

**Haywards Heath Submission
Neighbourhood Plan
Sustainability Assessment and
Strategic Environmental Assessment
February 2016**

Haywards Heath Submission Neighbourhood Plan Sustainability Assessment and Strategic Environmental Assessment

	Page
1 Introduction and background	3
The Purpose of Sustainability Appraisal (SA) The stages in the SA process Haywards Heath in context Neighbourhood Planning and Policy Context SA Structure Methodology	
2 Scoping report consultation	7
Consultation responses	
3 SA Framework and Neighbourhood Plan Objectives	9
Testing the Neighbourhood Plan Objectives against the Sustainability Framework	
4 Developing the Neighbourhood Plan Options	13
Introduction Technical spatial issues Two Strategic Approaches Developing two spatial options	
5 Appraising the spatial options	15
Introduction Option 1: Prioritising Brownfield development Option 2: Expanding Haywards Heath into the surrounding countryside	
6 Selecting the preferred options	18
Appraising Policy Options	
7 Next Steps	27
Monitoring	
Appendix 1 – Sustainability Scoping Report	28
Appendix 2 – Notice of Neighbourhood Plan area Designation	42

1 Introduction and background

This report forms the Sustainability Appraisal (SA) of the Consultation Draft Haywards Heath Neighbourhood Plan (NP). The NP will be a development plan document adopted by Mid Sussex District Council (MSDC) and will cover a number of issues relating to the development of Haywards Heath. The key functions will be to support the local economy, to plan for new homes, improve the sustainability of the town, maintain the green setting of the town and improve the infrastructure of the Town.

The Purpose of Sustainability Appraisal (SA)

1.1 The purpose of the SA is to ensure that the principles of sustainable development are considered throughout the plan making process and that the final NP has considered all aspects of economic, social and environmental sustainability in its preparation.

1.2 Strategic Environmental Assessment is a requirement of the EC Directive on the assessment of the effects of certain plans and programmes on the environment (Directive 2001/42/EC) known as the Strategic Environmental Assessment (SEA) Directive. This is transposed into UK law through the Environmental Assessment of Plans and Programmes Regulations 2004 which applies to plans with significant environmental effects (SEA Regulations). Throughout this document where sustainability appraisal is referred to, the requirements of the SEA Directive have been incorporated.

The stages of the SA process

1.3 The information below describes the different stages in the SA process and how they relate to the stages in the Plan preparation. The steps in stage A culminated with the SA Scoping Report which was subject to consultation in 2012. This report forms stages B and C and is known as the 'SA Report'.

Stage A: Setting context and objectives, establishing the baseline and deciding on the scope

- A1 Identifying other relevant policies, plans, programmes and sustainable development objectives
- A2 Collecting baseline information
- A3 Identifying sustainability issues and problems
- A4 Developing the SA framework
- A5 Consulting on the scope of the SA (the 'Scoping Report')

Stage B: Developing and refining options and assessing effects

- B1 Testing the NP objectives against the SA framework
- B2 Developing the NP options
- B3 Predicting the effects of the NP
- B4 Evaluating the effects of the NP
- B5 Considering ways of mitigating adverse effects and maximising beneficial effects
- B6 Proposing measures to monitor the significant effects of implementing the NP.

Stage C: Preparing the SA report

Stage D: Consulting on the draft NP and SA report

- D1 Public participation on the SA report and the draft NP

- D2 Assessing significant changes
- D3 ADOPTION OF NP
- D4 Making decisions and providing information

Stage E: Monitoring the significant effects of implementing the NP

- E1 Finalising aims and methods for monitoring
- E2 Responding to adverse effects

Haywards Heath in context.

Set below is an extract from the Council's Sustainability Scoping Report, which was approved by the Town Council on the 18th March 2013.

Hayward's Heath Base Line Information

Landscape

The Town of Haywards Heath covers approximately 9.75 km² (3.76 sq miles) and is situated within the Mid Sussex District in the County of West Sussex. The Town is lucky enough to be able to access the South Downs to the south, which also act as a backdrop to the Town. Eastward lies the Ashdown Forest and to the north, the High Weald Area of Outstanding Natural Beauty. Between these areas the whole town is surrounded on all sides by the Sussex countryside. The Town is situated twelve miles from Brighton and about forty miles from London by road. It takes only forty five minutes by train to London and Gatwick Airport is close by. The Town is blessed with a considerable amount of designated open space which is outlined below. The Town is situated on the County boundary between West and East Sussex.

Ancient/Replanted Ancient Woodland – approximately 26 hectares

Ashenground Woods, Anscombe Wood, Paiges Wood, Blunts Wood and Penland Wood.

Local Nature Reserves – approximately 51 hectares

Blunts Wood / Paiges Meadow, Bolnore Woods, Catts Wood and Scrase Valley.

Sites of Nature Conservation Importance – approximately 75 hectares

Catts Wood, Blunts, Paiges Wood, Scrase Valley and Western Road Cemetery.

Conservation Areas - approximately 85 hectares

Mill Hill Close, Lucastes, Muster Green, The Heath, Franklands Village and Lewes Road.

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.

Infrastructure, Health and Community

The Town has six primary schools, one secondary school and Central Sussex 6th Form College.

There are two General Hospitals in Haywards Heath together with a specialist hospital Hurstwood Park. The Princess Royal is in the grounds of the former St Francis Psychiatric Hospital, a listed building. The Ashdown Nuffield is a private hospital. There are four general practises in the Town.

The town's leisure facilities include The Dolphin Haywards Heath, Leisure Centre with facilities for indoor sports facilities (including the Town's swimming pool). There are a number outdoor sports pitches and courts. Clair Hall is the principle cultural venue for the Town and offers cinema, show and conferencing facilities which has Clair Meadow as its backdrop.

There are nine community buildings in the Town. Victoria Park, in the town centre, includes formal and informal play facilities. Beech Hurst Gardens with its gardens lie just on the edge of the town and are the jewel in the crown of Haywards Heath's informal recreational facilities. There is also Clair Meadow, Barn Cottage Green, Hanbury Football stadium and Bolnore Leisure site along with a number of small recreational area 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.

