conservation Areas in Haywards Heath are rich and varied reflecting the incremental development of them over time. The Haywards Heath Society has produced a list of cherished buildings as presented in appendix 6.
- 6.29 The Mid Sussex Local Plan 2004 identified 8 areas of Townscape Character in Haywards Heath which HHTC continues to support. The character of each of them is derived from a mix of building layouts, styles, landscape and periods, which together combine to form a particular townscape. Local residents value this character, which gives their area an individual identity with which they can associate. HHTC considers these areas remain an important characteristic of the Town. These areas are as follows:
- Lucastes Lane, Bluntswood
 - Balcombe Road
 - College Road, Portsmouth Lane, Summerhill Lane and Sunte Close
 - Fox Hill
 - St John’s Road
 - Triangle Road
 - Haywards Road, Gower Road
 - Boltro Road Area

Policy E9: Developers must demonstrate how their proposal will protect and reinforce the local character within the locality of the site. This will include having regard to the following design elements:

- height, scale, spacing, layout, orientation, design and materials of buildings,
- the scale, design and materials of the development (highways, footways, open space and landscape), and is sympathetic to the setting of any heritage asset,
- respects the natural contours of a site and protects and sensitively incorporates natural features such as trees, hedges and ponds within the site,
- creates safe, accessible and well-connected environments that meet the needs of users,
- Will not result in unacceptable levels of light, noise, air or water pollution,
- Makes best use of the site to accommodate development,
- Car parking is designed and located so that it fits in with the character of the proposed development.

Proposals affecting a listed building, conservation area, building of local interest or public park of historic interest or their setting should preserve or enhance their special interest and/or distinctive character.

Evidence Base CABE Good practice guide: Mid Sussex District Plan

6.30 In the townscape character areas HHTC expects developers to demonstrate how their proposals for development or redevelopment, will reinforce the local character and thus meet objective 6F of this Plan.

In particular, proposals should:

- retain trees, frontage hedgerows and walls which contribute to the character and appearance of the area;
- retain areas of open space, (including private gardens) which are open to public view and contribute to the character and appearance of the area; and
- avoid the demolition of existing buildings which contribute to the character and appearance of the area.

Policy E10: Development proposals in an Area of Townscape Character will be required to pay particular attention to retaining the special character and to demonstrate how they support and enhance the character of the area in question. Their boundaries are shown on figure 4.

Evidence Base CABE Good practice guide: Mid Sussex District Plan

6.31 The location and topography of Haywards Heath mean that local people value the close connection to the surrounding countryside. This sense of connection comes from a combination of views, and from pedestrian and cycle routes into the countryside. The main local views are gained from many

locations in the Town. Physical access to the countryside is addressed in Chapter 8. This section sets out policies in relation to views.

- 6.32 Wherever possible, open views towards the countryside must be maintained from key existing routes and open spaces within the town. Views along streets and/or open spaces to the surrounding countryside must be created within new developments where there are opportunities to do so. An assessment of views to and from the proposed development must be included. Visual impact should be minimised through the design of the site layout, buildings and landscape.

Policy E11: Major Development proposals sited on the edge of Haywards Heath or in a visually prominent location will be required to be supported by an assessment of the views to and from the proposed development. Any identified visual impact must be addressed through the design of the buildings, site layout, and the landscaping of the site. Where relevant the developers should have regard to the High Weald Management Plan as land to the northwest of the Town lies within the High Weald AONB.

Evidence Base CABE Good practice guide: Mid Sussex District Plan

- 6.33 To support a healthy lifestyle, residential schemes are expected to provide private outdoor garden amenity space or a shared amenity area. Although a matter for the developer, HHTC would expect that any proposed garden or amenity space to be commensurate with the size and type of dwelling(s) and be of appropriate quality having regard to topography, shadowing (from buildings and landscape features) and privacy.

Policy E13: Proposals for new residential development should provide good quality private outdoor space which is appropriate to the development proposed. The amount of land used for garden or amenity space should be commensurate with the size and type of dwelling(s) and the character of the area, and should be of appropriate quality having regard to topography, shadowing (from buildings and landscape features) and privacy.

Evidence Base CABE Good practice guide: Mid Sussex District Plan

7. Business and Retail

This section of the HHNP addresses the need to support the vitality and viability of the town for employment and retailing. It supports a range of uses in the town centre and inward investment and the renewal of employment sites located throughout the Plan area.

Retail and Other Town Centre Uses

Objective 7A: To support the retail offer in Haywards Heath

- 7.1 The best way to support Haywards Heath shops is to focus new retail development in the town centre. Other ways of supporting the retail offer is to make sure people live and work in the town centre. This can be done by supporting employment and encouraging residential uses, especially above shops/businesses.
- 7.2 Supporting shops means more than looking after the existing shops. Meeting this objective also requires that potential development sites within the town centre boundary are developed in such a way so as to support the vitality of the town centre. The formation of a Town Team for Haywards Heath will help address the needs of the Town by identifying areas of activity and promoting the Town. Haywards Heath has a wide spread Town Centre, which is identified in Figure 5 together with the location of the station.
- 7.3 Haywards Heath has a challenging linear form of town centre. It is the view of the Town Council that any major shopping development outside the town centre would be likely to undermine the town's vitality and the viability of the town centre shops. This would be detrimental to the overall sustainability of the town and would be likely to reduce the accessibility and choice of services and facilities available to the community. Proposals for superstore type outlets out of centre will therefore be resisted. The nature of the town centre makes it difficult to accommodate large new units, although there are opportunities to extend shops in depth due to the design of the Town Centre and to increase the shopping area and these will be supported. The retention and investment in local neighbourhood facilities are welcomed and supported.
- 7.4 The strategy is to attract and to keep shoppers within the core of the town, so that the vitality of the town centre is maintained. HHTC is supportive of inward investment into the Town Centre. If new retail development takes place it will be important to ensure pedestrian routes are improved and that adequate car and cycle parking is provided.
- 7.5 Short stay car parking for visitors to the town centre is provided in a number of car parks and they are well used. Should new development come forward in the town centre the existing car parking and cycle parking provision would need to be improved to support such inward investment in accordance with the standards adopted by MSDC and in line with the NPPF.

Policy B1: Planning permission for new retail development will be granted within the town centre as defined in figure 5 provided it can be demonstrated, that it is in accordance with policies E9, and E10, and that

- **the scheme has satisfactory access and servicing arrangements,**
- **the design will enhance the visual appearance of the town centre,**
- **it is supported by an appropriate level of car and cycle parking and**
- **any harm to local amenity can be mitigated.**

Outside the defined town centre retail development will be considered if they serve local or specialist needs and their location is demonstrated to be appropriate in terms of traffic, access, servicing, cycle and car parking and amenity¹.

Evidence Base Mid Sussex Retail Study update 2014: Haywards Heath Town Centre Master Plan: Mid Sussex District Plan

- 7.6 In order to maintain the vitality and vibrancy of the town centre HHTC is supportive of the introduction of novel uses – such as leisure and community uses – which would help the shopping function of primary and secondary retail frontages, provided that the proposed use is compatible with nearby residential properties and existing businesses.
- 7.7 The vitality of the retail area within the town centre is largely dependent on primary retail frontages and so it is important that the retail frontages be retained and enhanced and that the majority of the businesses located in the primary area are retail outlets. The secondary shopping areas are also vital to the wellbeing of the town centre as they provide opportunities for many independent and smaller traders.
- 7.8 MSDC has defined the primary and secondary retail frontages within the town centre and this is shown in Figure 5. This Plan proposes an additional secondary retail frontage at Commercial Square. Primary frontages already include a high proportion of retail uses. Secondary frontages include shops, but are more mixed and have the potential to provide uses to support the town centre with not only retail but also uses such as cafes, restaurants, leisure, community and financial and professional services. Small scale employment uses can contribute to the liveliness and activity of the town centre.
- 7.9 To support the vitality and sustainability of the town centre a range of commercial uses are encouraged including offices, leisure, community, hotel, and retail uses. Support is also given to the provision of new residential accommodation in the town centre but as the opportunities for this are limited it is also important that existing residential units in the town centre are retained. This will help the vitality, viability and security of the town centre particularly outside the hours when commercial activities are operating.

¹ For the avoidance of doubt major retail development outside of the town centre will be considered against policies S8 and S9 of the MSLP and policy DP3 of the MSDP.

Policy B2: Planning permission will be granted for development or change of use that will encourage a diverse range of uses in the Town Centre including new office, leisure, community, hotel, retail and residential which can be shown to support the core retail offer and generate vitality and add viability to the Town Centre whilst avoiding harm to existing businesses and residential properties. Schemes that result in the loss of residential accommodation in the town centre will only be granted

- in cases of upper floor accommodation where an independent access does not exist and cannot be provided,
- in cases where there are insurmountable environmental factors which mitigate against continued residential use,
- where an employment or retail use is proposed, providing that use would enhance the vitality and viability of the town centre.
- where additional residential accommodation is being provided

Evidence Base Mid Sussex Retail Study update 2014: Haywards Heath Town Centre Master Plan: Mid Sussex District Plan

7.10 HHTC will work with its partners to design and implement improvements to the public areas and spaces, particularly in the town centre and the key approach roads, including Perrymount Road, Sussex Road, South Road, The Broadway, Commercial Square and Boltro Road to the centre, together with improved signage for way finding throughout the town centre. Opportunities are expected to arise as a result of the opening of the relief road, the redevelopment of the railway station and from the work being undertaken by the Transport Partnership. This work will be complemented by a Town Centre study recently commissioned by WSCC.

7.11 In the town centre opportunities should be identified for reallocating street space to pedestrians or cyclists, for movement or social activities, particularly on completion of the relief road. This may include increasing pedestrian space in areas such as South Road and the occasional closure of The Broadway so that there is potential for:

- activity to spill outside from buildings, for instance tables outside restaurant or cafes
- community events to take place outside the Orchards Shopping Centre and other buildings
- more generous pedestrian footways or crossings so that people can move around more easily
- re-design of footway spaces to improve accessibility for people in wheelchairs, with sight impairment or with buggies.

Employment

Objective 7B: Provide new employment and support existing employment locations.

7.12 New employment should aim to secure high quality jobs, and principally be offices / business use or hi-tech office / industrial use. The existing stock of

commercial floor space in the town tends to be out dated and significant stock has been vacant for some time. To maintain and grow its employment base, the HHTC will support, in principle, the redevelopment or modernisation of existing premises

Policy B3: The modernisation/redevelopment of existing commercial sites to create an improved commercial offer in the Town and proposals which seek to improve existing employment areas, including a possible small business park will be granted planning permission provided that:

- there would be no adverse impacts on the amenities of surrounding uses
- the improvements maintain or enhance pedestrian and cycle access
- the improvements maintain or enhance access to bus stops
- adequate servicing and parking provision is made
- there is no increased risk of local flooding.
-

The Council would be supportive of an innovative design approach to such properties.

Evidence Base Mid Sussex Economic Development Strategy: Haywards Heath Town Centre Master Plan: Mid Sussex District Plan.

8. Highways and Transportation

Connectivity

This section of the HHNP addresses the need for investment in the transport infrastructure of the town in a sustainable way and that development proposals should be designed to support improved pedestrian and cycle connections within the town.

