

**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

## Part 2 – Implementation Plan

### 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.



**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.

<b>Location</b>	<b>Date Designated</b>
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.

## **FranklandsVillage**

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.

## 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

Residential schemes permitted in the Plan area from 1<sup>st</sup> 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	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 Priors 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	Pending
15/2074	12 Lucastes Lane	1	Pending
15/2128	Adj 19 Hazelgrove Road	2	Pending
15/2093	Land between The Willows and Bennet Rise	13	Pending
15/2093	15/17 Birchen Lane	1	
15/2906	Maple House, 7 Hurstwood Grange, Hurstwood Lane	1	
15/2923	Beacon Heights, 4 Church Road	24	(NB proposed allocation in NP and need to avoid double counting housing numbers)
15/2930	Land Adj Greylands, Hurstwood Lane	1	Pending
15/2948	49a The Broadway	1	Pending
15/3023	Land at Reedpond Walk	4	Pending
15/2859	56 Wivelsfield Road	1	Pending
15/2914	6 Petlands Road	1	Pending
15/2119	Grovesnor Hall, Bolnore Road	4	Pending
15/3636	151 Western Road	14	Pending
15/3448	Land at Gamblemead	99	Pending
15/3515	The Priory, Syresham Gardens	41	Pending

Total 672 units. (Prepared on 30.9.15)







HAYWARDS HEATH  
TOWN COUNCIL

Figure 2  
Administrative Boundary

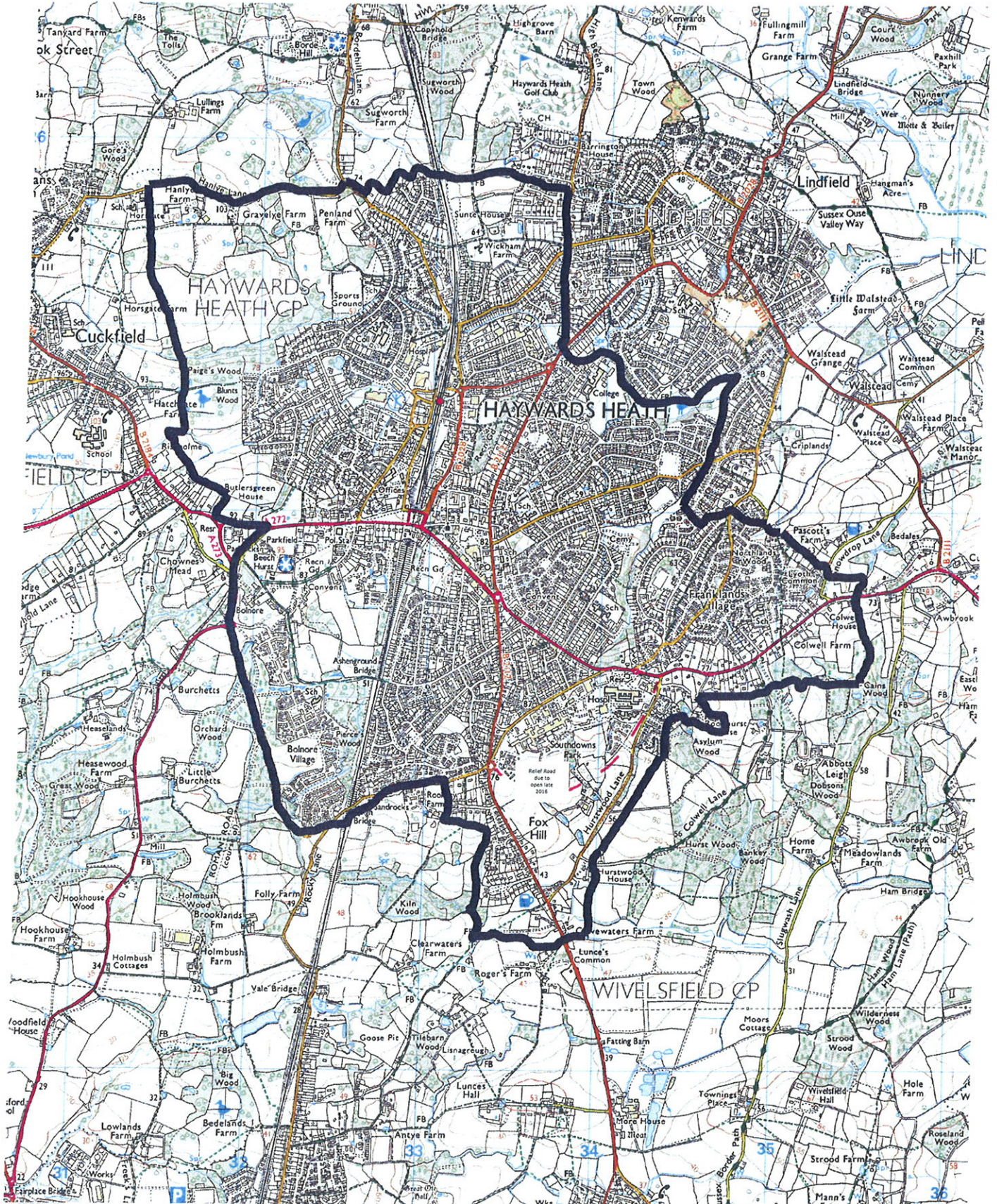
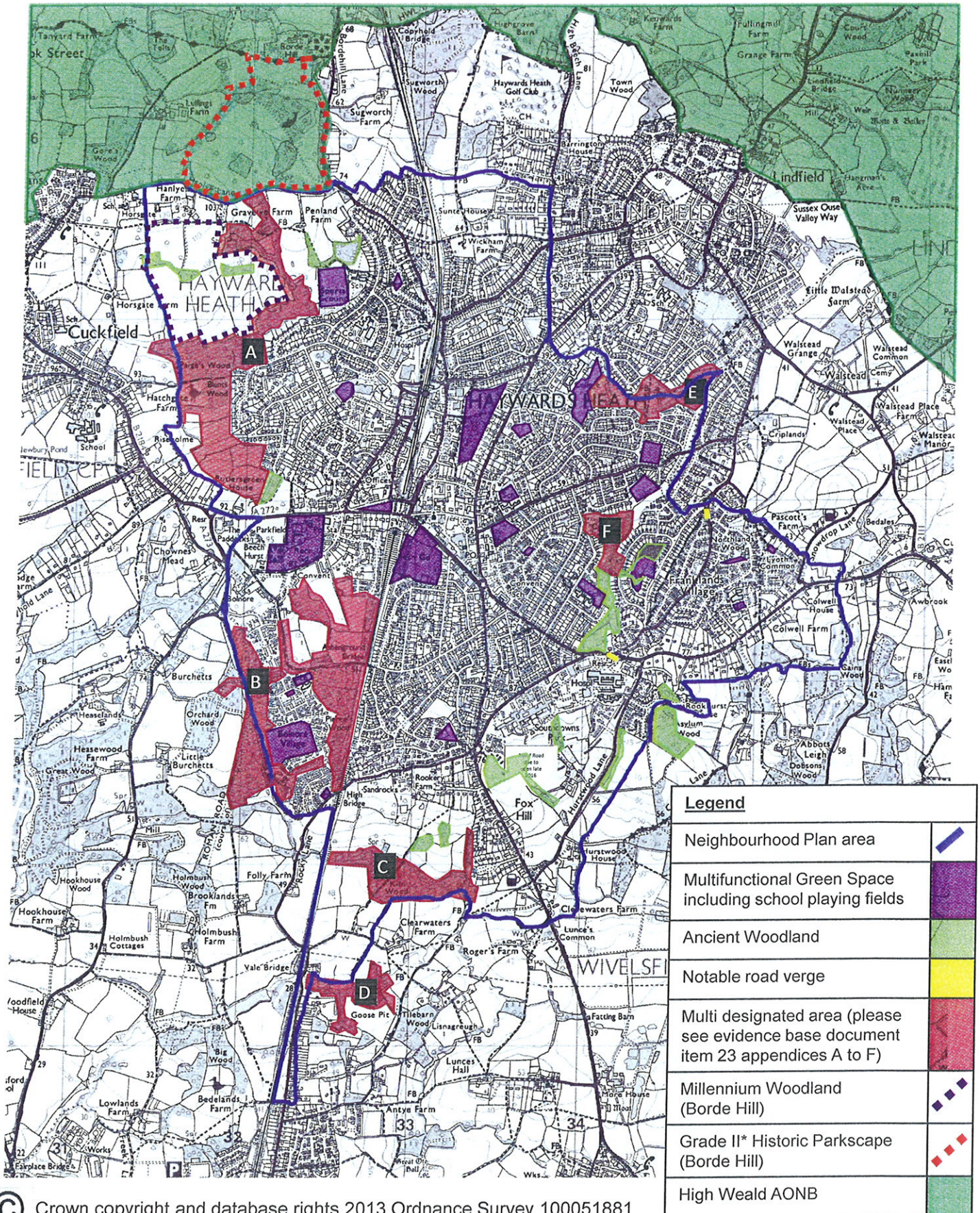