Economic/employment

The Orchards Shopping Centre 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, whilst in Sussex Road, and Commercial Square there is a wide range of independent local shops catering for all needs. The town's retail sector is under pressure and needs addressing in the HHNP. A large Sainsbury's store is located towards the northern end of the town on the site of the former cattle market, which had operated in Haywards Heath since 1866. Bridge Road, together with Burrell Road and the Mill Green Industrial Estate offers the Town's main industrial areas and Perrymount Road contains a number of large office buildings providing significant employment for the town. The Town also provides the administrative centre for Mid Sussex District Council.

Roads and Transport

Haywards Heath railway station is a major station on the Brighton to London main line and is one of the busiest stations in the County. Some of the train services divide at Haywards Heath before continuing their journey to the south, or join other services before continuing north. Its commuter car park is under pressure, there is considerable commuter car parking occurring in nearby residential roads, and there are plans by the train operator to increase its capacity. Separately a developer is promoting a major scheme to re-development parts of the station complex and this will have been considered before HHNP is published but the principles of the development are agreeable to the Town Council. The train operator has recently opened a cycle hub at the station providing secure cycle parking facilities.

The Town is served by three bus companies that offer services in the town and to assist residents reach surrounding Towns, Brighton, Lewes, Burgess Hill, Horsham and Crawley. The main bus interchange is located close to the Railway Station and there are frequent services running to and from the Princess Royal Hospital. There are plans to enhance these services by providing real-time digital information at key points around the town and to roll out as resource permits

Haywards Heath is primarily served by the A272 road, which runs through the centre of the town. Following the A272 to the west, it joins the A23/M23 road which runs both to Brighton to the south and Crawley/Gatwick and London to the north.

Haywards Heath is waiting for the completion of its relief road to the south of the Town, which will stretch below the Princess Royal Hospital and link Rocky Lane to Traunstein Way around Bolnere Village. It is envisaged that this road will reduce the traffic flow through Haywards Heath Town Centre. The road will be fully operational by December 25th 2016 at the latest. The town benefits from a good network of footpaths but has limited dedicated cycle routes.

Population

Haywards Heath is not a deprived area when measured against national statistics. The population of the town was 25,266 the date of the last Community Profile statistics in 2011 with a district wide annual population growth of 0.6% per annum. Haywards Heath accounts for around 18% of the total Mid Sussex population. The Town also falls in with national trends by having an aging population. It is hoped that the 2011 Census data will be produced to update this information before the publication of the HHNP.

Air and climate

Haywards Heath experiences an oceanic climate similar to almost all of the United Kingdom, with generally mild winters and warm summers with limited humidity. The main sources of atmospheric pollution arise from the proximity to Gatwick Airport and busy roads particularly the A272.

Heritage

Muster Green is a conservation area with the Town's War Memorial at the apex. The Town has 48 listed buildings and one of the oldest, The Dolphin Public House (Sergison Arms) 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.

1.4 The Scoping Report is attached as appendix 1.

Neighbourhood Planning and Policy Context

1.5 The NP must generally conform to higher level planning policy. This means that it must generally conform to national and local policy, including MSDC Planning Policy. A key element of the District Council Planning Policy has been to identify housing requirements from Neighbourhood Plans across the District. The Local Plan 2004 identifies the built up area of the Town and the primary and secondary shopping area in the town centre. An important function of this NP will be to allocate sites for some of these new homes as well as

supporting the local economy, seeking to encourage a more sustainable town and to allocate land to improve the green infrastructure of the Town.

1.6 Neighbourhood Plans are a relatively new type of planning policy document and as such a precedent for assessing their environmental effect has not been set. The NP is being used as the mechanism with which to allocate land for development. Consequently with the advice of MSDC, a separate SA of the NP is being undertaken. For a fuller review of the planning policy context please see the SA Scoping Report.

SA Structure

1.7 This document is structured in the following way:-

Chapter 2 provides feedback on the consultation responses received on the SA Scoping Report and changes that have been made as a result of these responses. Chapter 3 introduces the NP objectives and tests them against the SA framework. Chapter 4 explains the development of the Plan so far. Two options have been put forward to develop the strategy of the plan and these have been assessed during the process. The two options considered were whether to grow the Town into the surrounding rural landscape or whether to make best use of Brownfield sites. This section also gives a brief outline of the consultation that has taken place so far. Chapter 5 appraises the two options against the SA framework, highlighting areas where the option could be strengthened in terms of sustainability and suggesting ways of mitigating any negative effects. Chapter 6 appraises the proposed policies of the revised Plan together with an assessment of all known housing sites. Chapter 7 Concludes the SA report and outlines the next steps in the process and ongoing monitoring.

Methodology

1.8 This SA has been undertaken by HHTC members involved in producing the draft NP thus ensuring that there has been an iterative process between the plan's production and issues that arise as a result of the SA process. The report has been undertaken using published government guidance "A Practical Guide to the Strategic Environmental Assessment Directive" published by the Office of the Deputy Prime Minister (2005).

2 Scoping report consultation

Consultation responses

2.1 The NP Sustainability Appraisal Scoping Report was available for consultation for 5 weeks. A total of 3 responses were received from MSDC, Natural England and the Environment Agency. The responses were collated and those of relevance to the SA have been considered and incorporated within the Scoping Report.

2.2 As a result of the comments received the following amendments were made to the SA framework:-

- The SWOT analysis was updated to reflect the comments made by the EA.
- The challenges facing Hayward Heath was also updated.
- The indicators for Sustainability Objective 7 were amended.

2.3 The revised Swot Analysis can be found below.

Strengths - High quality environment, safe community environment, quality schools, outstanding landscape setting, Conservation Areas, Listed Buildings, Ancient Woodland, major railway station, accessible location, local nature reserves, leisure facilities, open spaces, good range leisure opportunities, choice of pubs, restaurants, Post Offices, thriving clubs/societies, Youth Clubs, range of Churches, 2 hospitals, range of independent shops, the Divisional Police Headquarters, Regional Fire call centre and Ambulance stations.