Objective 8A: Connect new housing and other developments into Haywards Heath and the wider area with good pedestrian, cycle and bus connections.

- 8.1 This objective addresses a number of different issues:
- reducing reliance on the car by making walking and cycling convenient and locating bus stops near new development.
 - supporting the town centre and local shops by creating strong and safe connections to it.
 - integrating new housing with the town (also reflected in the objectives for 'Housing')
- 8.2 Proposals for the development of sites, residential or commercial, should deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles.
- 8.3 New development, including employment and housing sites must support the provision of good pedestrian and cycle connections to the town centre and other local destinations.
- 8.4 New housing schemes will be required to support new pedestrian and cycle connections or improvements to existing connections.
- 8.5 Good pedestrian and cycle connections are:
- short and direct,
 - designed as pleasant places to be,
 - accessible/useable to all in the community.

Policy T1: Planning applications for new major development proposals will be required to provide good pedestrian and cycle connections with safe crossing points to the existing pedestrian and cycle network linking to the town centre and local services. Proposals for residential or commercial developments will be required to deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles.

- 8.6 To support improved safety of pedestrians and to improve accessibility around the town for all in the community, the HHTC will work with Partners to ensure the introduction of safer crossing points on key roads/junctions within the town.
- 8.7 Haywards Heath has some challenging terrain but is well suited to walking and cycling. Improving connections between existing residential areas, neighbourhood areas, the railway station, employment areas and the town centre would increase support for the shops and other services provided, reduce traffic and make the town more sustainable. This will also add to the health and wellbeing of the residents.

Policy T2: Planning applications for new major development proposals will be required to contribute towards the funding of cycle routes to Haywards Heath Railway Station and the town centre in accordance with the proposed Mid Sussex Infrastructure Delivery Plan, Mid Sussex Community Infrastructure Levy Charging Schedule and any S106 Obligations document or equivalent in place at the time.

Evidence Base Mid Sussex Sustainable Communities Strategy; Mid Sussex District Plan: Haywards Heath Cycle Audit
WSCC Haywards Heath Transport Study 2015

- 8.8 HHTC will work with its partners to support the implementation of the Cycle Strategy for the town and to look for opportunities from development proposals and public realm improvements to ensure accessibility for all in the community can be improved.
- 8.9 The strategy must include proposals for improving walking and cycling to access the green spaces within the town, the countryside beyond and to the nearby villages including Cuckfield, Lindfield, Ardingly, Scaynes Hill, Ansty and the town of Burgess Hill. This will be funded over time by developer contributions arising from the requirement for infrastructure contributions in accordance with MSDC planning policy and its implementation will support making the town more sustainable.
- 8.10 The adequacy of bus services in the Town are perceived to be an issue with some routes having an infrequent service and limited early morning and evening travel. Real time information to assist bus users is being rolled out. HHTC supports the provision of additional bus stops where there is justification and/or proven community need.
- 8.11 HHTC will continue to liaise with WSCC and the bus and rail operators to encourage better planning for all forms of public transport through partnership working.

Car Parking

Objective 8B: To ensure sufficient car parking within the town centre supports the viability of the town and improve the pedestrian areas in the town centre.

- 8.12 Car parking is seen as vital to supporting the shops and other businesses within the town centre and to avoid congestion in the residential areas of the Town. HHTC will work with those bodies responsible for parking to ensure sufficient parking is provided and that it continues to support a vibrant town centre and adequate provision throughout.
- 8.13 Any future redevelopment/new development in the town centre must maintain at least the number of existing public parking spaces in the town centre and improve on the number of cycle parking spaces available.
- 8.14 The town centre car parks provide a vital role in supporting the vitality of the town centre and this support has to be maintained.

Policy T3: Planning applications which result in the loss of existing off-street parking provision will be resisted unless it can be demonstrated that the development will enhance the vitality and viability of the town centre and, where possible, such schemes should aim to improve parking provision in the town centre. Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC.

Evidence Base Mid Sussex parking standards; WSCC Haywards Heath Transport Study 2015

- 8.15 Consultants acting for MSDC have produced the MSDC Transport Study Stage 2 which includes a number of assumptions regarding the development of the Town to 2031. Their report identified two main junctions where remedial measures are required to prevent congestion which will need to be funded by WSCC and /or through developer contributions. HHTC's highways consultant has identified the need for a detailed review of the traffic network adjacent to Haywards Heath Railway Station.
- 8.16 Developer contributions will be required from qualifying new development towards the funding of improvements to the highway network identified as requiring mitigation by MSDC in accordance with the proposed Mid Sussex Infrastructure Delivery Plan and Mid Sussex CIL Charging Schedule`.
- 8.17 The short one-way system at Muster Green creates substantial queues of traffic which can back up right through the town centre and can harm the setting of Muster Green and the surrounding Conservation Area.

- 8.18 Developer contributions will be sought from new development towards the funding of a review of this highway network with the view of improving capacity and speeding up the flow of vehicles through this part of the town centre in accordance with the proposed Mid Sussex Infrastructure Delivery Plan and Mid Sussex CIL Charging Schedule.
- 8.19 To support improved accessibility and vitality of the town centre and to achieve public realm improvements, it is proposed that the pedestrian areas should be improved as part of a package of improvements which should be possible now that the relief road is open. HHTC will support partnership working to consider the options for these public realm improvements.
- 8.20 To complement the sustainable transport policies set out in T1 and T2 above, HHTC supports the promotion of smarter travel programme for the Town. Smarter Travel (also known as Transport Mobility Management (TMM), Smarter Choices or Transport Demand Management) is the application of policies and strategies to reduce travel demand, number of vehicle trips generated and the encouragement of mode shift to more sustainable forms of transport.
- 8.21 A schedule of the proposed highway projects can be found in the Haywards Heath Transport Study 2015 as per the evidence base, which includes an estimate of the costs associated with them. The pooling of funding into CIL for these measures will ensure the local highway network continues to operate soundly for personal trips and for the transportation of goods and services.

9. Housing

This section of the HHNP addresses the need for new house building to meet the needs of the Town. This development will be built in a sustainable way and with the necessary infrastructure provision. Development proposals should also be well designed, be a good neighbour to existing development and respect the rural setting of the Town

Objective 9A: To make provision for new housing within the Plan area.

- 9.1 This section of the Plan explains the housing policies that apply to specific sites and those that apply to all new residential developments in Haywards Heath. Permission will be given for new housing provided the development meets the relevant policies of this Plan and the DP. The MSDC DP (DP 28) explains that there is a requirement for a mix of dwelling types and sizes to meet the current and future needs of different groups in the community including older people. HHTC expects developers to consider the size, location and quality of dwellings that older people need when promoting schemes within the plan area.
- 9.2 The NPPF, paragraph 17 sets out the ‘Core Planning Principles’ that should underpin plan-making and decision-taking. These include that:
- “Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth”.
- 9.3 NPPG sets out how local authorities should establish the objectively assessed housing needs for their area. It also advises that “Town/Parish councils and designated neighbourhood forums (qualifying bodies) preparing neighbourhood plans can use this guidance to identify specific local needs that may be relevant to a neighbourhood but any assessment at such a local level should be proportionate. Designated neighbourhood forums and Parish/Town councils can also refer to existing needs assessments prepared by the local planning authority as a starting point. The neighbourhood plan should support the strategic development needs set out in Local Plans, including policies on housing and economic development. The level of housing and economic development is likely to be a “strategic policy”.
- 9.4 MSDC has used the NPPG advice to establish the objectively assessed housing need for the District as a whole from April 2014 – April 2031. In February 2015 MSDC (updated June 2015 and Focused Amendments to the Pre-Submission Draft November 2015) published its Draft Housing and Economic Development Needs Assessment (HEDNA). The updated document indicates the annual housing supply requirement to be 695 dwellings per annum for the District.

- 9.5 However, the data that the NPPG advises should inform such an assessment only exists at district level and does not go down to parish level. Therefore, in order to establish the objectively assessed housing need of each parish, the methodology advised by MSDC is to distribute the overall Mid Sussex figure according to the proportion of the District's households that were in each parish at the time of the 2011 Census. This is a reasonable assumption since the need figure is in part based on demographic growth, and the more existing households there are in a town or village, the more new households will emerge from them. In the updated HEDNA, MSDC has produced an Objectively Assessed Need (OAN) for Parishes/Towns based on the proposed 695 dwellings per annum (see Table 24 under paragraph 8.23 see page 36 of the OAN November 2015).
- 9.6 The Table 24 shows that for the Neighbourhood Plan area there is an OAN of 2204 for the period April 2014 to April 2031 (or 130 per annum). This figure is only a guide to the level of need within Haywards Heath. It is not a target set by the District Council although it is expected that towns and parishes will attempt to deliver close to this figure. In the same way that Local Plans are prepared, consideration has been given to relevant constraints, suitability/availability of sites within the town and sustainability considerations in determining the number to be proposed within the Neighbourhood Plan.

Proposed Housing Provision

- 9.7 HHTC has investigated the feasibility of achieving the 2204 number within the NP area. The HHNP includes the following proposed housing provision:
- Completions 1/4/14 to 31/3/16,
 - Existing commitments (already allocated or with planning permission),
 - Proposed new allocations,
 - Brownfield development,
 - Northern Arc at Burgess Hill.

Existing Commitments 01/04/14 to 22/01/16

- 9.8 The background is that since 01/04/14 – 31/03/16, 432 housing units have been completed and 797 units have been permitted, or are in the pipeline in the HHNP area as shown in Appendix 5.
- 9.9 In addition an appeal decision on land north of Birchen Lane in summer 2016 grants permission for a further 40 dwellings. If this number is added to the schemes above the existing commitments in the plan area will total 837.

Proposed New Allocations

- 9.10 As part of preparing the SEA which accompanies this Plan, HHTC has assessed known potential housing sites which are located outside the built up area of the Town. These sites have been drawn to the attention of HHTC

either by the landowner, developer or by MSDC through their own housing land supply work. These sites have been assessed against the 9 objectives set out in its approved SEA Scoping Report. In the DP MSDC have introduced a density policy (November 2015) DP24a and HHTC have taken this policy into account in assessing the number of units per site. The site assessment demonstrates the proposed allocations to be deliverable, developable and sustainable when assessed against the sustainability objectives.

9.11 Arising from the assessments this draft Plan includes proposed allocations at;

Site	Units
Land at Hurst Farm	350 units
Land South of Rocky Lane and West of Weald Rise and Fox Hill Village	190 units
Total	540

Hurst Farm

9.12 A site at Hurst Farm has been identified for development. This is located on the edge of the built up area of the Town and comprises of sloping fields, woodland (including ancient woodland), listed buildings which includes a Grade II* listed building and a Grade II listed barn and a small parcel of existing employment land. The site is bounded by the relief road to the north and Hurstwood Lane to the South. This is a large site where the landowner has identified the opportunity for substantial community infrastructure as part of the development of the site. HHTC expects the development to deliver sustainable traffic measures including the closure of Hurstwood Lane to through traffic.