Figure 3a Constraints Map  
Green / Environmental

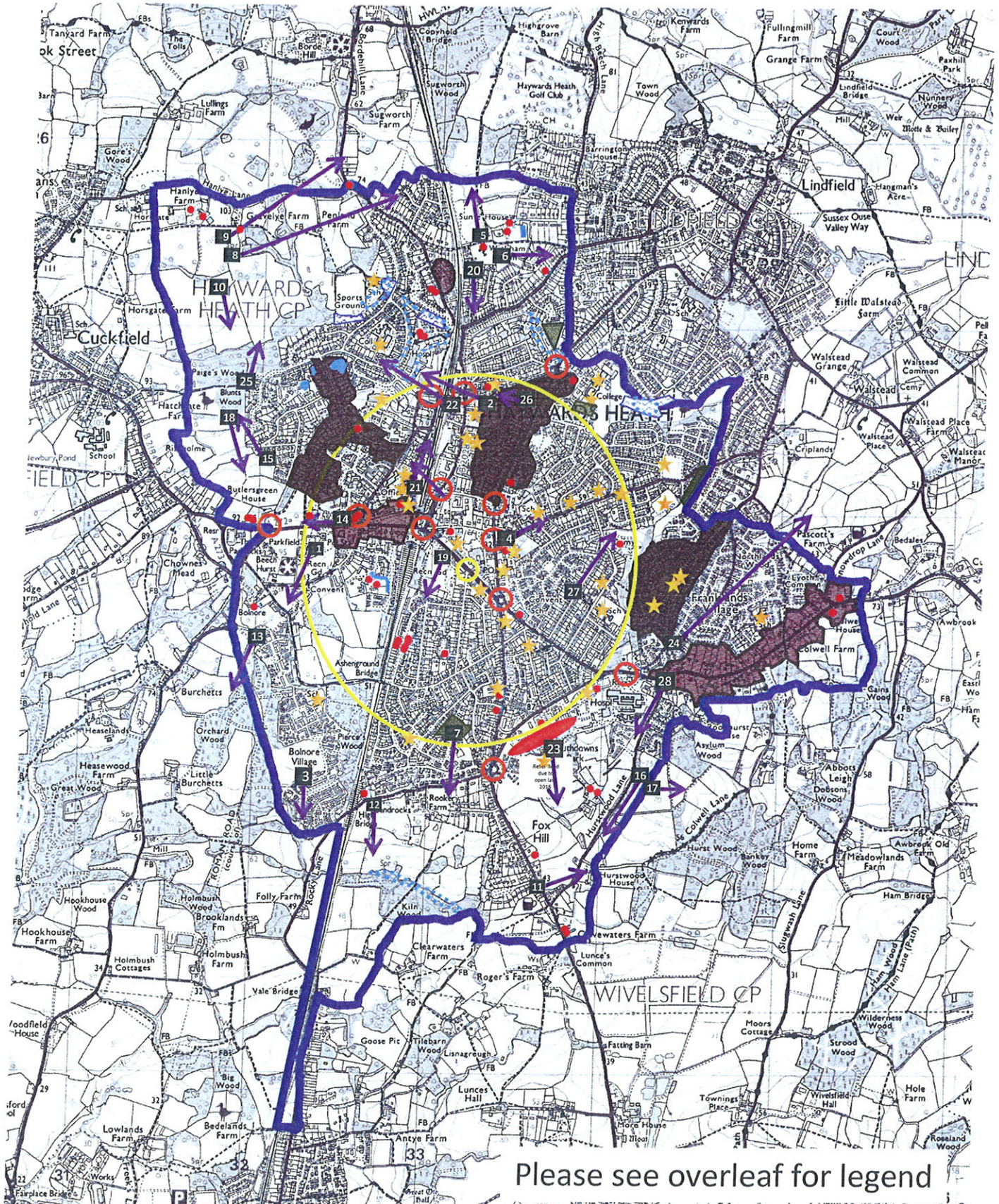


Legend	
Neighbourhood Plan area	
Multifunctional Green Space including school playing fields	
Ancient Woodland	
Notable road verge	
Multi designated area (please see evidence base document item 23 appendices A to F)	
Millennium Woodland (Borde Hill)	
Grade II* Historic Parkscape (Borde Hill)	
High Weald AONB	



HAYWARDS HEATH  
TOWN COUNCIL

Figure 3b  
Urban Constraints



Please see overleaf for legend



HAYWARDS HEATH  
TOWN COUNCIL

## Figure 3b Urban Constraints Legend












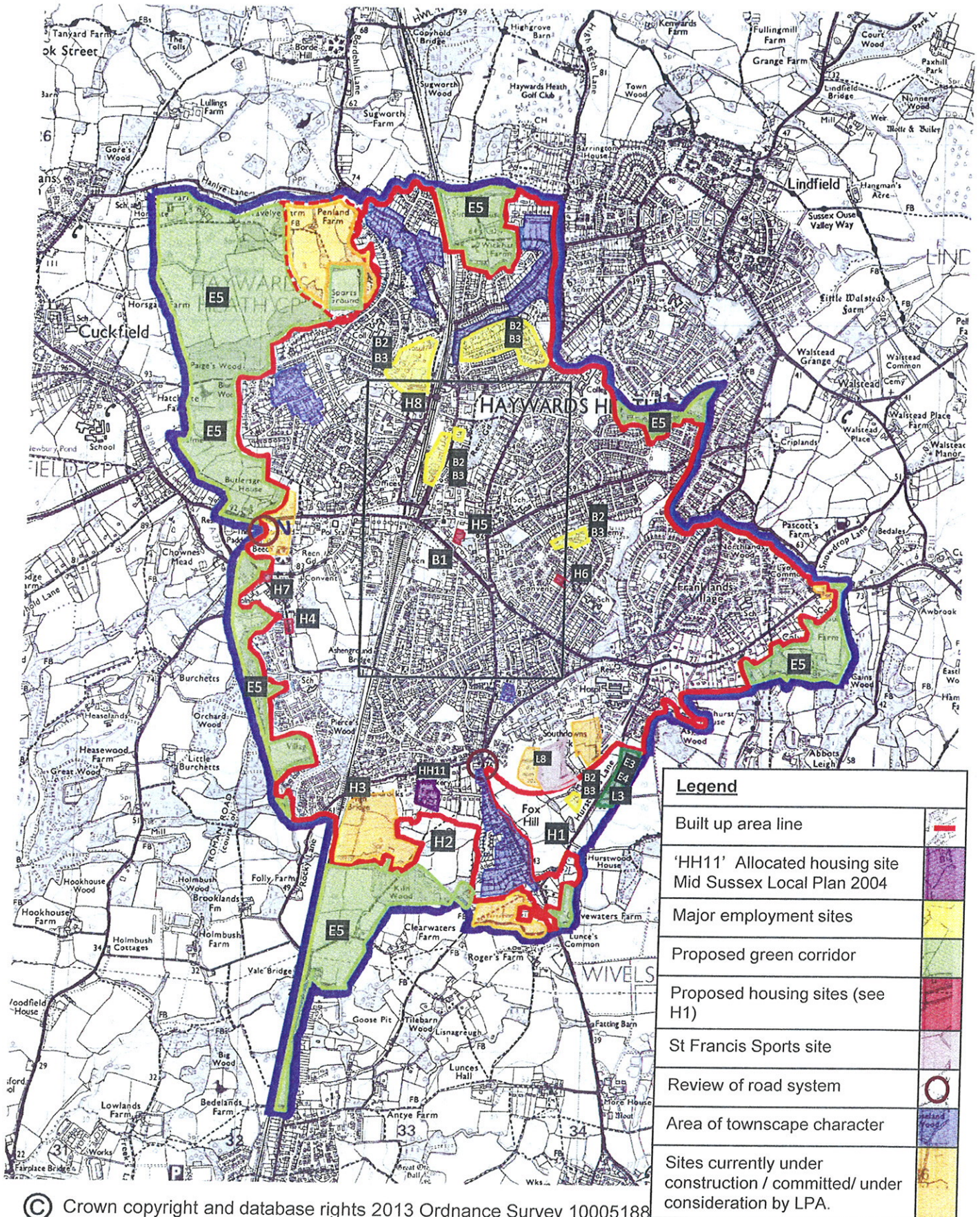
<b>Legend</b>	
Neighbourhood Plan Area	
Conservation Area	
Listed buildings	
Community buildings / facilities	
Key road junctions	
15 minute walk zone (approximate)	
Countryside views see evidence base item number 24	
Flooding from rivers without flood defences	
Extent of extreme flooding	
Open Water	
Existing allotment sites	