Weaknesses - High volume of traffic, particularly in the peak hours, congestion along key traffic routes and at key road junctions, inadequate public transport network, inadequate public transport interchange at the railway station, visual clutter, pedestrian vulnerability in the town centre, high house prices, high rental prices, lack of affordable housing, congestion in residential areas due to commuter and employee car parking, insufficient town centre parking, town centre in need of improvements, limited industrial floor space, empty shops and offices, limited cycle routes to town centre and the nearby countryside, the town has a very linear town centre that makes it difficult to create a strong retail focus, aging nature of Clair Hall and the Dolphin Leisure Centre, housing development in adjacent administrative areas eroding the rural setting of the town and not contributing to the wellbeing and infrastructure of the town.

Opportunities - Improve pedestrian safety, improve accessibility around the town, improve the public realm, implement traffic management schemes, strengthen identity and pride in community, provide additional allotments, provide a new cemetery, take advantage of the relief road to improve the town centre environment and key road junctions, additional town centre car parking, provision of cycle routes, improve public transport, improve links to the countryside with the possible development of the Town's first country park, enhance local employment opportunities through the Town's advantages being well connected to transport links to London, Gatwick Airport, Brighton and other major centers in the region.

Threats - Climate change, loss of biodiversity, drought, increasing traffic volumes, overdevelopment leading to loss of character and impacting on the rural setting of the town, loss of employment opportunities as office accommodation is not improved/replaced, ageing population, high birth rate (awaiting 2011 Census data to confirm), loss of local distinctiveness through cumulative loss of local heritage through redevelopment, the internet affecting viability of town centre and its employment base, empty shops/offices, increasing costs of using the railway service, further developments outside the boundary of the town, pressure on retail and employment resulting from developments in nearby towns. Risk of flooding as the HHNP will include areas designated as flood zone 2 (medium risk of flooding) and 3 (high risk of flooding).

2.4 The revised indicators for sustainability objective 7 were revised to include.

- New development located within land designated as flood zones 2 and 3.
- Planning permissions granted contrary to Environment Agency advice.

3. SA Framework and Neighbourhood Plan Objectives

The Sustainability Appraisal (SA) Framework

3.1 The SA framework developed in the Scoping Report is the main tool for appraising the NP. The framework is shown below and incorporates the changes made as a result of the Scoping Report consultation. The framework is used to test the compatibility of the objectives of the Plan to determine what the most sustainable option is. This is in terms of social, economic and environmental factors, given all reasonable alternatives. The framework is then also used to test the options for growth and also to appraise the Plan as a whole.

Proposed Sustainability Objective	Proposed Indicators
1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford	Housing sites identified in the HHNP Number of affordable housing units provided Number of units delivered for older people
2.To enhance the design and layout of new development	Sustainability credentials of new development including the number of schemes which incorporate renewable energy measures Sufficient car and cycle parking provision
3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre	Additional town centre car and cycle parking provided Improved public realm and public transport provision Reduced number of empty commercial units Reduced long term on-street parking in residential areas Outstanding traffic regulation orders implemented
4.To facilitate improved number of local school places together with improved health and wellbeing of the town	Additional school places achieved Patients have access to a local GP and dentist Improved life expectancy for local residents Additional allotments provided Cycle ways provided
5.Support economic growth to meet the needs of the local economy	Number of empty commercial units reduced Additional commercial floor space developed Low unemployment in the town Analysis of gaps in the market and filling those gaps.
6. Maintain the rural setting of the town	Percentage of new dwellings built on previously developed land Enhanced accessibility to the surrounding countryside Provision of a country park
7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town	Number of listed buildings and conservation areas Number of cherished buildings Extent of ancient woodland and nature

	<p>reserves</p> <p>New development located within land designated as flood zones 2 and 3, Planning permissions granted contrary to Environment Agency advice</p> <p>Number of green spaces enhanced.</p> <p>Additional green infrastructure put in place.</p> <p>Green corridor provided.</p>
8.To enhance the leisure and community facilities	<p>Number of sports pitches</p> <p>Existing facilities modernised</p> <p>Sporting hub delivered</p>
9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure	<p>New and improved cycle routes</p> <p>Improved pedestrian routes</p> <p>Reduced congestion in peak hours</p> <p>Improved public transport provision</p> <p>Real time bus information at bus stops</p> <p>Improved pedestrian accessibility throughout the town</p>

3.2 A proposed vision for the NP has been drafted. This is:-

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

3.3 Arising from the proposed vision, HHTC has established a number of aims for the NP as follows:

- A. That the Plan should set out long term planning policies and promote sustainable development
- B. That the policies should maintain the rural setting of the town
- C. That the Leisure and Community Facilities should be retained/improved
- D. That the Plan should support a vibrant economy
- E. That the Plan should improve infrastructure in the town
- F. That the Plan prioritises making best use of Brownfield sites

3.4 HHTC is proposing that the main thrust of the NP is to:-

- Safeguard the rural setting of Haywards Heath by working with partners, landowners and adjoining Parish Councils to secure this over time.
- Allocate sites for new housing.
- Support the business community, job creation and encourage inward investment.
- Support a thriving town centre.
- Enhance pedestrian and cycle links throughout the town.
- Provide for new allotments and a new cemetery

- Support the provision of a Country Park.
- Support improvements to sporting and community facilities.
- Seek improvements to the local infrastructure including a new primary school.
- Maximise the benefits arising from the completion of the HH Relief Road.
- Safeguard the existing green spaces and ecological areas. Ensure continuing community engagement, particularly by the private sector when preparing development proposals

3.5 The vision will be delivered through a set of objectives that have helped to shape and guide the policies within the Plan. The objectives are grouped under the following headings in the NP.

- **Environment, Sustainability and Design Quality**
- **Business and Retail**
- **Highways and Transportation**
- **Housing**
- **Leisure, Recreation and Community Buildings**
- **Delivery of the Plan**

3.6 Through iteration, including the response from the business community, discussion with MSDC, parish partners, Haywards Heath Society and guidance from the HHTC highways consultant, some of the original NP objectives have been revised and these are set out below.