Policy H1: Land at Hurst Farm, Hurstwood Lane - Land is allocated either side of Hurstwood Lane for a mixed use development for approximately 350 additional homes, the retention of existing employment on the site, the provision of a new school, together with informal open space to include a burial ground and allotments (11.5ha). The new development will:

- **Be progressed in accordance with a Master plan, Infrastructure delivery strategy and phasing strategy prepared in collaboration with Haywards Heath Town Council and other stakeholders.**
- **Provide infrastructure as set out in the Mid Sussex District Council Infrastructure Delivery Plan.**
- **Deliver sustainable transport measures and other infrastructure requirements identified in technical assessments of transport impact, including measures to mitigate impact upon the local road network in the vicinity of the site.**

- **Retain the listed farmhouse and barn at Hurstwood Farm, including the curtilage of both buildings, in a continued beneficial viable use that sustains their special historic or architectural interest and maintain an open, rural setting to the farmhouse that sustains its special historic interest and character.**
- **Identify and take account of the environmental, landscape and ecological constraints.**
- **Take account of onsite water features and comply with SUD policy E7.**

To be acceptable the planning application (s) must be accompanied by a Master plan and delivery statement that sets out:

- **Site specific infrastructure requirements**
- **Details of the phasing of the proposed development**
- **Identification of the housing mix and location of the affordable housing element of the development**
- **Details on how the allotments, cemetery, school and informal open space infrastructure will be delivered**
- **Details on how the proposed publicly accessible spaces and facilities would be managed and maintained**
- **Details on how the existing ancient woodland within the site will be safeguarded, managed and maintained**
- **Details of the mitigation measures for Hurstwood Lane to include its closure to through traffic which will be subject to statutory procedures.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Land South of Rocky Lane

9.13 A site on Land South of Rocky Lane has been identified for development. This is located on the edge of the built up area of the Town and comprises of sloping fields, woodland (including ancient woodland). The site is bounded on two sides by Fox Hill Village and a new housing site to the west, which comes right up to the boundary of the site. Due to its close proximity to Bolnore Village it may be that the applicant has to undertake an archaeological investigation.

Policy H2: Land South of Rocky Lane and West of Weald Rise and Fox Hill Village. Land is allocated for a housing development for approximately 190 additional homes together with informal open space. The new development will:

- **Be progressed in accordance with a Master plan, Infrastructure delivery strategy and phasing strategy prepared in collaboration with Haywards Heath Town Council and other stakeholders.**

- **Provide infrastructure as set out in the Mid Sussex District Council Infrastructure Delivery Plan.**
- **Deliver safe and satisfactory access to the site and sustainable transport measures and other infrastructure requirements identified in technical assessments of transport impact, including measures to mitigate impact upon the local road network in the vicinity of the site.**
- **Identify and take account of environmental, landscape and ecological constraints.**
- **Be informed by archaeological investigation undertaken according to a written scheme of investigation agreed in writing with the District Council’s archaeological advisor and will seek to retain archaeological remains, and particularly those of national importance, in-situ. Where it is felt that the merits of development justify the loss of archaeological remains that are identified as present a suitable programme of recording and publication of those remains will be required.**
- **Take account of onsite water features and comply with SUD policy E7.**

To be acceptable the planning application(s) must be accompanied by a master plan and delivery statement that sets out:

- **Site specific infrastructure requirements.**
- **Details of the phasing of the proposed development.**
- **Identification of the housing mix and location of the affordable housing element of the development.**
- **Details on the delivery of the informal open space.**
- **Details on how the proposed publicly accessible spaces and facilities would be managed and maintained.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Brownfield Sites

9.14 HHTC is aware of several sites within the built up area of the Town where the owner has indicated the site is available in the NP period for housing development. This plan allocates sites that are expected to deliver 10 or more dwellings and these sites are shown on the proposal map.

Site	Units
Caru Hall	12 units
Rear of Devon Villas	10 units
Land at Bolnore Road	15 units
Harlands Road Car Park	40 units
Land at Downlands Park	20 units
Total	97 units

9.15 HHTC supports the principle of making the best use of Brownfield sites and expects sites to continue to come forward during the period of the Plan. MSDC has published a housing land supply assessment for the District; this can be viewed at;

http://www.midsussex.gov.uk/media/HDS_HaywardsHeath_2013.pdf

9.16 The following sites, as defined on the Proposals Map, are allocated for residential development, with the density, form, layout, dwelling mix, landscaping and access for these sites as set out below. The site assessment demonstrates the proposed allocations to be deliverable, developable and sustainable when assessed against the sustainability objectives.

Caru Hall

9.17 Caru Hall is a site located off Bolnore Farm Road and has been identified for development and would produce a modest housing site that is located adjacent to Bolnore Village with footpath links to Bolnore Village. The site is bordered by ancient woodland on its eastern boundary which would require appropriate buffer zones.

Policy H3 - Caru Hall (Site Area: 0.45 ha)

- **Capacity: The site should provide for approximately 12 dwellings.**
- **Form, Layout and Landscaping: Access is to be from the Bolnore Estate and the form, scale and layout of the site must demonstrate that development is well integrated into its setting and the design reflects the character of existing adjacent buildings.**
- **Infrastructure: Sustainable drainage systems (SuDS) should be used to minimise run off from this development. Pedestrian access should be provided to Bolnore Road.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Rear of Devon Villas

9.18 Land at the rear of Devon Villas is a site located in a mainly residential area in Western Road and has been identified for development. It currently comprises of a small employment site and is a backland site with narrow access and egress arrangements onto Western Road.

Policy H4 - Rear of Devon Villas (Site Area: 0.25ha)

- **Capacity: The site should provide for approximately 10 dwellings.**
- **Form, Layout and Landscaping: Care will need to be taken in designing a scheme which respects the existing adjoining residential development and the form, scale, layout and landscaping of the development should ensure that it responds sensitively to its backland location.**
- **Infrastructure: Sustainable drainage systems (SUDS) should be used to minimise run off from this development.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Bolnore Road

9.19 This site in Bolnore Road has been identified for development and is currently a mixed use site, partly in use as a depot/storage area for Mid Sussex District Council. It has prominent frontage to Bolnore Road and adjoins Beech Hurst Gardens. The character of Bolnore Road is mixed with a number of larger detached properties, sheltered accommodation together with some new housing development. The existing strong hedge and tree boundaries should be retained and reinforced by new planting and the mature individual specimen native trees should be retained as part of the development.

Policy H5 – Beech Hurst Depot, Bolnore Road (Site Area: 0.8 Hectares)

- **Capacity: The site should provide for approximately 15 dwellings.**
- **Form, Layout and Landscaping: Proposals should respect the character of Bolnore Road and the form, scale, layout and landscaping of the development should ensure that it responds sensitively to its setting alongside Beech Hurst Gardens.**
- **Infrastructure: Sustainable drainage systems (SUDS) should be used to minimise run off from this development.**
- **Maintain access to the Sussex Miniature Locomotive Society site.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Harlands Road Car Park

9.20 This site in Harlands Road has been identified for development and is currently being used as a public car park. It has prominent frontage to Harlands Road and Milton Road. This is a predominantly residential area with businesses located on the north side of the site. Care will need to be taken to respect the amenities of the neighbouring residential properties including careful consideration being given to the height of the development.

Policy H6 - Harlands Road Car Park (Site Area: 0.2ha)

- **Capacity: The site should provide for approximately 40 dwellings.**
- **Form, Layout and Landscaping: This is a prominent corner site fronting a busy road.**
- **Care will need to be taken in designing a scheme which respects the existing adjoining residential and business development and the form, scale, layout and landscaping of the development should ensure that it responds sensitively to its prominent location.**
- **Build height should be similar to that which exists adjoining the site.**
- **Infrastructure: Sustainable drainage systems (SUDS) should be used to minimise run off from this development.**
- **The developer will be required to demonstrate that the loss of the private car park will have no adverse effect on street car parking in the locality.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Downlands Park

9.21 This site is located off the Bolnore Farm Lane and has been identified for a housing development for the elderly. Development would produce a modest number of specialist units within the grounds of the existing care home. The site is located adjacent to Beech Hurst Gardens and share a boundary with Beech Hurst depot which is subject to a proposed housing allocation in this plan (H5). The site also has a common boundary with a housing site for the elderly currently under construction. The site includes mature ground and is well enclosed by existing vegetation.

Policy H7 – Within the Ground of Downlands Park (Site Area: 2.6 ha)

- **Capacity:** The site should provide for approximately 20 bungalows for occupation for the elderly (Use class C2).
- **Form, Layout and Landscaping:** Access is to be from the old Isaacs Lane and the form, scale and layout of the site must demonstrate that development is well integrated into its setting and the design reflects the character of existing adjacent buildings.
- **Infrastructure:** Sustainable drainage systems (SuDS) should be used to minimise run off from this development.
- **Pedestrian access** should be provided to Bolnore Lane and to the new development north of the site.
- **Identify and take account of environmental, landscape and ecological constraints.**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Windfall Sites

9.22 Over the past 4 years, small sites of between 1 and 4 dwellings have made a regular contribution towards the housing land supply in Haywards Heath. A total of 64 dwellings have been completed over this period at an average of 16 dwellings per annum. There remain opportunities for small scale changes of use, redevelopment and infill development and Policy H8 of the NP facilitates such ‘windfall’ developments over the remainder of the Plan period.

9.23 It is anticipated that some 256 dwellings will come forward within the Plan area over the period to 2031. However, some of these already have planning consent and should not be double counted. For this reason a cautious estimate of a further 128 dwellings is made on unidentified sites for the plan period. This figure is based on 50% of the projected windfall coming forward.

Policy H8 - Housing Development within the Built up Area Boundary - Housing development within the Haywards Heath built-up area boundary, as defined, will be permitted including infill development and change of use or redevelopment to housing where it meets the following criteria:

- **The scale, height and form fit unobtrusively with the existing buildings and the character of the street scene.**
- **Spacing between buildings would respect the character of the street scene.**

- **Gaps which provide views out of the Town to surrounding countryside are maintained.**
- **Materials are compatible with the materials of the existing building.**
- **The traditional boundary treatment of an area is retained and, where feasible reinforced.**
- **The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded**

Evidence Base Mid Sussex Housing and Economic Needs Assessment 2015: Mid Sussex District Plan

Summary of Housing Delivery

9.24 The combination of completions, committed sites, allocated sites in this plan and windfall sites provides for 2034 units to be developed in the Plan period. (This excludes the housing development on the edge of Haywards Heath but located in Wivelsfield Parish). This leaves a shortfall of 170 units against the assessed housing requirements for the Plan area. HHTC has worked with its partners MSDC, BHTC and Ansty & Staplefield Parish Council to understand how this shortfall can be resolved.

Source of Supply	Units
Completions (1/4/14 to 31/3/16)	432
Committed / Pending sites (including Rookery Farm allocation and land north of Birchen Lane)	837
Greenfield Sites	540
Brownfield Sites	97
Allowance for Windfall Sites	128
Total	2034

Northern Arc Burgess Hill

9.25 Relevant to this Plan is the strategic development to the north and west of Burgess Hill proposed in the Burgess Hill Town Wide Strategy and the Mid Sussex District Plan, which includes approximately 3,500 new homes.

9.26 Whilst this strategic development is outside the Haywards Heath Neighbourhood Plan Area, its location only 1-2 miles south of Haywards Heath means that in practical terms it could reasonably assist with meeting the needs of Haywards Heath as well as those of Burgess Hill and Ansty & Staplefield (within whose parish boundary it is situated).