Figure 4  
Proposals Map





**HAYWARDS HEATH  
TOWN COUNCIL**

**Figure 4b**  
Applications under  
consideration and sites  
already committed / under  
construction / under  
consideration by LPA

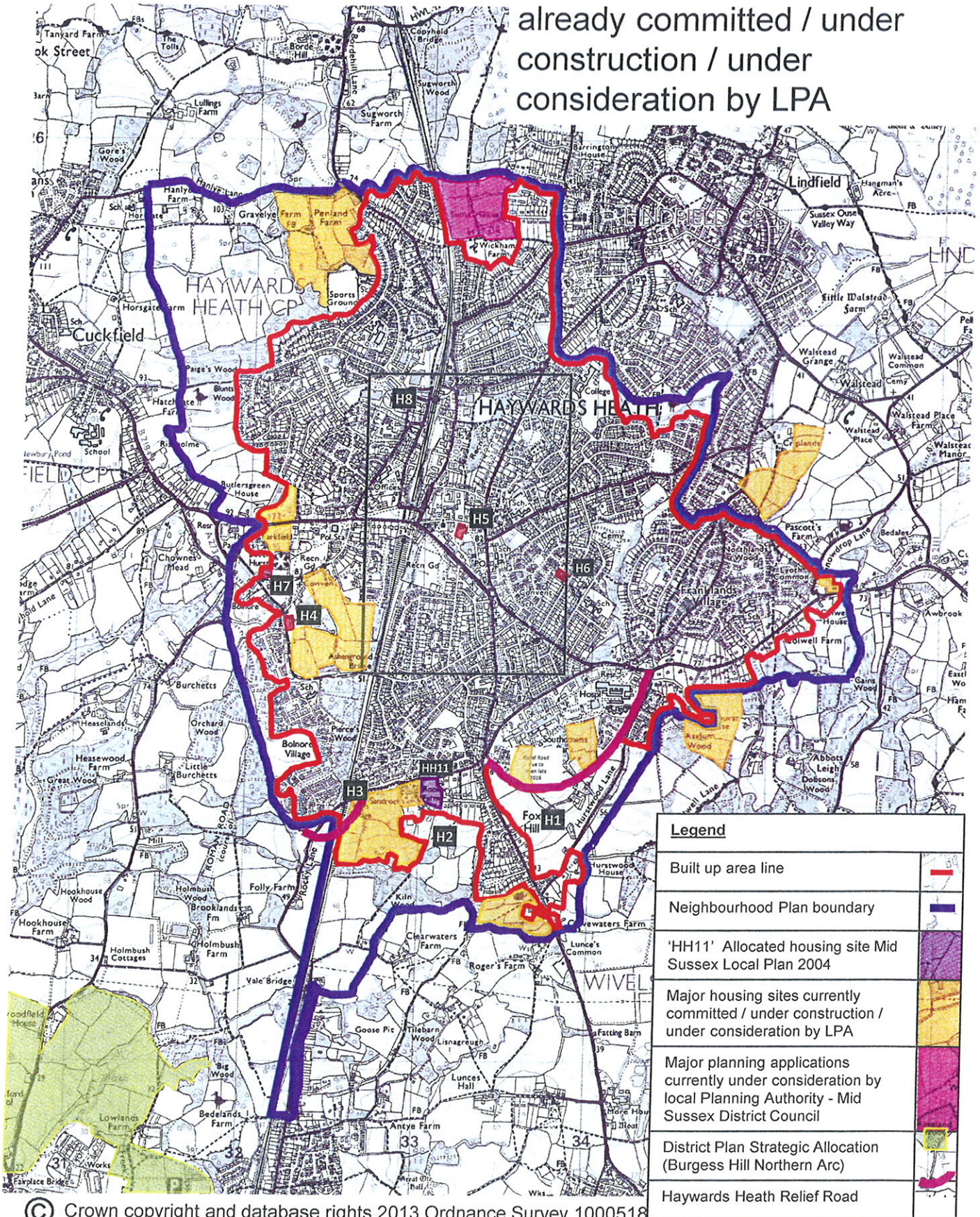
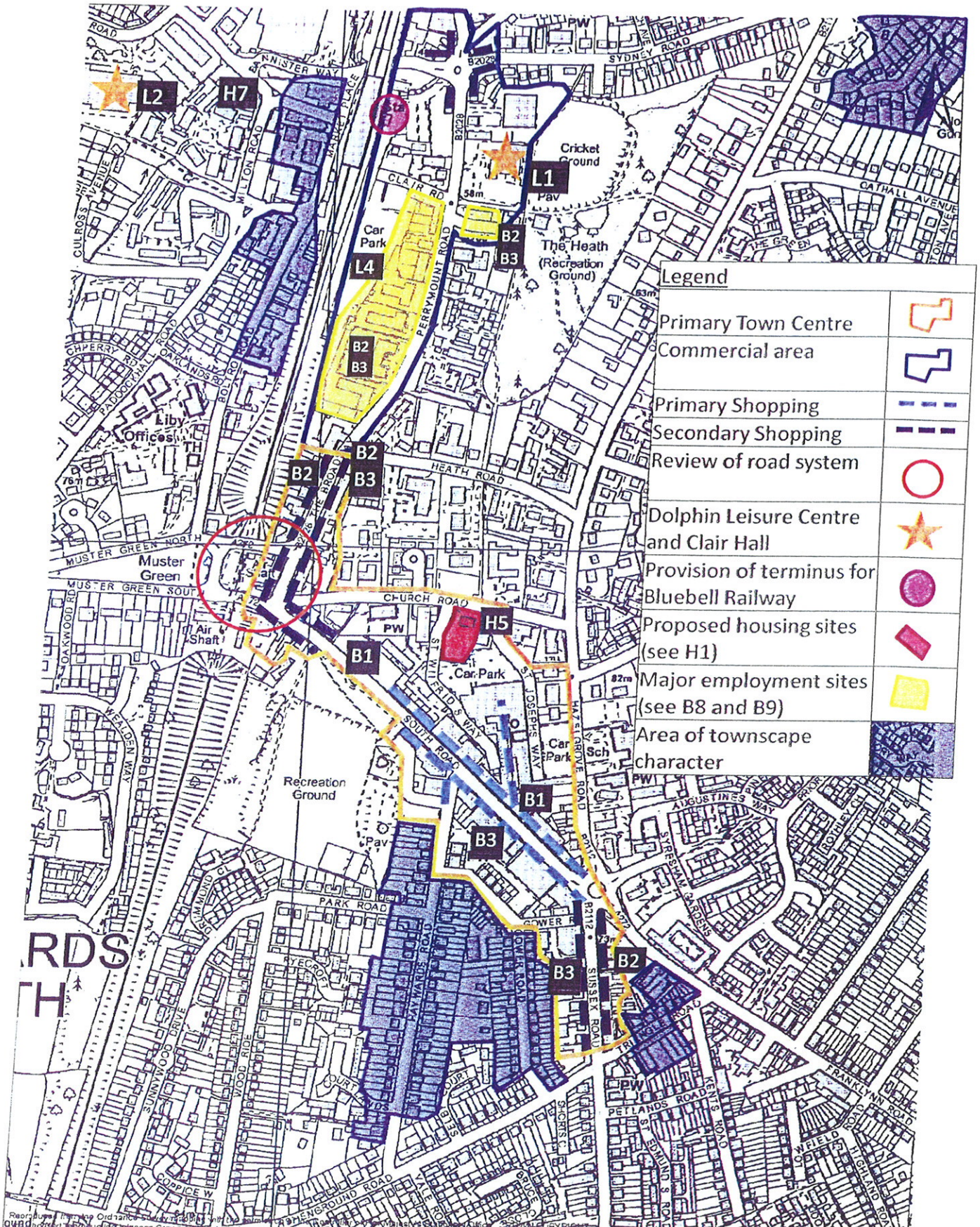