Haywards Heath Neighbourhood Plan Objectives:-

6A Co-ordinate and improve green infrastructure within the Town

6B Provide improved outdoor community facilities

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.

6D: New development to address flooding and drainage issues

6E Encouraging energy efficient and sustainable development

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

7A To support the retail offer in Haywards Heath

7B Provide new employment and support existing employment locations

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

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.

9A To make provision for new housing with the Plan area.

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

10B Provide a country park

10C Support the arrival of the Bluebell railway line into Haywards Heath

10D Support the development of community facilities in the town

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

3.7 Set out below is a table which Tests the proposed NP objectives against the SA objectives developed in the Scoping Report.

Proposed NP Objectives/ SA Objectives

	1	2	3	4	5	6	7	8	9
6A	Y	Y	Y	Y	Y	Y	Y	Y	Y
6B	Y	Y	Y	Y	Y	Y	Y	Y	Y
6C	Y	Y	Y	Y	Y	Y	Y	Y	Y
6D	Y	Y	Y	Y	Y	Y	Y	Y	Y
6E	Y	Y	Y	Y	Y	Y	Y	Y	Y
6F	Y	Y	Y	Y	Y	Y	Y	Y	Y
7A	Y	Y	Y	Y	Y	Y	Y	Y	Y
7B	Y	Y	Y	Y	Y	Y	Y	Y	Y
8A	Y	Y	Y	Y	Y	Y	Y	Y	Y
8B	Y	Y	Y	Y	Y	Y	Y	Y	Y
9A	Y	Y	Y	Y	Y	Y	Y	Y	Y
10A	Y	Y	Y	Y	Y	Y	Y	Y	Y
10B	Y	Y	Y	Y	Y	Y	Y	Y	Y
10C	Y	Y	Y	Y	Y	Y	Y	Y	Y
10D	Y	Y	Y	Y	Y	Y	Y	Y	Y
10E	Y	Y	Y	Y	Y	Y	Y	Y	Y

Compatibility of the NP objectives against the SA Framework

Y Positively compatible

0 Neutral / no effect

X Negative effect

3.8 In reality, it is a difficult balancing act for all objectives within the plan to satisfy Social, Environmental and Economic sustainability aims all at once. This exercise helped to identify where there may be possible conflicts between the objectives and the SA Framework. In

concluding the overall sustainability of the objectives within the plan, the conflicts between the different sustainability objectives should be borne in mind.

3.9 It is evident that most of the objectives are compatible with each other, or have a neutral impact. The NP will need to include policies for growth as well as conservation, so it would not be realistic for these objectives to be removed or altered. In appraising the objectives and policies, it is likely that these conflicts will arise. It will be the job of the appraisal to identify where conflicts occur, minimise adverse impacts by promoting the most suitable policy options, and identify mitigation where adverse impacts cannot be avoided.

3.10 As the Sustainability Appraisal is an informing rather than decision-making tool, it has not been considered appropriate to weight the objectives in any way. As the NP will contain a wide variety of policies, covering social, environmental and economic aims, assigning weight to objectives for all appraisals is not deemed appropriate due to the very broad range of topics and aims covered by the policies proposed within the NP. It is important to remember that, as an informing tool, precisely scoring and weighting the different objectives may move it towards a decision-making tool which it is not designed to be.

3.11 The assessment above indicates that the majority of the objectives of the NP are positively compatible with or have a neutral effect on the SA framework.

4 Developing the Neighbourhood Plan Options

4.1 A key part of the process of producing the NP has been developing options which would be compatible with the key objectives of the MSDC Planning Policy, National Planning Policy and the NP's being prepared by neighbouring Parish Councils.

4.2 Whilst the Plan is not just about housing, the identification of land to be allocated for housing forms, together with the commitments arising from the permissions already granted by MSDC, a key part of the Plan. The process of developing and assessing the options is described in this chapter, and involved:

- Understanding the technical spatial issues;
- Feedback on the potential housing sites displayed at the public consultation event in 2012.
- Developing two options based on feedback from local people and discussions with representatives of community groups and Town Councillors;
- The Land Supply document published by MSDC in April 2015;
- Mid Sussex District Plan 2014-2031 Pre-Submission Draft;
- Mid Sussex District Council Housing and Economic Development Needs Assessment (HEDNA) updated June and November 2015;
- HHTC Housing Consultation July 2015.

Technical spatial issues

4.3 The two constraint maps in the draft NP under figures 3a and 3b provide a summary of the issues that affect where development may be located. This includes nature conservation areas, ancient woodland, listed buildings, conservation areas, townscape character areas, areas at risk of flooding, the walkability of the Town, countryside views and the highway network. In addition, account has had to be taken of the unique location of the Town being sited on a County boundary and the proposed strategic development at Burgess Hill. More information on the Housing Supply document work carried out by MSDC on potential housing sites in and around the Town can be found in the Housing Supply document published by MSDC.

Two Strategic Approaches

4.4 Two strategic 'approaches' to the delivery of housing within the Plan Area have been considered by HHTC.

4.5 The first being further expansion of the Town by developing outside the present built up area of the Town. The other was to maximise the potential of Brownfield sites within the Town to provide new housing for its community. HHTC has considered these two approaches against the sustainability objectives of the Plan. At the start of the production of the Plan HHTC undertook a housing consultation with its community. The community response to the consultation in 2012 was quite clear, with a strong preference for safeguarding the remaining green spaces around the Town and supporting a Brownfield first policy.

4.6 At that time MSDC had held discussions with its local councils to understand what level of house building would be possible through the allocation of sites in Neighbourhood Plans. At start of the Plan, by reference to the MSDC SHLAA document and discussions with MSDC, HHTC felt it might be possible to provide between 550 and 800 housing units over the 20 year period of the NP (now 17 years).