9.27 It is therefore considered that, taking into account completions, existing commitments, proposed allocations and strategic developments proposed in the Mid Sussex District Plan, the objectively assessed housing needs of Haywards Heath will be met.

Infrastructure Requirements

- 9:28 All proposals for new housing should provide appropriate new facilities on site and contribute to off-site facilities as required by the MSDC District Plan Infrastructure Delivery Plan.
<http://www.midsussex.gov.uk/planning-licensing-building-control/planning-policy/local-development-framework/evidence-base/infrastructure-delivery-plan/>
- 9:29 New homes will bring additional demands to services such as healthcare and education, as well as community facilities. In addition, new homes will place a further burden on existing utilities infrastructure. The known infrastructure requirements for the Town resulting from its growth are set out in the MSDC Infrastructure Delivery Plan.
- 9:30 There are normally two types of new facility to which new housing must contribute:
- the first is for facilities that can be provided on site - for example, open space and affordable housing,
 - the second is for financial contributions to social, environmental and community facilities that will be provided off-site.

Building Extensions

- 9.31 Existing homes within and outside the built up area will often be extended to adapt to changing needs and such extensions should be designed to a high quality, respond to the heritage and distinctive character of the area of Haywards Heath in which they are situated and reflect the identity of the local context by way of height, scale, spacing, design and materials of buildings. In addition, extensions should respect the amenities of adjoining residents.

Policy H9 - Extensions to existing dwellings will be permitted where it meets the following criteria:

- **The scale, height and form fit unobtrusively with the existing building and the character of the street scene.**
- **Spacing between buildings would respect the character of the street scene.**
- **Gaps which provide views out to surrounding countryside are maintained.**
- **Materials are compatible with the materials of the existing building.**
- **The traditional boundary treatment of an area is retained and, where feasible reinforced.**
- **The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.**

10. Leisure, Recreation and Community Buildings

This section of the HHNP addresses the importance of leisure, recreational and community buildings to the wellbeing of the community. It also considers the opportunity for a major tourist facility to be introduced in the Town in a sustainable way, and that development proposals should be well designed and be a good neighbour to existing development.

Clair Hall and Dolphin Leisure Centre

Objective 10A: Ensure the Haywards Heath Leisure, Recreational and Community Buildings meets the needs of local people. This includes the retention and improvement of Clair Hall and the Dolphin Leisure Centre services.

- 10.1 The town has a very active community life, representing many different groups and organisations. HHTC has carried out an assessment of existing community facilities which confirmed the perception identified at public consultation that most of the existing community facilities are of small to medium capacity, and that Clair Hall is an essential facility that is in need of substantial improvement. This facility has the opportunity to enhance and support Arts and Culture within the Town.
- 10.2 In accordance with the MSDC Infrastructure Delivery Plan, developer contributions will be sought from new development towards the funding of improvements to Clair Hall.
- 10.3 HHTC identifies that the land at Clair Hall has the potential to accommodate the improvements required. Clair Hall is the primary community facility in the Town and should be improved on its existing site or relocated to another sustainable location within the Town. Any relocation must be suitable, have planning permission in place, all necessary legal agreements in place and funding in place. Continuity of the venue would be required.
- 10.4 The MSDC Infrastructure Delivery Plan identifies that there is a need for 2 new community facilities over the Plan period as well as improvements to the existing Clair Hall.
- 10.5 HHTC will work with the appropriate bodies and local people to secure the delivery of an improved Clair Hall community facility.

Policy L1: Development resulting in the loss of Clair Hall whilst the facility remains needed and valued by the local community will be resisted unless there is re-provision of an equivalent or better facility within the Town prior to the loss of the existing facilities.

- 10.6 The Dolphin Leisure Centre is the primary indoor sports facility in the Town and is under capacity pressure. The centre requires improvements to cater for the needs of the Town and surrounding villages. Improvements should be at the existing site, including addressing the onsite parking issues.
- 10.7 However, if an opportunity arises for it to be relocated to another site within the Town such a location must be viable, have a planning permission in place, all necessary legal agreements in place and funding in place, continuity of the venue would be required.

Policy L2: Development resulting in the loss of the Dolphin Centre whilst the facility remains needed and valued by the local community will be resisted unless there is re-provision of an equivalent or better facility within the Town prior to the loss of the existing facilities.

Evidence Base Leisure and Cultural Strategy for Mid Sussex: Mid Sussex Assessment of Open Space, Sport and Recreation:
Mid Sussex District Plan

- 10.8 It is essential and good practise to engage with the community when proposing or designing new facilities in the Town. Local people wish to ensure that their needs are addressed, and so ongoing consultation that involves as wide a cross-section of the community as possible is required
- 10.9 HHTC will seek to ensure that there is community involvement in any process that involves proposals for the development of Leisure Recreational and Community Building proposals in the HHNP area.

Country Park

Objective 10B: Provide a country park.

- 10.10 Haywards Heath, whilst having some wonderful existing green spaces including The Heath/Clair Meadow, Victoria Park, Beech Hurst, Muster Green along with three local nature reserves - Ashenground and Bolnore Woods, Blunts Wood and Paiges Meadow and Scrase Valley together with the Millennium Woodland, it does not have the benefit of a country park. An opportunity for a modest park arises from the proposed allocation of land for a new cemetery and allotments as these can be contained within a park setting enhancing the two new facilities and help maintain an attractive rural setting on the built up edge of the town. Other elements which contribute to this location are
- part of the land is already in public ownership,
 - it is also close to existing residential areas, and so can serve both existing and future residents,
 - it is served by footpaths,
 - its provision will help maintain the rural setting of the town,
 - there is an important belt of ancient woodland along one boundary.
 - Support from Wivelsfield Parish Council in their Neighbourhood Plan.

Policy L3: Land is allocated as open space to provide a landscape setting to the proposed Allotments and Cemetery as shown on figure 4 and in housing policy H1 and to safeguard the rural setting of the Town.

Evidence Base Leisure and Cultural Strategy for Mid Sussex: Mid Sussex Assessment of Open Space, Sport and Recreation: Mid Sussex District Plan; A Landscape Character Assessment for Mid Sussex.

Bluebell Railway

Objective 10C: Support the arrival of the Bluebell Railway line into Haywards Heath.

10.11 The Bluebell Railway Line is a major tourism attraction in the South East and there is an opportunity for the line between Horsted Keynes and Haywards Heath to be re-opened. Most of the track bed still exists and part of the route is in use for freight trains. HHTC supports the Bluebell Railway's Western Extension into Haywards Heath and will work with its partners to support the creation of a terminus for the Bluebell Railway at Haywards Heath Railway Station.

Policy L4: The route of the proposed Bluebell Railway western extension to Haywards Heath within the neighbourhood plan area and its terminus at Haywards Heath Station, as shown on the policies map, will be protected from development that would prevent its completion.

Evidence Base Submissions by Bluebell Railway: Mid Sussex Economic Development Strategy: Mid Sussex District Plan

Community and Sporting Facilities

Objective 10D Support the development of Community facilities in the Town.

10.12 Through community consultation there is an identified need for community facilities within Bentswood, which is supported in the draft MSDC Infrastructure Delivery Plan. HHTC will support other facilities as the town grows, where there is a proven need and robust business case.

Policy L5: The provision of new community service buildings including medical and educational services in the Plan area will be supported where demand exists, provided the proposal can demonstrate the site is suitable in terms of access, servicing, car/cycle parking and design and will not lead to a loss of amenity for local residents.

Objective 10E: Co-ordinate sports provision to protect and enhance facilities.

- 10.13 A number of existing sports clubs within Haywards Heath have expressed interest in upgrading their pitches and/or facilities or moving to a new location. In addition, if the Haywards Heath Football Club site is promoted for redevelopment for housing during the lifecycle of the plan, the Club will need to provide replacement sports pitches elsewhere as part of its proposals.
- 10.14 MSDC appraisal of sports and recreation facilities in Haywards Heath has identified a shortage of sports pitches. The growth of the Town over the next 20 years will add to the demand for sports pitches. Mid Sussex's Leisure and Culture Strategy also includes the need for extra sports provision and facilities in the Town.
- 10.15 There is an opportunity to develop a co-ordinated approach to sports facilities to ensure that provision meets the need of existing clubs, and current and future residents. The HHTC is aware that the St Francis Sports and Social Club site are considering opportunities for development at their site. The site is in a sensitive location on the edge of the Town, close to residential properties, close to a listed building and ancient woodland. In addition access arrangements are via a network of private roads. The following policy aims to strike a balance between all these issues.

Policy L8: Land is allocated at the St Francis Sports Site for the enhancement of the existing facilities. Proposals will have to demonstrate,

- that the height, scale, design and materials of any proposed buildings are appropriate to the site and its location,
- the height, scale, design and materials of the development will not harm the setting of the adjacent listed building,
- there is no harm arising to the adjoining ancient woodland,
- that satisfactory vehicular arrangements and servicing are secured,
- that there will be no unacceptable levels of light, noise, air or water pollution to the nearby residential properties,
- that adequate car and cycle parking can be provided onsite, and
- that the development will safeguard the amenities of the neighbouring properties

Evidence Base Leisure and Cultural Strategy for Mid Sussex: Mid Sussex Assessment of Open Space, Sport and Recreation: Mid Sussex District Plan; Mid Sussex Playing pitch Strategy: A Landscape Character Assessment for Mid Sussex

- 10.16 HHTC will work with its partners to secure enhancement of facilities in the Plan area, which could include the possible relocation of Haywards Heath Football Club. To ensure that there is no loss of formal sports provision, any relocation will need to be linked to the provision of the new facility.

Policy L9: Existing playing fields and sporting facilities within the Plan area shall be retained and where possible enhanced to the benefit of the Town. Should an existing facility come forward for redevelopment for non-sports use, and it is shown the site or facility is not surplus to requirements, the applicant

will be required to provide alternative provision within the Plan area before the existing facilities are lost.

Evidence Base Leisure and Cultural Strategy for Mid Sussex: Mid Sussex Assessment of Open Space, Sport and Recreation: Mid Sussex District Plan; Mid Sussex Playing pitch Strategy:

11. Delivery of the Plan

11.1 To be effective, the Haywards Heath Neighbourhood Plan (NP) must be deliverable and able to be monitored. There are two key elements that need to be considered:

- The delivery of the policies in the Plan itself, and monitoring of their implementation; and
- The delivery of infrastructure and initiatives associated with the proposals development contained within the NP.

Who is responsible?

11.2 The NP will be used by the principal council, in this case MSDC, as part of its Development Plan, having the same legal planning status as other MSDC planning documents. The issues of delivery and monitoring will inevitably evolve as the Neighbourhood Planning process develops.

At this stage however, it is assumed that:

- MSDC will be responsible for monitoring the more ‘strategic’ policies in the Plan (such as the number of new houses)
- HHTC will be responsible for coordinating initiatives such as the proposed Travel Plan strategy and Green Infrastructure.