Figure 5  
Town Centre Map



Legend	
Primary Town Centre	
Commercial area	
Primary Shopping	
Secondary Shopping	
Review of road system	
Dolphin Leisure Centre and Clair Hall	
Provision of terminus for Bluebell Railway	
Proposed housing sites (see H1)	
Major employment sites (see B8 and B9)	
Area of townscape character	

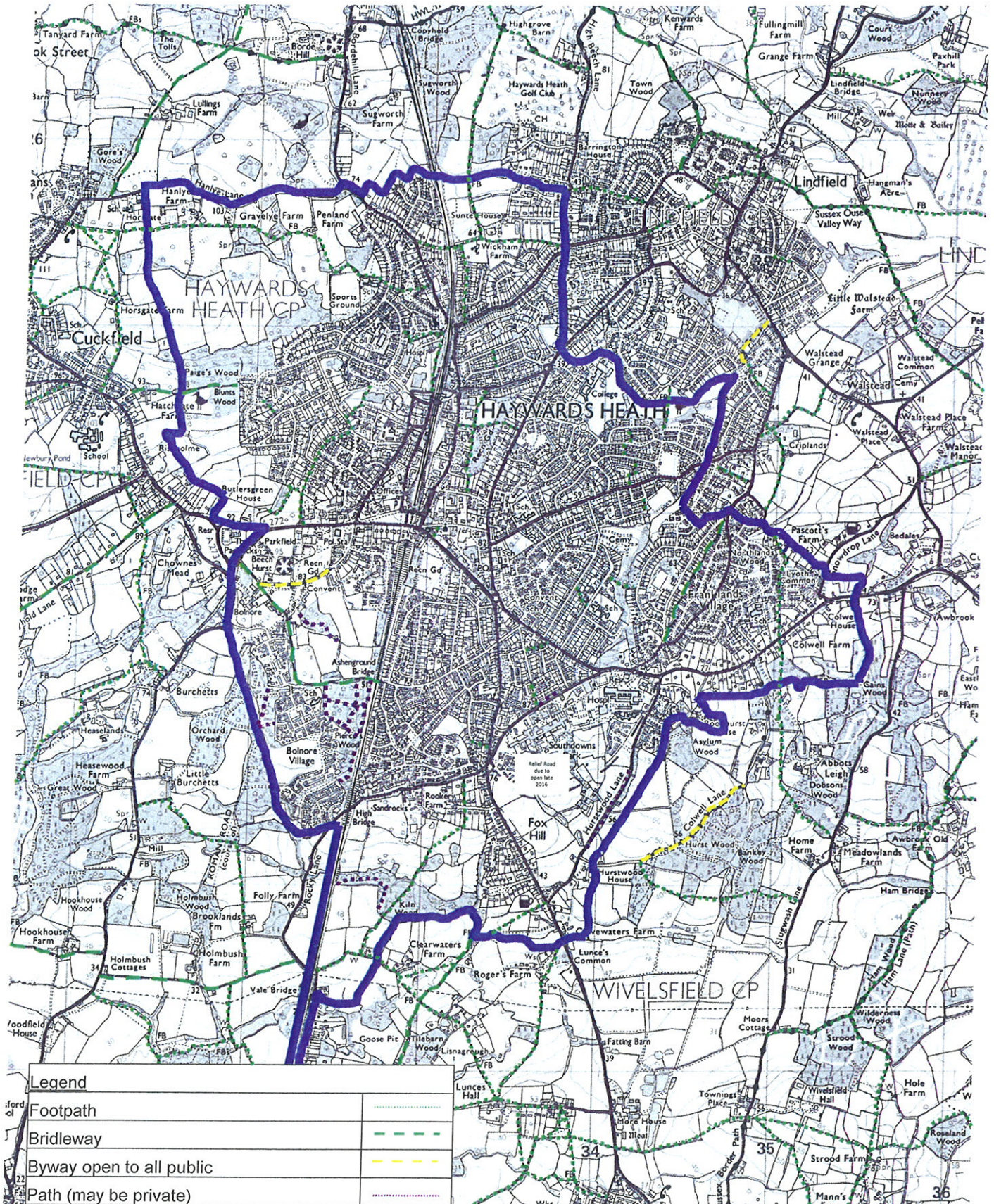
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**HAYWARDS HEATH  
TOWN COUNCIL**