4.7 In reviewing the potential Brownfield sites for inclusion in the Plan, HHTC found that a number were either not available or there was uncertainty about their delivery. Whilst the original approach was to promote and develop Brownfield sites first, it became apparent that insufficient new housing would be delivered. At the same time the MSDC strategic housing policy had changed significantly with the introduction of an Objectively Assessed Housing Needs figure for the NP area. The figure in February 2015 was 2107 and was subsequently raised to 2204 in June 2015 and reconfirmed in November 2015. This meant that HHTC has had to reconsider its housing strategy and assess Greenfield housing sites for inclusion in the Plan.

4.8 The outcome has been to adopt a new housing strategy proposing both Greenfield and Brownfield Sites. The housing strategy has helped to inform other key aspects of the NP including the location and delivery of a new cemetery, the location and delivery of new allotments, the location and delivery of a new primary school, the connectivity within and around the Town, supporting inward business investment and encouraging the regeneration of existing employment areas within the Town.

4.9 In drafting the revised HHNP, MSDC has confirmed that permissions granted since 1/4/14 would count towards the NP figure. At present this means there is already around 758 units with planning permission or currently pending plus the allocated site at Rookery Farm for 45 units (MSDC Local Plan 2004), which will count towards the final NP figure. The HHNP proposes to allocate sites which are expected to deliver a further 606. In addition, small windfall sites are likely to continue to come forward and a discounted allowance of 128 has been made for this in the housing figures for the NP. In total the draft NP is planning for 1537 new homes during the life of the Plan.

4.10 The other key issue informing the strategic approach on the location of new house building are the policies in neighbouring Parishes. There is a strong desire in these to safeguard the identities of existing settlements by retaining the green spaces between them and the strategic policy DP 10 Protection and Enhancement of countryside in the MSDC District Plan pre-submission draft.

Developing the spatial option

4.11 Following feedback from the consultation on the housing options for the Town and having regard to the housing planning permissions already granted by MSDC on the outskirts of the Town since 1/4/14, HHTC has worked with its local partner organisations to develop a spatial option for the Town. Working with an appointed group of Town Councillors, a Highway Consultant and hosting meetings with partners, HHTC developed options for growth based on improving the accessibility within and around the Town and identifying potential Greenfield housing sites whilst safeguarding the remaining rural areas of the Town.

4.12 Option 1: Prioritising Brownfield development - Making best use of Brownfield sites and new development located within the built up area of the Town.

- Identifying potential new housing sites within the built up area,
- Identifying the sites already committed for new housing development:
- Supporting a vibrant local economy and encouraging inward investment and renewal of existing employment areas:
- Safeguarding the setting and identity of the Town, including policies to ensure the remaining rural areas are protected from unacceptable development.

4.13 Option 2: Expanding Haywards Heath into the surrounding countryside.

- If new housing growth is to be on Greenfield sites the built up area boundary of the Town would need to be expanded.
- There would be a further loss of rural land adjoining the Town. Risking coalescence of settlements and potentially harming the rural setting of the Town.
- Due to the distances, together with some of the intervening terrain, new housing and limited public transport, residents would be likely to rely more on travel by car to get to services, the town centre, employment areas and the railway station.

4.14 To support this option, whilst keeping the Town feeling 'compact' and to minimise traffic impact we would need to think about how to locate new development in accessible locations for example, near existing bus routes which would help to support the existing public transport provision; the provision of new public transport links and improving cycle routes to and around the Town.

5 Appraising the spatial options

5.1 The Sustainability Appraisal only looks at Sustainability issues, which should help determine what the most Sustainable option is, given that all realistic alternatives have been considered thus leading to informed choices about the preferred way forward. For Haywards Heath this involved careful understanding of the community's responses to the housing consultations in 2012 and 2015, the response to the Pre-Submission consultation in March 2014 and the response received by Members during their Ward meetings. These options propose different locations for new development and are briefly explained in Chapter 4.

5.2 The Sustainability Objectives form the basis for appraising the spatial options and in appraising them, it is important not to forget about the non-spatial Objectives. These also need to be considered at an early stage, so that the NP can address any issues through non spatial policies.

5.3 This assessment considers impact over the short, medium and long term and is defined as follows:

- Short term (ST) - the initial phases of the Plan,
- Medium term (MT) - the effects when all development has been built (assumed to be up to the end of the Plan period).

- Long term (LT) - the impact the NP will have on the town after the Plan period.

5.4 The assessment of the Positive, Negative, Uncertain or No effect is broken down in the following way:-

- ++ Significant Positive effect on the objective
- + Positive effect on the objective
- Significant adverse effect on the objective
- Negative effect on the objective
- +/- Positive and negative effects on the objective
- ? Uncertain effect on the objective
- / No effect on the objective

5.5 Set out in the 2 tables below is an appraisal of the spatial options summarised in chapter 4 above.

Option 1: Prioritising Brownfield development

Sustainability Objective	Time Frame		
	ST	MT	LT
1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford	+	+	+
2.To enhance the design and layout of new development	+/-	+/-	+/-
3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre	?	?	?
4.To facilitate improved number of local school places together with improved health and well being of the town	+	+	+
5.Support economic growth to meet the needs of the local economy	?	?	?
6.Maintain the rural setting of the town	++	++	++
7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town	+/-	+/-	+/-
8.To enhance the leisure and community facilities	?	?	?
9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure	+	+	+

Option 2: Development of Greenfield Sites

Sustainability Objective	Time Frame		
	ST	MT	LT
1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford	+	++	++
2.To enhance the design and layout of new development	+	+	+
3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre	?	?	?
4.To facilitate improved number of local school places together with improved health and well being of the town	+	+	+
5.Support economic growth to meet the needs of the local economy	+	+	+
6.Maintain the rural setting of the town	-	--	--
7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town	-	-	-
8.To enhance the leisure and community facilities	+	+	+
9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure	+/-	+/-	+/-

5.6 This assessment indicates that a strategy of expanding Haywards Heath would deliver more housing and support investment in the infrastructure and vitality of the Town. It is clear that prioritising Brownfield sites would not deliver sufficient housing within the NP area to meet the objectively assessed housing needs and that some Greenfield housing is required.