Delivery

11.3 Ensuring the HHNP is deliverable requires:

- that sites identified for development are capable of being brought forward within the lifetime of the HHNP;
- that the policies in the HHNP are capable of being implemented during the lifetime of the HHNP; and
- that infrastructure requirements are clearly identified

Residential Development Sites

11.4 Before the HHNP process started, MSDC had assessed potential residential development sites within and adjoining the town. These sites were reviewed

by MSDC during the process of developing and testing options for its District Plan. This review included looking at the sites' constraints and whether owners wished to bring them forward for development. MSDC updated this work and published a revised document in 2015. The sites allocated for

housing in the HHNP have been subjected to an additional review by HHTC as part of the HHNP process.

- 11.5 Where possible the HHTC has held discussions with landowners and developers. This work has helped to establish which sites are most suitable and likely to be deliverable within the Plan period, and those where delivery may be uncertain or problematic and so may not be deliverable within the HHNP period. This is referenced in the Evidence Base under the Mid Sussex Strategic Housing Assessment

Infrastructure Requirements

- 11.6 MSDC has been working with infrastructure providers to identify what is needed to support the growth of Haywards Heath. The facilities, improvements and projects required are set out in the MSDC Infrastructure Delivery Plan. There are some areas that require ongoing consultation and further investigation with infrastructure providers by MSDC and HHTC. This is to be expected from a 'live' document and will be updated by MSDC during the HHNP period.
- 11.7 It is important to note that the list is not exhaustive as future monitoring of the NP and MSDC's Planning Policies and any subsequent Development Plan Documents (DPD) may highlight further needs within the Plan area that will require investment.
- 11.8 The infrastructure requirements are set out in the MSDC Infrastructure Delivery Plan on the knowledge and information available at the time of its preparation. These are made without prejudice to any formal conclusions that the infrastructure providers may later reach, for example, in relation to changes in service delivery, funding and infrastructure requirements. Needs and detailed requirements will continue to evolve during the lifetime of the HHNP, MSDC's Planning Policies and any subsequent DPDs. As a result, the infrastructure requirements and delivery of projects will be reviewed over the Plan period.
- 11.9 Infrastructure, facilities and services directly required by new development will be expected to be funded by the developer. New development will give rise to additional demands on infrastructure that is best met through financial contribution towards off-site provision. This will be negotiated by MSDC via S106 contributions or the Community Infrastructure Levy (CIL) Charging Schedule, when it is adopted.
- 11.10 Once CIL is introduced on-site infrastructure and affordable housing will still be secured through S106 agreements. Off site requirements will be funded

through CIL. Under CIL, contributions will be levied on qualifying new development at a standard rate and will be pooled for future use. The levy will not specify how the money is to be used; the Town Council will work with MSDC and service providers concerning the provision of infrastructure projects as money becomes available.

11.11 The Infrastructure Delivery Plan sets out requirements in relation to three types of infrastructure:

- Physical infrastructure: transportation networks, water, drainage, waste management, sewage treatment and utility services.
- Social infrastructure: education, health facilities, social services, emergency services and other community facilities such as libraries and cemeteries.
- Green infrastructure: parks, allotments, footpaths, play areas and natural and amenity green space.

Monitoring

11.12 Monitoring of policies and infrastructure delivery will take different forms. For policies where there is a clear target, delivery against housing numbers will be monitored by MSDC. For policies where there is a less clearly defined requirement (e.g. improved pedestrian connections within the town), the policy will be secured through joint working with partners.

Appendices

- 1) Saved Local Plan Policies from the Mid Sussex Local Plan 2004**
- 2) Extract from West Sussex County Council Transport Plan 2011 – 2026**
- 3) Extract from the Mid Sussex Local Plan 2004 HH Conservation Areas**

- 4) Glossary of Terms**
- 5) Database of permitted and pending housing permissions from 1.4.14.**
- 6) Conservation Areas and Cherished Buildings**
- 7) Haywards Heath Neighbourhood Plan – Evidence Base**

Figures 1 - 5

- **Figure 1 Neighbourhood Development Plan Area**
- **Figure 2 Administrative Boundary**
- **Figure 3 Constraints Map (A and B)**
- **Figure 4 Proposals Map**
- **Figure 5 Town Centre Map**
- **Figure 6 Allocated Site Plans Policies H1 – H7**

Appendix 1

SAVED POLICIES CONTAINED IN THE MID SUSSEX LOCAL PLAN 2004

Number Policy - Title/Purpose

- G1 Sustainable Development
- G2 Sustainable Development

- G3 Infrastructure Requirements
- C1 Protection of the Countryside
- C2 Strategic Gaps
- C3 Local Gaps
- C4 Areas of Outstanding Natural Beauty
- C5 Nature Conservation
- C6 Trees, Hedgerow and Woodlands
- C8 Farm Fragmentation
- C9 Incorporation of Agricultural Land into Residential Curtilages
- C10 Prior Notification
- C11 Livestock Units
- C12 Farm Diversification
- C13 Reuse and Conversion of Rural Buildings
- C14 Reuse of Institutional Buildings and Country Houses
- C15 Extensions to Institutional or Converted Rural Buildings in Business Use
- B1 Design
- B2 Residential Estate Developments
- B3 Residential Amenities
- B4 Energy and Water Conservation
- B5 Designing for the Disabled
- B6 Open Space
- B7 Trees and Development
- B8 Public Art
- B9 Crime Prevention and Design
- B10 Listed Buildings
- B11 Buildings of Merit
- B12 Conservation Areas
- B13 Demolition in Conservation Areas
- B14 Pavements in Conservation Areas
- B15 Setting of Conservation Areas
- B16 Areas of Townscape Character
- B17 Historic Parks and Gardens
- B18 Archaeological
- B19 Advertisements
- B20 Advertisements in Conservation Areas
- B21 Area of Special Control
- B22 Shop front Security
- B23 Noise Pollution
- B24 Light Pollution
- B25 Satellite Dishes
- H1 Housing Allocation
- H2 Density and Dwelling Mix
- H3 Infill within Built-up Areas
- H4 Affordable Housing
- H5 Rural Exception Housing
- H6 Conservation of Residential Accommodation
- H7 Housing for the Elderly
- H8 Nursing and Residential Care Homes
- H9 Extensions of Dwellings in Built-Up Areas
- H10 Conversion of Flats and Housing in Multiple Occupation

- H11 Housing in the Countryside
- H12 Rebuilding of Existing Dwellings in the Countryside
- H13 Extensions to Dwellings in the Countryside
- H14 Gypsy Sites
- H15 Safeguarding Existing Gypsy Sites
- H16 Sites for Travelling Show people
- E1 Allocated Business Sites
- E2 Retention of Business Land
- E3 Storage and Warehousing
- E4 Proximity of Residential Property to Established Business Areas
- E5 Additional Business Development
- E6 Business Development in the Villages
- E7 New Business Development in the Countryside
- E8 Inappropriately Located Uses
- S1 Town Centre Shopping Developments
- S2 Requirements for New Retail Developments
- S3 Primary Shopping Frontages
- S4 Secondary Shopping Frontages
- S5 Vacant Space above Shops
- S6 Local Shopping Areas
- S7 Local Shopping Facilities
- S8 Developments on Edge-of-Centre Sites
- S9 Development on Out-of-Centre Sites
- S10 Garden Centres and Farm Shops
- T1 Road Building
- T2 A23 Improvements
- T3 Heavy Goods Vehicles
- T4 New Development
- T5 Parking Standards
- T6 Cycle Parking
- T7 Lorry and Coach Parking
- T8 Road Side Facilities
- T9 Gatwick Airport Related Car Parking
- R1 Sporting and Recreational Development in the Built-Up Areas
- R2 Protection of Existing Recreational Open Space
- R3 Outdoor Playing Space
- R4 Off Site Provision of Outdoor Playing Space
- R5 Artificial Turf Pitches and Flood Lights
- R6 Informal Public Open Space
- R7 Retention of Existing Facilities in the Countryside
- R8 New Countryside Recreational Facilities
- R9 Golf Courses
- R10 After Use of Mineral Workings
- R11 Noisy Sports
- R12 Equestrian Development
- R13 Proposals for New or Extended Tourism Facilities
- R14 The Bluebell Railway
- R15 Hotel and Other Serviced Accommodation
- R16 Self-Catering Accommodation
- R17 Static Holiday Caravan Sites

- R18 Touring Caravan and Camp Sites
- CS1 New Educational Facilities
- CS2 Dual Use of Educational Facilities
- CS3 Reuse of Educational Land and Facilities
- CS4 Pre-School Educational Facilities
- CS5 Medical Practitioners
- CS6 Retention of Community Facilities
- CS7 Retention of Public Houses
- CS8 Extension of Community Facilities
- CS9 Requirements of New Residential Development for Community Facilities
- CS10 Retention of Allotments
- CS11 Infrastructure
- CS12 Water Supplies and Sewerage
- CS13 Land Drainage
- CS14 Safeguarding Flood Defences
- CS15 Flooding
- CS16 Water Quality
- CS17 Telecommunications
- CS18 Recycling Facilities
- CS19 Renewable Energy
- CS20 Derelict and Contaminated Land
- CS21 Unstable Land
- CS22 Pollution
- CS23 Hazardous Sites
- HH1 Areas of Townscape Character
- HH2 South-Western Sector
- HH3 South-Eastern Sector
- HH4 Haywards Heath Relief Road
- HH6 Infrastructure Provision
- HH7 Open Space Provision
- HH8 Haywards Heath Station
- HH9 St Paul's School, Oathall Road
- HH10 47 – 53 Boltro Road
- HH11 Land North of Rookery Farm, Rocky Lane
- HH12 Mill Green Road Depot
- HH13 Orchards/Church Road – Shopping Development
- HH14 Cycleways
- HH15 Town Centre Car Parking
- HH16 Haywards Heath Station Car Parking

- HH17 Children's Play Space – Land at Colwell Gardens
- HH18 Outdoor Playing Space – West of Beech Hurst
- HH19 Outdoor Playing Space – South-Western Sector
- HH20 Informal Open Space
- HH21 Haywards Heath Library
- HH22 Burial Ground

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2.6 Mid Sussex

Mid Sussex is bordered by Surrey to the north, Brighton to the south and East Sussex to the east. Mid Sussex is well placed to allow easy movement for people, giving good access to jobs, with many commuting to London. Part of the District is included within the South Downs National Park, with much of the rest of the District being designated as an Area of Outstanding Natural Beauty. Hassocks is one of the 'gateways' to the SDNP, offering an excellent opportunity to explore the Downs car free, due to its location on the Brighton Main Line.

The District naturally divides itself into three areas (north, central and south), each of which is centred on a main town: East Grinstead, Haywards Heath and Burgess Hill respectively. All three towns are identified as strategic places and are expected to see new development during the lifetime of the Plan.

On the whole, the District is relatively wealthy. However, this does mask areas of urban and rural deprivation. The population of Mid Sussex is expected to rise to 148,000 by 2016. The number of households which do not own a car or van was estimated in 2009 to be 7,500, which accounts for 13% of households in the District.

The main transport routes running through the District are the M23 and A23 which move traffic north-south, and the A272, A264 and A22 which move traffic east-west.

East Grinstead

East Grinstead is home to around 25,000 people. While many people commute, mainly to London, it also offers employment and services to local people as well as attracting workers in from surrounding towns and villages.

East Grinstead suffers from acute congestion and safety issues at peak and off-peak times due to current travel behaviour which is dominated by private car use. The alignment of the A22 through the centre of the town causes community severance and concerns about safety because the road carries a high volume of traffic and there is a shortage of safe places to cross.