Figure \*\*\*  
Known paths in Haywards Heath  
and surrounding area

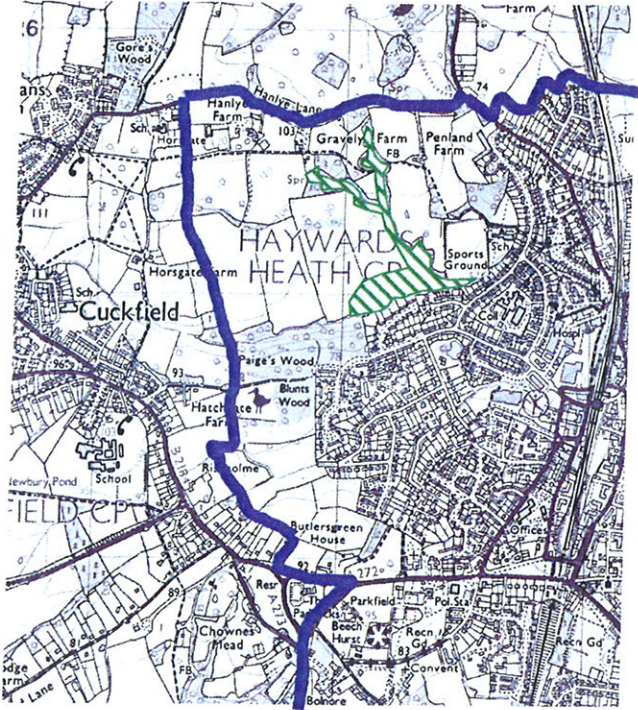




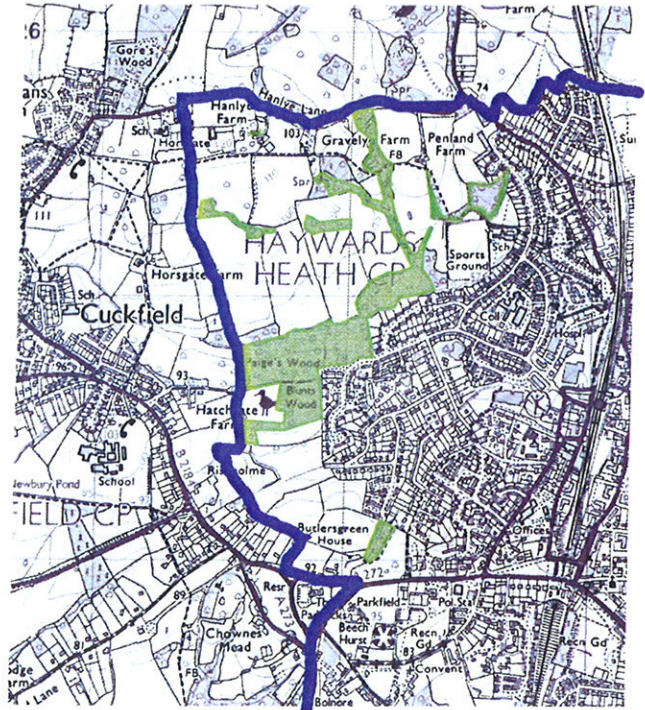
HAYWARDS HEATH  
TOWN COUNCIL

Figure A  
Land South West of Penland Farm

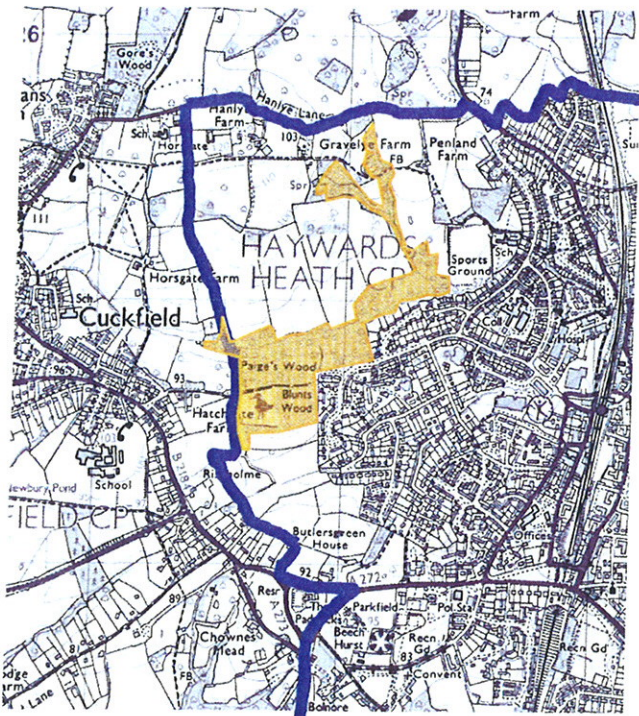
### Ghyll Woodland



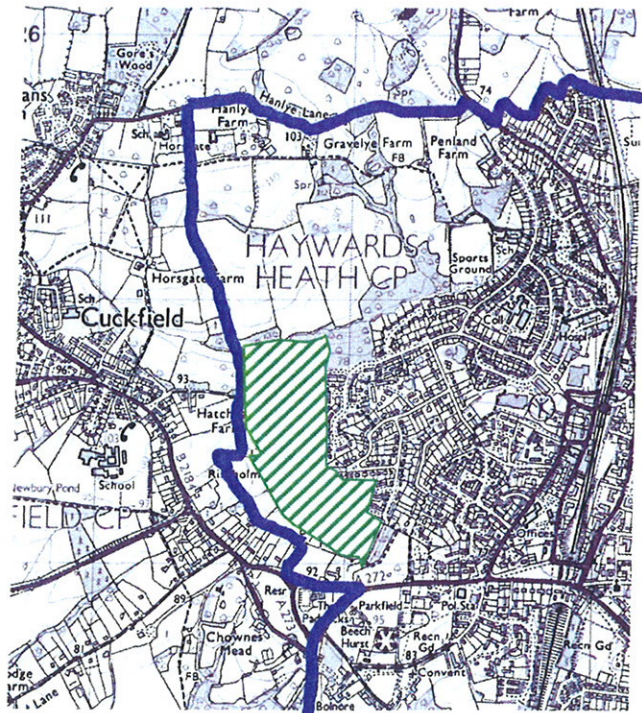