6 Selecting the preferred Planning Policies

Appraisal of Planning Policy Options

6.1 Set out below is an appraisal of each of the proposed planning policies for the Neighbourhood Plan. This has been based on the assessment of each proposed policy and those assessments present after the table below. This review of policy options has helped identify where proposed policies needed rewording or amalgamating. It has highlighted where there is some overlap with the MDSC Planning Policies and hence the need for further refinement of the draft policies in the Plan. However, the appraisal has shown that over time the policies in the Plan will support and improve the sustainability of the town.

6.2 Set out in the table below is a summary of the cumulative effects of the preferred Plan policies. This shows that on the whole the proposed policies will have a positive impact and support improving the sustainability of the town.

- ++ Significant Positive effect on the objective
- + Positive effect on the objective
- Significant adverse effect on the objective
- Negative effect on the objective
- +/- Positive and negative effects on the objective
- ? Uncertain effect on the objective
- / No effect on the objective

Cumulative effects of the Neighbourhood Plan policies									
	Sustainability Objectives								
Policy	1	2	3	4	5	6	7	8	9
E1	-	++	+	+	?	++	++	++	+
E2	/	+	+	++	?	++	+	++	+
E3	-	/	/	++	?	+	?	++	+
E4	-	/	/	+/-	?	+	+	+/-	+
E5	--	-	?	++	?	++	++	+	+
E6	+	++	/	+	?	+	++	++	+
E7	++	++	?	/	?	+	++	?	/
E8	++	++	+	+	+	?	+	+	++
E9	+	++	+	+	/	+	++	+	+
E10	/	++	/	/	/	+	++	/	/
E11	+	-	/	?	+	--	--	+	/
E12	+	++	?	+	/	/	+	?	/
E13	-	-	/	-	/	/	-	/	/
B1	/	+	++	+	++	++	+/-	?	++
B2	+	+	++	?	++	/	?	+	++
B3	+	+	++	?	++	/	?	+	++
T1	+	+	+	+	?	?	+	+	++
T2	+	++	++	++	+	+	+	+	++
T3	-	+	++	+	++	+	+/-	+	+/-
H1	++	++	+	+	+	--	--	++	+
H2	++	++	+	+	+	-	-	+	+
H3	+	+	+/-	+/-	+	++	/	+/-	+
H4	+	+	+/-	+/-	+	++	/	+/-	+
H5	++	+	/	+	+	-	--	+/-	+
H6	++	+	--	+	+/-	++	/	+	++
H7	++	++	/	+	+	+/-	/	/	+

H8	++	++	/	+	+	+/-	+	+	+
H9	-	-	/	/	/	/	-	/	/
L1	--	?	+	/	+	/	++	++	++
L2	--	+/-	/	+	?	++	++	++	?
L3	/	/	++	/	++	/	+	++	+
L4	/	?	+	/	+	/	++	++	+
L5	-	+	/	+	?	/	+	++	+
L6	-	+	/	++	+	/	/	++	+
L7	-	+/-	/	++	+	/	/	++	+
L8	--	+	/	+	+	/	+	++	?
L9	--	+	/	++	+	+/-	+/-	++	+/-

6.3 HHTC has reviewed all known potential housing sites that have been drawn to its attention by landowners, developers and the MSDC SHLAA. Each site has been appraised and the details are set out below. Following this assessment, HHTC is proposing that three Greenfield sites are allocated for housing development together with five Brownfield sites. If all these sites came forward around 560 new dwellings would be delivered.

- ++ Significant Positive effect on the objective
- + Positive effect on the objective
- Significant adverse effect on the objective
- Negative effect on the objective
- +/- Positive and negative effects on the objective
- ? Uncertain effect on the objective
- / No effect on the objective

Housing Policy if allocated.	Site Name	Site Scoring								
		Sustainability Objectives – as laid out in Appendix 1 of this report.								
		1	2	3	4	5	6	7	8	9
H1	Hurst Farm, Hurstwood Lane	++	++	+	+	+	--	--	++	+
H2	Land South of Rocky Land and to the West of Weald Rise and Fox Hill Village,	++	++	+	+	+	--	--	+	+
H3	Caru Hall, Bolnore Road, Haywards Heath	+	+	+/-	+/-	+	++	/	+/-	+
H4	Land Rear of Devon Villas, Western Road	+	+	+/-	+/-	+	++	/	+/-	+
H5	Land off Bolnore Road, Bolnore Road	++	+	/	+	+	-	--	+/-	+
H6	Car Park, Harlands Road	++	+	--	+	+/-	++	/	+	++
H7	Within the Ground of Downlands Park	++	++	/	+	+	+/-	/	/	+
N/A	Field West of Butlers Green Road	+	-	+/-	+/-	+	--	--	+/-	--
N/A	Birchen Lane	+	+	+/-	+/-	+	--	--	+/-	-
N/A	Land at Sunte House, Off Gander Green	+	+	-	-	+	--	--	-	-
N/A	Harland's School Playing Fields, Harlands Road	++	++	+	+	+	-	-	+/-	+

(H1) Hurst Farm

Hurst Farm, Hurstwood Lane Haywards Heath.

	1 – OBJECTIVE	2 – OBJECTIVE	3 – OBJECTIVE	4 – OBJECTIVE	5 – OBJECTIVE	6 – OBJECTIVE	7 – OBJECTIVE	8 – OBJECTIVE	9 – OBJECTIVE						
	++	++	+	+	+	--	--	++	+						

Summary of Appraisal: This is a large site located outside the existing built up area of the Town. As the assessment suggests allocating this site would provide a number of benefits for the Town including a substantial boost to the delivery of private sector and affordable housing, opportunity for a comprehensive approach to design and layout of the development, an economic boost during the construction phase, a significant contribution to improved infrastructure within the Town and a number of community benefits. The size of the site does allow for the formation of a master plan and this would include the use of land on the opposite side of Hurstwood Lane resulting in the delivery of community facilities, a school and safeguarding other land from future development.