Although limited future development is planned, a Town Centre Masterplan has been developed which contains aspirations that remain largely undelivered. The Town Council is also leading development of a Station Quarter Masterplan exploring the potential for long-term improvements near East Grinstead Station. There is, therefore, a need to mitigate the impact of future development on the transport network whilst delivering these aspirations, especially if new business is to be attracted to the town.

Haywards Heath

The town of Haywards Heath suffers from peak time town centre congestion; with the A272 passing straight through the centre of the town. The bus network in the town is limited due to the size of the town and the dispersed nature of settlements in the surrounding rural area.

Like other settlements within the District, there is significant scope to increase walking, cycling and public transport use through investing in new infrastructure and promoting sustainable travel modes. Additional development in the town will be expected to contribute to these facilities and complete the Haywards Heath relief road which is expected to open by 2017. This will reduce town centre traffic levels and enable the aspirations of the Town Centre Masterplan to be achieved. This includes reallocating road space to walking, cycling and public transport.

Burgess Hill

Burgess Hill is situated on the Brighton Main Line and, therefore, serves partly as a commuter town. However, it is also home to the largest business and commercial sector in Mid Sussex, attracting workers in from the surrounding area.

Burgess Hill experiences peak period congestion and safety issues associated with current patterns of travel behaviour which are dominated by the private car. Short distance commuting by rail is possible, but not popular, due partly to overcrowding. Overall, the transport network needs to be able to accommodate long and short distance journeys, and through-traffic. Accommodating additional travel and encouraging a switch to sustainable modes will, therefore, be important.

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In the future, additional new housing is expected to increase the population of the town. A Masterplan has been developed to coordinate town centre improvements that currently remain undelivered. The Town Council is also leading development of a Town Wide Strategy aimed at attracting investment into the town as a whole through new development. This is intended both to realise the aspirations of the Town Centre Masterplan and deliver improved and additional services and facilities in the wider town. The impact of this growth will need to be mitigated so this Plan focuses on measures that will support growth and encourage a change in travel behaviour of residents and visitors to the town. The Plan will also help support the travel aims of Burgess Hill; connectivity and choice, which were identified through the previous Town Action Plan.

2.6.1 Implementation Plan for Mid Sussex

Our strategy aims to tackle the identified transport issues as and when funding becomes available. New development is also expected to contribute to the delivery of the strategy. We will make certain that all new schemes and developments contribute and support in some way the following:

- improving public transport facilities and networks
- increasing the use of sustainable modes of transport
- improving network efficiency in order to reduce delays and emissions
- improving safety for all road users
- improving the public rights of way network in accordance with the RoWIP

2.6.2 Key issues and aims

The key issues in Mid Sussex are:

- There is limited funding available for infrastructure improvements.
- New development is planned throughout the District and particularly in Burgess Hill and Haywards Heath. This will have a major impact upon the current highway network and public transport services, in terms of capacity, air quality and parking.

- Road congestion during peak periods affects many parts of the highway network throughout the District due to its location within the Gatwick Diamond and the high volumes of commuters and freight passing through. East Grinstead is affected by the A264 and the A22 passing through the town centre, and Haywards Heath is particularly affected by the A272 passing through the town centre.
- Burgess Hill suffers from congestion due to the fact that there are only two crossing points for vehicles across the Brighton Main Line within the town.
- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing concerns over safety.
- The current provision of pedestrian and cycling facilities throughout the District and in particular within Burgess Hill, East Grinstead and Haywards Heath, are unable to support and maintain sustainable travel. Much of the network is disjointed and suffers from inadequate signing, a shortage of safe crossing points and poor surfacing.
- The current public rights of way network is disjointed, deficient in terms of multi-use routes and needs resurfacing in many places. The creation of the SDNP is expected to increase pressure on the network over time.
- The railway stations, located throughout the District, and in particular the stations at Burgess Hill, Wivelsfield, East Grinstead and Haywards Heath, suffer from problems with access to platforms, inadequate waiting facilities, car parking and poor integration with bus services.
- Peak time rail services along the Brighton Main Line suffer from overcrowding.
- The lack of a good public transport network operating within the rural locations means that individuals with no access to private cars are unable to access key services such as hospitals, shops and leisure facilities.

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- Bus services accessing the rural areas are seen as infrequent, unreliable, inconvenient and expensive.
- Uncertainty over future funding as a result of low use of some bus services puts certain routes at risk.

Our aims for Mid Sussex are:

- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- Ensuring that maximum transport benefits are realised from future developments at Burgess Hill and Haywards Heath. The aim being to mitigate their impact and integrate the developments with existing communities.
- Completion of the developer-led A272 Haywards Heath Relief Road to support delivery of new development.
- Making the best use of the existing road network, using intelligent transport systems and improving public transport to improve the way the network is managed to reduce congestion.
- Developing and implementing a traffic management strategy using contributions from development to optimise the A22/A264 route through East Grinstead, improving access and managing congestion.
- Ensuring that future network improvements within East Grinstead will focus on encouraging sustainable alternatives to the private car and upgrading key junctions to optimise the existing road network.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Implement AQAPs and assist the District Council to develop supporting strategies and planning policies.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signage, connecting routes where appropriate and repairing and maintaining surfaces, particularly on routes identified through the Burgess Hill Green Circle Network.
- Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Supporting opportunities which will improve and protect the public rights of way network throughout the District.
- Manage on-street parking in Burgess Hill and Haywards Heath; potentially through the introduction of controlled parking zones in the town centres and near to the railway stations.
- Manage on-street parking in East Grinstead through improvements to the existing controlled parking zone.
- Introducing measures to reduce the speed of traffic within residential and built-up areas where there are clear benefits from doing so and this is supported by the local community.
- Continuing to work with our bus operators to improve the capacity and quality of the bus fleet and to improve the way the services are marketed.
- Seeking to reduce traffic congestion by providing a convenient, comfortable, safe and flexible public transport system that offers a real alternative to the private car and encourages sustainable movement, thereby reducing energy consumption and pollution.
- Improving the accessibility and quality of information available through the introduction of RTPI at well used bus stops and where the whole life costs are affordable.
- Supporting transport interchange improvements at East Grinstead and Hassocks railway stations, including the national station improvement programme.
- Working with rail partners to explore opportunities to improve stations and rail service provision throughout the District. This includes redevelopment of

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Haywards Heath and Burgess Hill railway stations, improvements to station access through the Southern station travel plan project, integration with other modes of transport, and opportunities to improve services through the Thameslink programme.

- Working with the Sussex CRP to further promote rail travel amongst residents and visitors to East Grinstead.

Appendix 3

Extract from the Mid Sussex Local Plan May 2004

Conservation Areas in Haywards Heath

The MSDC has designated six Conservation Areas within the town, the boundaries of which are identified on the proposals map, figure 4.

Location	Date Designated
Muster Green	June 1979
Franklands Village	March 1989
Lewes Road	March 1989
Lucastes	March 1989
The Heath	March 1989
Mill Hill Close	January 2000

The following paragraphs contain a brief description of each of the Conservation Areas, highlighting those features which make a particular contribution to their character.

Muster Green

The special character of Muster Green is derived both from its distinctive appearance, especially when viewed from the western approach to the town, and from its historic connections. It is understood that its name derives from the area's use as a muster point for the militia at the time of the English Civil War.

The area is characterised by substantial Victorian and Edwardian houses set in large mature gardens, to the north and south of a wedge of tree lined open space which retains the character of a village green. At the western end of the Green lies one of the area's two listed buildings, The Dolphin public house. This is a well known landmark and forms the focus of the Conservation Area.

The following features, in particular, contribute to the character of the Conservation Area:

- the attractive grouping of buildings around the tree lined Green;
- the variety of buildings of different ages and styles, in particular those which date from the town's 'railway age';
- the presence of trees and hedges around and between buildings;
- the predominant use of natural and traditional building materials;
- the important grouping of trees in the eastern section of the Conservation Area; and
- its two listed buildings (The Old House and The Dolphin Public House), believed to date from the sixteenth century.

Franklands Village

Franklands Village was founded in the 1930s by the local branch of the International Rotary Club, and was established to provide homes for young people and work for local builders. The area retains the character of a ‘model village’ with a distinct community spirit, representing an important historic link in the evolution of the town. The following features contribute to the character of the Conservation Area:

- the uniformity of the distinctively designed buildings which gives the area its “model village” character;
- the spacious layout of the village with wide grass verges, mature trees and hedges and areas of open space;
- the picturesque village pond; and
- the unusual timber church.

Lewes Road

Lewes Road (A272) is situated on the east side of Haywards Heath, and is the main approach for westerly travelling traffic. The area is characterised by low density development, and represents the gradual transition from the countryside to the urban area.

The following features make a particular contribution to the character of the Conservation Area:

- the variety of age and style of the buildings, most of which are large properties set well back from the road within spacious grounds;
- presence of trees and hedges around and between the buildings;
- the presence of grass verges, hedges and ‘fingers’ of agricultural land between dwellings which contribute to the rural character of the Area; and
- the low density of development which creates a gradual transition from the countryside to the urban area.

Lucastes

The Lucastes Conservation Area is predominantly residential in nature, with the majority of buildings dating from the 1950s and 1960s. There are also several substantial Victorian dwellings.

There are a number of features which contribute to the special character of the Conservation Area:

- the variety of buildings which represent a range of age types and architectural styles;
- the spacious nature of development, which is characterised by buildings set back from the road frontage, with wide grass verges along Lucastes Avenue and Lucastes Road;
- the presence of trees, hedges and ponds;
- the late sixteenth century farmhouse called Lucas’s and the barn which are listed as being of special architectural and historic interest; and
- the absence of on-street parking and a low traffic flow.

The Heath

The Heath Conservation Area is predominantly residential in nature and includes parts of Heath Road, Sydney Road and Oathall Road. The Heath Recreation Ground is also an important feature. The Heath itself is the last remaining part of the original 'Haywards Heath' and retains a unique character as an area of woodland in the heart of the town.

The following features contribute to the special character of the Conservation Area:

- large residential properties along Oathall Road and Heath Road, set back from the road in spacious, secluded gardens;
- the presence of trees and hedges around and between buildings which contribute to the creation of an attractive approach to the town centre;
- the Heath itself which comprises an attractive area of woodland in the heart of the town;
- the cricket ground at the northern end of the park which is set in an impressive grass amphitheatre;
- the use of natural and traditional materials on many of the buildings in the Area; and
- the attractive Victorian semi-detached properties located on Sydney Road which provide older style accommodation, and also serve to protect the setting of the recreation ground.

Mill Hill Close

The Mill Hill Close Conservation Area comprises approximately 30 flats and houses, built in the late 1930s and set around a communal landscaped garden and rectangular pool.

The Close was designed by locally renowned architect Harold Turner for the purpose of housing needy members of the Institute of Civil Engineers and their dependants. It is understood that Sir Edward Lutyens acted as Honorary Adviser to the scheme.