### Ancient Woodland



### SNCI



### Local Nature Reserve

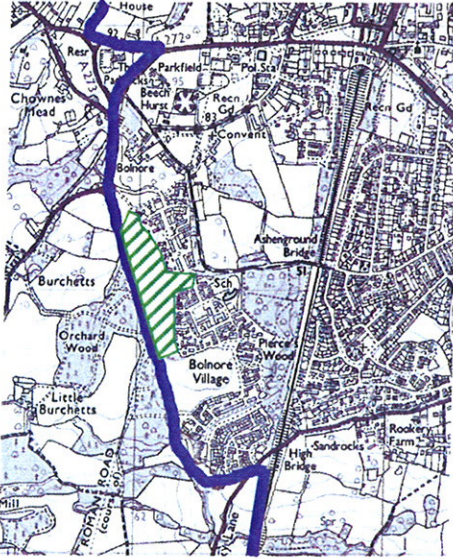




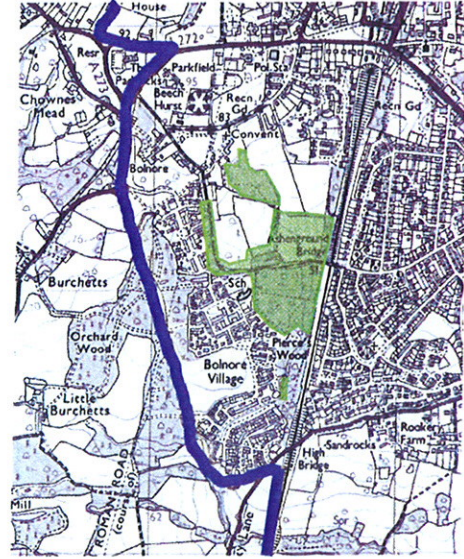
HAYWARDS HEATH  
TOWN COUNCIL

Figure B  
Land surrounding Bolnore Village

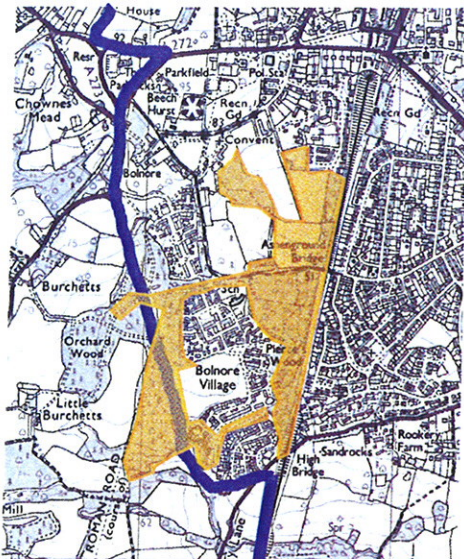
Local Nature Reserve



Ancient Woodland



SNCI

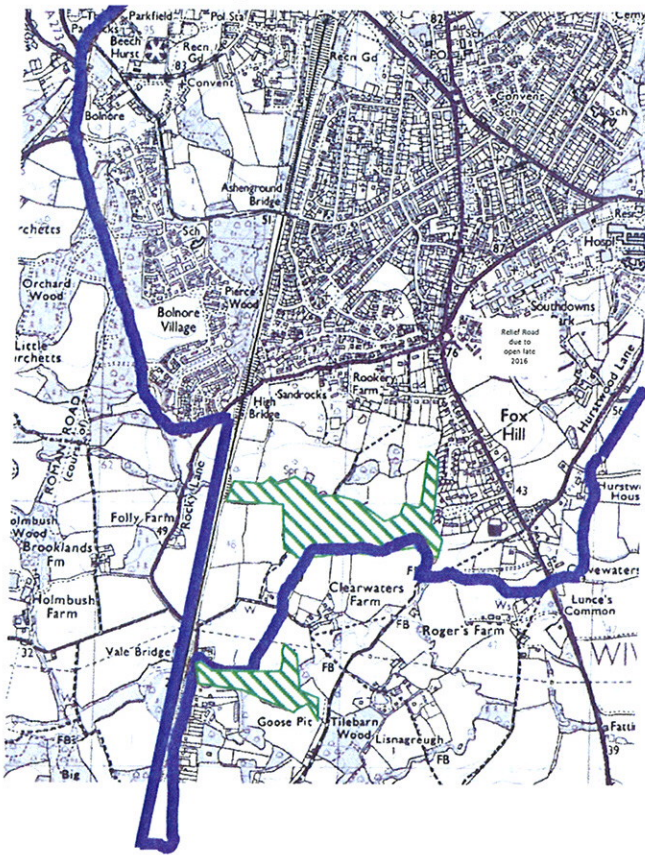




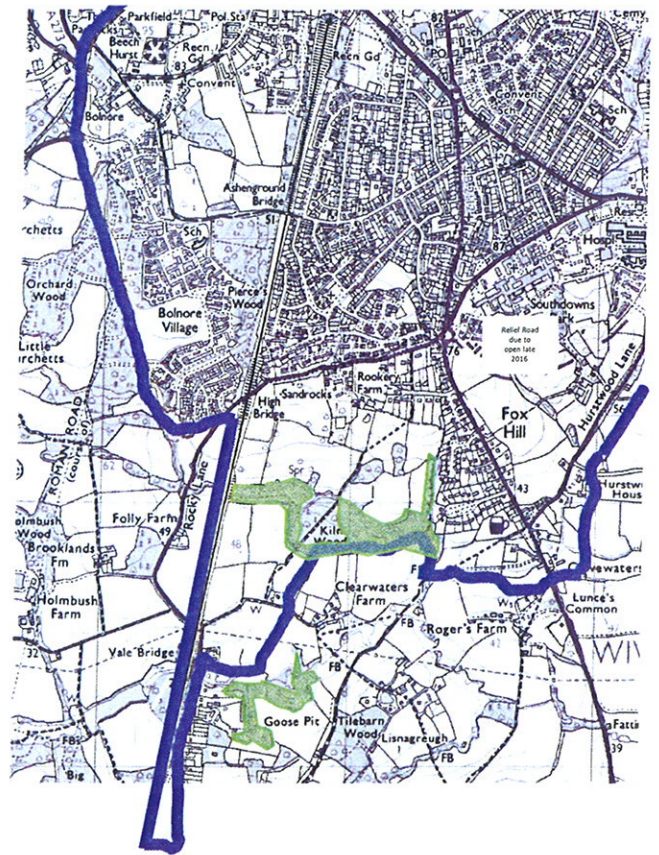
HAYWARDS HEATH  