Overall Conclusion: There are a number of benefits arising from the allocation of the site which are summarised above. However developing the site will result in the substantial expansion of the Town beyond the existing built up area boundary resulting in the loss of green space as well as having a potential impact on the setting of a listed building and being close to ancient woodland.

A number of mitigation measures would be required including green corridors, new public open spaces, access to the open space south of Hurstwood Lane including to the proposed new allotments and cemetery. Furthermore, the aforementioned land to the south of Hurstwood Lane would need to be safeguarded from development. MSDC Local Plan 2004 allocates part of this site for informal open space and if development is permitted, re-provision elsewhere in the locality will be required.

On balance there is a case to allocate the site subject to the imposition of planning requirements to achieve a holistic and comprehensive scheme that ensures the delivery of associated green space/community requirements south of Hurstwood Lane, which is incorporated into the green corridor.

(H2) Land South of Rocky Land and to the West of Weald Rise and Fox Hill Village,

Fox Hill, Haywards Heath

	1 – OBJECTIVE	2 – OBJECTIVE	3 – OBJECTIVE	4 – OBJECTIVE	5 – OBJECTIVE	6 – OBJECTIVE	7 – OBJECTIVE	8 – OBJECTIVE	9 – OBJECTIVE						
	++	++	+	+	+	--	--	+	+						

Summary of Appraisal: This is a large site located outside the existing built up area of the Town. As the assessment suggests allocating this site would provide a number of benefits for the Town including a substantial boost to the delivery of private sector and affordable housing, opportunity for a comprehensive approach to design and layout of the development, an economic boost during the construction phase, a significant contribution to improved infrastructure within the Town and a number of community benefits.

The size of the site does allow for the formation of a master plan of a site and it already adjoins a housing construction site. However, the site is constrained by ancient woodland adjoining and within the site and will impact on an existing footpath on the site. There is no vehicular access to this site at the present time and it is not apparent how this will be gained, but development on adjacent land is underway, which would offer opportunities for access.

The site is located close to the recently opened relief road and this has reduced the perception that the site is remote from local services and facilities. However, development of this would represent a major extension of the built up area into the countryside. Consequently development would have to be carefully designed with a layout that mitigated harm to the setting of the Town and limit the impact on the landscape, which includes ancient woodland to the west and a public footpath.

Overall Conclusion: There are a number of benefits arising from the allocation of the site which are summarised including:

- Financial benefits to pay for offsite community infrastructure.
- New housing including affordable housing.
- New green corridors and new public open spaces

HHTC is aware that the development of this site would extend the built up area of the Town into the countryside and there is a risk of harm to the ancient woodland. Access to the site will need to be resolved. Development would have an impact on an existing public footpath. However, on balance there is a case to allocate the site subject to the imposition of planning requirements to achieve a holistic and comprehensive scheme that ensures the delivery of associated infrastructure, green space and community requirements.

(H3) Caru Hall

Bolnore Farm Close, Haywards Heath

	1 – OBJECTIVE	2 – OBJECTIVE	3 – OBJECTIVE	4 – OBJECTIVE	5 – OBJECTIVE	6 – OBJECTIVE	7 – OBJECTIVE	8 – OBJECTIVE	9 – OBJECTIVE						
	+	+	+/-	+/-	+	++	/	+/-	+						

Summary of Appraisal: As the assessment suggests allocating this site would provide some modest benefits for the Town including some on site employment during the construction phase, a minor contribution to infrastructure within the Town and a small addition to the housing stock. This modest housing site 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. Access would be gained through Bolnore village development.

Overall Conclusion: This site is within the built up area of the Town and should be allocated to meet housing needs. Mitigation measures will need to include careful site layout so as to avoid harm to the nearby ancient woodland and to safeguard the amenity of neighbouring properties. HHTC has been advised that this site is available for housing.

(H4) Land Rear of Devon Villas

Western Road, Haywards Heath

	1 – OBJECTIVE	2 – OBJECTIVE	3 – OBJECTIVE	4 – OBJECTIVE	5 – OBJECTIVE	6 – OBJECTIVE	7 – OBJECTIVE	8 – OBJECTIVE	9 – OBJECTIVE						
	+	+	+/-	+/-	+	++	/	+/-	+						

Summary of Appraisal: As the assessment suggests allocating this small site would provide some benefits for the Town including on site employment during the construction phase, a minor contribution to infrastructure within the Town and a small addition to the housing stock. This is a modest housing site well located in the Town and as a result it scores highly due to its sustainable location and being close to public transport links. The site is bordered by existing development, has a restricted access and there is an existing business occupying the site. HHTC is aware that the landowner wishes to develop the site for approximately 10 units.

Overall Conclusion: This is a modest site within the built up area of the Town and should be allocated to meet housing needs. Mitigation measures will need to include careful site layout to safeguard the amenity of neighbouring properties and resolve the access issues. This is a Brownfield site within the boundary of the Town and should be allocated to meet housing needs.

(H5) Land off Bolnore Road

Bolnore Road, Haywards Heath

	1 – OBJECTIVE	2 – OBJECTIVE	3 – OBJECTIVE	4 – OBJECTIVE	5 – OBJECTIVE	6 – OBJECTIVE	7 – OBJECTIVE	8 – OBJECTIVE	9 – OBJECTIVE					
	++	+	/	+	+	-	--	+/-	+					

Summary of Appraisal: As the assessment suggests allocating this site would provide some benefits for the Town including on site employment during the construction phase, a contribution to infrastructure within the Town and an addition to the housing stock including affordable housing. This site comprises a depot/storage area occupied by MSDC and a kick about area accessed from Beech Hurst Gardens. The site lies in a sustainable location adjacent to footpath links to the station and footpath links to Bolnore Village. The site bordered by Beech Hurst Gardens to the east and the land to the south, which is already developed. The loss of the kick about area will have some impact on the setting of Beech Hurst Gardens and will need to be replaced as part of a proposed development of the site.

Overall Conclusion: This site is partly open space and partly a Brownfield site located adjacent to Beech Hurst Gardens and opposite to existing development within the proposed built up area of the Town. Mitigation measures would need to include careful site layout so to avoid harm to the setting of Beech Hurst Gardens, the replacement of the lost kick about area and to safeguard the amenity of neighbouring properties.