There are a number of features which contribute to the special interest of the Conservation Area:

- the estate's distinctive character which incorporates dwellings laid out around an impressively landscaped communal garden. It represents an attractive example of the uniquely English concept of the garden suburb, bringing the idyll of the cottage and cottage garden into a planned suburban format;
- the whole ensemble of this private estate is remarkably well preserved, and there is very little which jars with the original design concept. There is general absence of clutter, parking areas and vehicles from the landscaped areas; and
- the high quality of the estate's building design, layout and landscaping.

Particular features include the use of locally manufactured narrow bricks, steeply pitching roofs, substantial chimneys, tile hanging, staggered frontages and attractive wall and archway detailing. The central garden area incorporates a long rectangular pool spanned by a wooden bridge, paved walkways with generous planting, retaining walls and steps.

Appendix 4

Glossary of Terms

Acronym	Subject	Explanation
	Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Affordable housing does not include low cost market housing
CSH	Code for Sustainable Homes	The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. It is an environmental assessment method for rating and certifying the performance of new homes, and it is possible to secure a CSH rating of between zero and six, with six being the most sustainable
	Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.
	Consultation Plan	A Consultation Plan accompanying the Neighbourhood Plan is required by the Localism Act. The Consultation Plan must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
MSDC DP	District Plan	A Development Plan Document setting out long-term spatial vision and objectives, and containing both strategic policies and generic policies which will apply to all development proposals in the local authority area as a whole.
	Delivery Strategy	A document accompanying the Neighbourhood Plan that sets out a strategy for delivering and monitoring: (i) the policies within the Neighbourhood Plan; and (ii) the infrastructure and initiatives associated with development within the Plan area. It is a 'live' document that will be updated throughout the Plan Period.
DAS	Design and Access Statement	A report accompanying and supporting a planning application. Required for many types of planning application – both full and outline – but there are exemptions. Design and access statements are documents that explain the design thinking behind a planning application.
DPD	Development Plan Document	A type of Local Development Document which carries significant weight in the development control process. Development Plan Documents are spatial planning documents which are subject to independent examination
	Development Plan	A plan comprising the Development Plan Documents contained within the Local Development Framework.

		This includes adopted Local Plans and neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
	Dwelling mix	The mix of different types of homes provided on a site. May typically include a range of types from, say, 2 bedroom houses up to larger 4 and 5 bedroom houses.
	Evidence Base	The researched, documented, analysed and verified basis for preparing the Neighbourhood Plan. It consists of many documents produced over a period of years, most of which have been produced by Mid Sussex District Council as part of the process of developing its District Plan.
	Evidence Base Summary	A document produced as part of the process of developing the Neighbourhood Plan. It supports the Plan by setting out a summary of the relevant Evidence Base and explaining how decisions were made as to where new development should be located in Haywards Heath
	Examination	An independent review of the Neighbourhood Plan carried out in public by an Independent Examiner.
	Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
	Green Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers, hedgerows or other natural features. They connect green spaces together, and often provide pleasant walks for the public away from main road
	Green Infrastructure	The network of accessible, multi-functional green and open spaces
	Independent Examiner	Anyone with appropriate qualifications and skills who meet certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, an employee of another local authority or a planning inspector.
	Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.
	Listed buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
MSDC	Mid Sussex District Council	The Local Authority for Haywards Heath
	Mixed use	Developments where more than one use is constructed. Uses may be mixed within the same building (e.g. offices above shops) or may be mixed across the site (e.g. houses next to shops and community facilities)
NPPF	National Planning Policy Framework	The National Planning Policy Framework was published by the government in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied.
NP or NDP	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly known as the 'Neighbourhood Plan'. It is a planning document for defined area subject to examination in public and approval by referendum. It will be used on approval in the determination of applications.
	Net density	The number of dwellings per hectare when the

		calculation of the site area excludes features such as open spaces for the benefit of the wider community, significant landscape buffers and major access roads.
	Publicly Accessible Open Space	Open space that is open to the public and is normally owned and managed by a private owner.
	Public Open Space	Open space that is open to the public and is normally owned and managed by a public organisation such as Haywards Heath Town Council or Mid Sussex District Council.
	Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Haywards Heath Neighbourhood Plan, the referendum will decide whether or not to adopt the Plan.
SA	Sustainability Appraisal	A process of appraising policies for their social, economic and environmental effects, which must be applied to all Development Plan Documents and was required for the Neighbourhood Plan. See also SEA Directive.
SEA	Strategic Environmental Assessment	Assessments made compulsory by a European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required.
SUDS	Sustainable Urban Drainage Systems (SUDS)	A drainage system that controls the rate and quantity of run-off of surface water from developments. It replaces the conventional practice of routing run-off through a pipe to a watercourse, which can cause problems with flooding. SUDS minimises run-off by putting surface water back into the ground on site through measures such as permeable paving, underground infiltration blankets and drainage swales (similar to traditional ditches). Where surface water must still be take off-site (because, for example, the site is underlain by clay that reduces the permeability of the ground), features to slow down the rate of run-off are used – these may include ponds or underground storage tanks to store water, and oversized pipes.
HHTC	Haywards Heath Town Council	Haywards Heath Town Council is the parish authority for Haywards Heath. The Town Council is a service provider for the community, an influencer and conduit for local views, working effectively and efficiently in partnership with other organisations.
	Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, A1 is shops and B2 is general industrial.
	Windfall Sites	Sites not allocated for development in the Neighbourhood Plan that unexpectedly comes forward for development

Appendix 5

Residential schemes permitted in the Plan area from 1st April 2014.

Planning Reference	Address	No. of Units	Date of permission/approval
13/00656/OUT	Phase 2 South of Rocky Lane	101	Pending
13/04256/FUL	Haywards Heath Law Courts, Bolnore Road	36	21/10/14
14/00398/PDOFF	17/23 Boltro Road	13	7/5/14
14/00725/PDOFF	30/31 Mill Hill Close	2	14/4/14
14/01293/PDOFF	25 The Broadway	4	28/5/14
14/01335/FUL	36 Paddockhall Road	9 (net gain)	22/8/14 (previous permission lapsed in 2013)
14/01395/PDOFF 15/4835	Norris House, Burrell Road	30	27/5/14
14/01405/PDOFF	141/147 Western Road	4	27/5/14
14/01928/FUL	Rear of 16-18 Kents Road	3	7/10/14
14/01931/FUL	89 Western Road	1	21/7/14
14/01973/FUL	86 Priory Way	2	8/8/14
14/02774/FUL	Rear of 22 Gower Road	5	17/10/14
14/02899/14	31a Sussex Road	2	17/11/14
14/02837/FUL	77B New England Road	1	26/9/14
14/03667/FUL	Adj 56 Boston Road	1	9/12/14
14/02667/FUL	South of Braydells, Hurstwood Lane	2	3/10/14
14/03881/FUL	Rear of 57 Balcombe Road	1	18/12/14
13/03472/OUT	Penland Farm	210	12/01/15
14/04674/FUL	Milton House	28	5/6/15
14/04484/PDOFF	LGM House, Mill Green Road	2	6/2/15
14/04542/FUL	Game station, South Road	1	28/01/15
14/04644/COND	1-3 Church Road (additional unit)	1	Pending
14/04686/FUL	36 Lewes Road	1	02/03/15
14/04029/FUL	Rear of Grey lands and May Trees Hurstwood Lane	3	02/03/15
14/04448/FUL	Adj 1 Duncton Close	1	02/03/15
15/1958	50 Boston Road	1	7/7/15

15/1957	Adj 16 Sydney Road	1	6/7/15
15/2091	NE of Sunte House Birchen Lane	1	5/8/15
15//2074	12 Lucastes Lane	1	21/9/15
15/2128	Adj 19 Hazelgrove Road	2	18/11/15
15/2093	Land between The Willows and Bennet Rise	13	Pending
15/2923	Beacon Heights,4 Church Road	24	11/1/16
15/2930	Land Adj Greylands,Hurstwood Lane	1	15/10/15
15/2948	49a The Broadway	1	10/9/15
15/3023	Land at Reedpond Walk	4	14/9/15
15/2914	6 Petlands Road	1	8/9/15
15/2119	Grovesnor Hall, Bolnore Road	3	28/9/15
15/3636	151 Western Road	14	Pending
15/3448	Land at Gamblemead	99	Pending
15/4793	32a The Broadway	1	19/1/16
15/3505 &15/3515	The Priory, Syresham Gardens	41	Pending
15/3869	50 Boston Road	1	4/12/15
15/3929	141-147 Western Road	2	24/11/15
15/3227	Land at 98 and 100 Haywards Road	3	11/11/15
15/3243	59 Priory Way	1	13/10/15
15/3318	9 Oathall Road	1	Pending
15/3360	11 Boltro Road	7	9/10/15
15/4981	4 Haywards Road	1	Pending
15/5107	Land South of Old Rocky Lane	30	Pending (proposed allocated site,need to avoid double counting)
15/4862	Land South of Sunte House Gander Hill	8	Pending
15/4865	Land at Ashton House, Bolnore Road	16	Pending
15/4901	1st/2 nd Orchard House 32-36 south Road	8	Pending
15/4930	Land Adj Oldfield 55 Lewes Road	7	Pending

15/4594	LGM House Mill Green Road	1	7/1/16
15/4099	Phase 5 Bolnore Village	+1	18/12/15

Total

339 units pending

419 units approved.

Total = 758

Prepared on 22/1/16

Appendix 6

Cherished Building and Place – Source Haywards Heath Society Website

Beech Hurst House, Gardens & Quadrangle
The Dolphin inn, Muster Green
Muster Green
Nat West Bank with the new Aberdeen House, Muster Green
Former Lloyds Bank, Market Place/Boltro Road
Tudor-Style Flats and Shops, Commercial Square
Caffyns Volkswagen Sales Office – Art Deco Façade
Former St. Wilfrid’s School (now Zizzys’ Restaurant and Christian Science Reading Room),
Broadway
St. Wilfrid’s Church and former Vicarage, Church Road
The Priory
Jireh Chapel, Wivelsfield Road
Former St Francis Hospital
James Bradford Almshouses, Butlers Green Road
The War Memorial, Muster Green
Victorian/Edwardian Houses, South/North of Muster Green
Zenith House (Former Station Hotel), Market Square
The Burrell Arms, Commercial Square
Mill Hill Close Conservation Area (off Balcombe Road)
Former H/Hth Building Soc. Offices (now Café Rouge) The Broadway
Oathall Conservation Area, inc Oathall House & Farlington House (former St. Paul’s College
site)
Former Artisans’ Houses, Gower Road
Cricket Pavilion, Cricket Ground behind Clair Hall