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Figure C & D  
Kiln Wood and Goose Pit  
(South West of Fox Hill)

Ghyll Woodland



Ancient Woodland



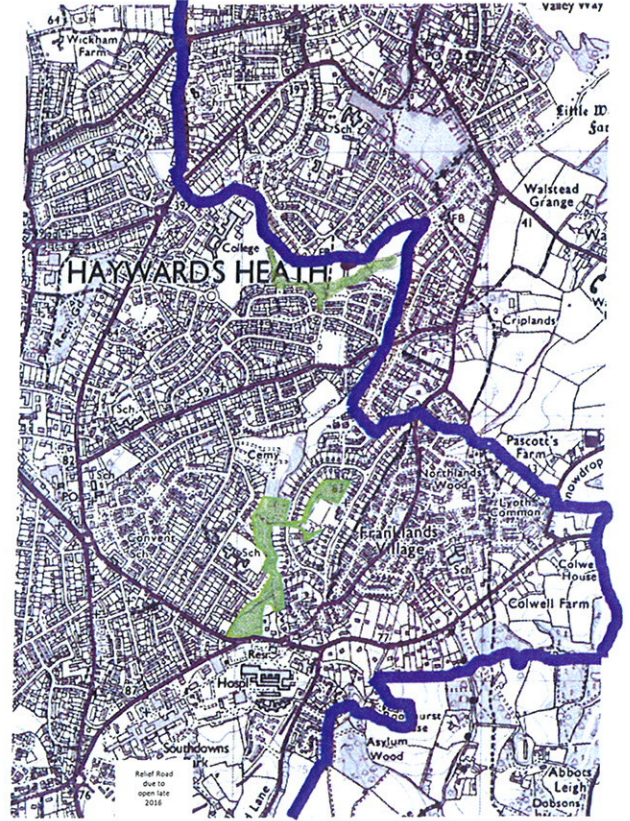
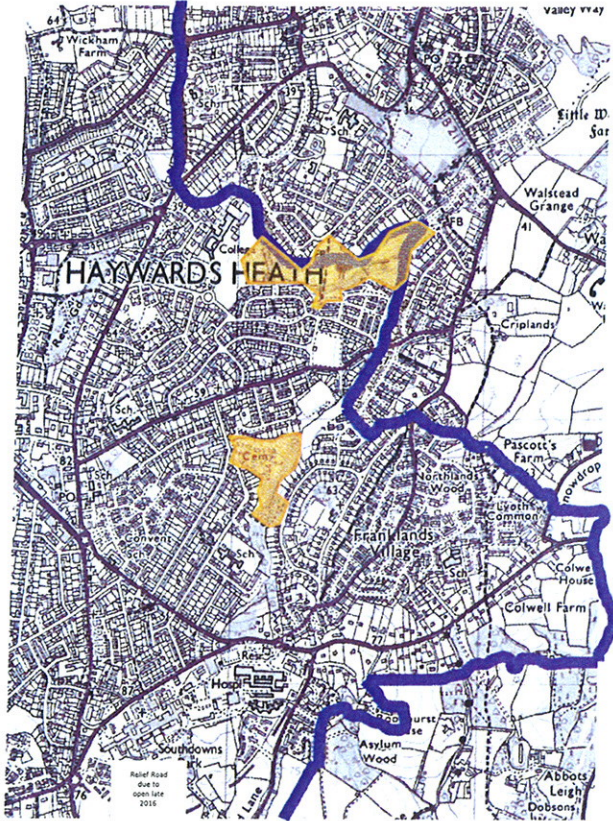


HAYWARDS HEATH  
TOWN COUNCIL

Figure E & F  
Scruse Valley and Cemetery

SNCI

Ancient Woodland



Local Nature Reserve