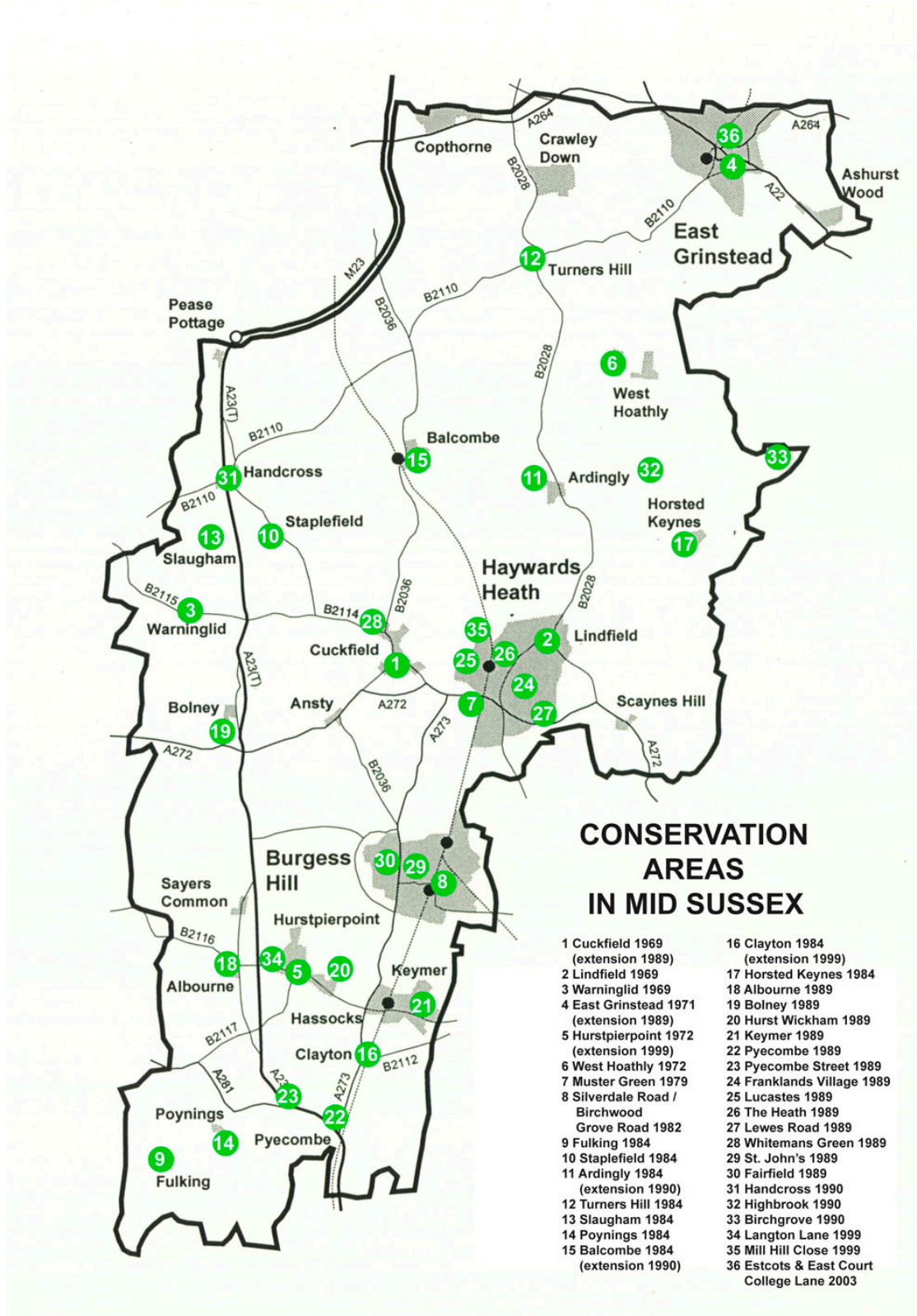
Other Cherished Places include the following

19th/20th Century houses at bottom of St John’s Road.
6 Paddockhall Road, now Lucastes Place.
Ashenground House, Ashenground Close.
Boltro Chambers and former Barclays Bank, Market Place
Boltro Chambers, Market Place/Paddockhall Road.
Boltro Farmhouse, Boltro Road
Butlers Green House
Church of The Presentation, off New England Road.
Colemans Solicitors Offices (former ‘Limehurst’), Paddockhall Road
Cottages in Petlands Gardens.
Downlands House. Isaac’s Lane.
Edwardian Houses, Lucastes Avenue
Great Haywards Farmhouse, off Wealden Way.
Grosvenor Hall & former Chapel, Bolnore Road.
Group of early Victorian yellow brick houses to the north of the Duck pub.
Harlands Farm, Barn and Granary, Balcombe Road.
Haywards Heath Hospital Chapel, Butlers Green Road
Haywards Heath Public Library, Boltro Road
Heath Villa, St Joseph’s School, Hazelgrove Road.
Hurstwood Farmhouse & Barns/Cottages, off Hurstwood Lane.

Hurstwood House, off Hurstwood Lane.
Little Haywards Farmhouse, off Courtlands.
Lucas' House, courtyard and Barn, Lucastes Avenue.
Lucastes Conservation Area
Middle Farm, 26C Oathall Road.
Nursery Cottage, corner of Edward Road
Bolnore House & Lodge.. & Wivelsfield Road.
Oaklands House and Gatehouse, Boltro Road
Old Farm Cottages. Rocky Lane.
Penney's Cottage, Wivelsfield Road. (adj. Dinnages Garage).
Peter's Cottage. New England Road.
Remaining Artisans' s/d Cottages, S. end of Hazelgrove Road.
Remaining Victorian/Edwardian Houses, Heath Road.
Residential Houses, lower Boltro and Paddockhall Roads
St Wilfrid's Churchyard.
St. Paul's R.C. Church & Hall, Hazelgrove Road.
Stanford Place and adjacent Victorian Houses (now NFU & other shops/offices), South Road.
Steeple Cottage, Butlers Green Road
Summerhill School, Summerhill Lane.
Sunte House, off Birchen Lane.
The Baptist Church. Sussex Road.
The Heath P.H., Sussex Road.
The Lubetkin/Tecton flat roofed houses in Sunnywood Drive.
The Paddocks, Butlers Green
The Yews Boltro Road
United Reform Church, South Road.
Victorian Villas, north side of Sydney Road, western end.
Victorian/Edwardian Villas, southern end of Balcombe Road (west).
Wickham Farm, off Wickham Lane.

Appendix 6 cont...

Conservation Areas Map



**Table containing information displayed in the map above. Locations of the
Conservation Areas in Mid Sussex**

Number on map	Conservation area location
1	Cuckfield 1969 (extension 1989)
2	Lindfield 1969
3	Warninglid 1969
4	East Grinstead 1971 (extension 1989)
5	Hurstpierpoint 1972 (extension 1999)
6	West Hoathly 1972
7	Muster Green 1979
8	Silverdale Road / Birchwood Grove Road 1982
9	Fulking 1984
10	Staplefield 1984
11	Ardingly 1984 (extension 1990)
12	Turners Hill 1984
13	Slaugham 1984
14	Poynings 1984
15	Balcombe 1984 (extension 1999)
16	Clayton 1984 (extension 1999)
17	Horsted Keynes 1984
18	Albourne 1989
19	Bolney 1989
20	Hurst Wickham 1989
21	Keymer 1989
22	Pyecombe 1989
23	Pyecombe Street 1989
24	Franklands Village 1989
25	Lucastes 1989
26	The Heath 1989
27	Lewes Road 1989
28	Whitemans Green 1989
29	St. John's 1989
30	Fairfield 1989
31	Handcross 1990
32	Highbrook 1990
33	Birchgrove 1990
34	Langton Lane 1999
35	Mill Hill Close 1999
36	Estcots & East Court College Lane 2003

Appendix 7

Haywards Heath Neighbourhood Plan – Evidence Base

- 1) Local Plan 2004 - <http://www.midsussex.gov.uk/planning/8254.htm>
- 2) Mid Sussex District Plan - <http://www.midsussex.gov.uk/planning/8264.htm>
- 3) Mid Sussex Strategic Housing Assessment - <http://www.midsussex.gov.uk/8301.htm>
- 4) Mid Sussex Land Supply Document - <http://www.midsussex.gov.uk/8301.htm>
- 5) Mid Sussex Transport Study stage 1 report - <http://www.midsussex.gov.uk/8301.htm>
- 6) Mid Sussex Transport Study stage 2 report - <http://www.midsussex.gov.uk/8301.htm>
- 7) Haywards Heath Town Council Transport Report – <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 8) Haywards Heath Listed Buildings - <http://www.midsussex.gov.uk/8262.htm> and
- 9) Mid Sussex Landscape Character Assessment.- <http://www.midsussex.gov.uk/8301.htm>
- 10) Mid Sussex Car Parking Strategy - <http://www.midsussex.gov.uk/travel/9964.htm>
- 11) Mid Sussex Economic Development Strategy - <http://www.midsussex.gov.uk/7935.htm>
- 12) Mid Sussex Infrastructure Delivery Plan - <http://www.midsussex.gov.uk/8301.htm>
- 13) Community Profiles 2011 - <http://www.midsussex.gov.uk/8509.htm>
- 14) West Sussex Transport Plan – <https://www.westsussex.gov.uk/about-the-council/strategies-plans-and-policies/roads-and-travel-plans-and-policies/transport-plan/>
- 15) Mid Sussex Leisure Strategy - <http://www.midsussex.gov.uk/search.htm?sSimpleSearch+=Leisure+Strategy+>
- 16) Sussex Wildlife Trust Data and Green Infrastructure Advice <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 17) Haywards Heath Society list of cherished buildings - <http://www.hhsoc.co.uk/cherished.html>
- 18) Haywards Heath & District Business Association - <http://hhdba.com>
- 19) HHTC community consultation events - <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 20) EA Flood risk map for Haywards Heath - aps.environment-agency.gov.uk/wiyby/wiybyController?x=357683.0&y=355134.0&scale=1&layerGroups=default&ep=map&textonly=off&lang=_e&topic=floodmap&utm_source=Poster&utm_medium=FloodRisk&utm_campaign=FloodMonth13.
- 21) Mid Sussex District Council letter confirming Plan area - <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>

- 22) Co-operation with adjoining Local Councils -
<http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 23) Multi-functional Greenspaces Audit -
<http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 24) Photo Record of Haywards Heath from Figure 3b Urban Constraints
- 25) Haywards Heath Cycle Audit - <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 26) Cycle routes and footpaths in plan area -
<http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 27) <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 28) Business Breakfast Data - <http://www.haywardsheath.gov.uk/N393bhood-Plan-documents-.aspx>
- 29) Agricultural Land Classification -
<http://publications.naturalengland.org.uk/publication/6172638548328448>
- 30) MSDC Housing Implementation Strategy -
<http://www.midsussex.gov.uk/8301.htm>
- 31) MSDC Housing and Economic Development Needs Assessment - Update
June 2015 - <http://www.midsussex.gov.uk/8301.htm>
- 32) Cuckfield Neighbourhood Plan (Strategic Gap Reference) -
<http://www.midsussex.gov.uk/9061.htm>
- 33) MSDC Haywards Heath Town Centre Master Plan SPD 2007 -
<http://www.midsussex.gov.uk/8296.htm>
- 34) MSDC Development and Infrastructure SPD 2006 -
<http://www.midsussex.gov.uk/8298.htm>
- 35) WSCC Planning School Places 2015 - <https://www.westsussex.gov.uk/about-the-council/strategies-plans-and-policies/schools-plans-and-policies/planning-school-places/>
- 36) WSCC Haywards Heath Transport Study. TBC
- 37) Health Check Haywards Heath Neighbourhood Plan Housing Policies April
2015 - <http://www.haywardsheath.gov.uk/Neighbourhood-Plan-.aspx>
- 38) Health Check Haywards Heath Neighbourhood Plan October 2015 -
<http://www.haywardsheath.gov.uk/Neighbourhood-Plan-.aspx>