HHTC has been advised that this site is available for housing and could contribute around 24 family housing units.

(H6) Car Park, Harlands Road

Harlands Road, Haywards Heath

	1 - OBJECTIVE	2 - OBJECTIVE	3 - OBJECTIVE	4 - OBJECTIVE	5 - OBJECTIVE	6 - OBJECTIVE	7 - OBJECTIVE	8 - OBJECTIVE	9 - OBJECTIVE						
	++	+	--	+	+/-	++	/	+	++						

Summary of Appraisal: As the assessment suggests allocating this existing private car parking site would provide some benefits for the Town including on site employment during the construction phase, a contribution to infrastructure within the town and a addition to the housing stock. This is a site well located in the Town and as a result it scores highly due to its sustainable location and being close to public transport links. The site is bordered by existing development including blocks of flats to the south and north west and commercial development on the north side of Harlands Road. HHTC is aware that the landowner wishes to develop the site for approximately 86 units.

Overall Conclusion: This is a Brownfield site approximately 0.2 hectare located within the built up area of the Town and should be allocated to meet housing needs. However, there would be a loss of 53 car parking spaces and it is not clear whether these are to be replaced. This is a prominent corner location and mitigation measures will need to include careful design and site layout to safeguard the amenity of neighbouring properties and attention will be required to ensure that any development of the site is of an appropriate scale in this location. In summary, this is a Brownfield site within the boundary of the Town and should be allocated to meet housing needs with careful consideration of the height of the development.

(H7) Downlands Park

Isaacs Lane, Haywards Heath

	1 – OBJECTIVE	2 – OBJECTIVE	3 – OBJECTIVE	4 – OBJECTIVE	5 – OBJECTIVE	6 – OBJECTIVE	7 – OBJECTIVE	8 – OBJECTIVE	9 – OBJECTIVE						
	++	++	/	+	+	+/-	/	/	+						

Summary of Appraisal: As the assessment suggests allocating this site would provide some benefits for the Town including on site employment during the construction phase, a contribution to infrastructure within the Town and an addition to specialist housing stock. This site comprises the grounds of the existing care home Downlands Park. The site lies in a sustainable location adjacent to footpath links to the station and footpath links to Bolnore Village. The site is bordered by Beech Hurst Gardens to the east, a new senior living development to the north and land to the south east is a proposed housing site in the HHNP.

Overall Conclusion: This site comprises part of the grounds of Downlands Park. Mitigation measures would need to include careful site layout so as to avoid harm to the setting of Beech Hurst Gardens, to maintain the character of the grounds of Downlands Park and to safeguard the amenity of the new neighbouring properties to the north. HHTC has been advised that this site is available for a senior living development and would contribute 20 specialist units.

7 Next Steps

7.1 As a result of the representation made to the 2014 pre-submission HHNP, HHTC commissioned a Health Check to review its housing strategy and policy (April 2015). HHTC took into account the recommendations of the Health Check. Subsequently HHTC commissioned a Health Check on the whole plan and supporting documents (October 2015). The recommendations made in both Health Checks were incorporated into the pre-submission HHNP, which were subject to consultation held in November/December 2015.

7.2 As a result the 'Section 14' consultation held in November/December 2015 HHTC has made a number of changes to the HHNP. General corrections to the text and policy wording have been made to the HHNP. Significant revisions to the housing policies including the removal of out of date policies and the inclusion of a site brought to the attention of the HHTC. A further small site of 4-5 units was brought to the attention of HHTC, however, as this site is positioned within the built up area of the Town, there is a presumption in favour of development but subject to assessment against existing planning policies. The results of the changes to the housing including taking in account the introduction DP24a in the DP means that the number of housing units being proposed to be delivered in the HHNP area is 1537. The built up boundary line has been amended to include sites with planning permission and allocations within the HHNP.

7.3 The additional housing site now included in the HHNP has been subject to a sustainability appraisal and this is now included in the updated Draft Sustainability and Strategic Environmental Assessment.

Monitoring

7.4 Included in the HHNP is a Delivery Strategy that includes an approach for monitoring the Plan. Responsibilities for monitoring the Plan itself are shared by MSDC and HHTC. MSDC's Sustainability Appraisal of its proposed District Plan includes proposals for monitoring the SA. This will enable the actual significant effects impacts of Planning Policies to be compared by MSDC against those predicted in the SA. This is a valuable process, as it will help in ensuring that any problems arising during implementation of its Planning Policies can be identified and future predictions can be made more accurately. It will also identify, at an early stage, any unforeseen impacts of implementation, allowing appropriate remedial action to be taken. The data can also be used to inform the baseline information for future plans.

Appendix 1

Scoping Report for the Sustainability Appraisal of the Haywards Heath Neighbourhood Plan. (HHNP)

1. Introduction
2. Policy context
3. Haywards Heath Base Line Information
4. Key sustainability issues
5. Objectives of the Sustainability Appraisal
6. Sustainability objectives
7. Next steps

1. Introduction

1.1 The proposed HHNP will cover the administrative area of the Haywards Heath Town Council and this is shown in Figure 1 attached to the report.

1.2 The objective of the HHNP is to provide a planning framework for the town for the next 20 years. It is expected that the plan will be periodically reviewed during the 20 year period.

1.3 At the time of preparing this draft scoping report it is anticipated that the main objectives of the HHNP will be to :-

- Identify and plan for residential development
- To maintain the rural setting of the town
- To tackle road congestion, car parking and public transport issues
- To improve the public spaces
- Improve Leisure facilities
- To support the local economy
- To tackle local infrastructure issues

1.4 The information set out in the draft scoping report has been sourced from :-

- Meet your Councillor Events held in June and July 2011.
- The Haywards Heath Town Council (HHTC) infrastructure consultation held during September and October 2011.
- The HHTC housing consultation held during May and June 2012.
- The HHTC Forward Plan 2011- 2015
- Meetings with the Haywards Heath & District Business Association
- Meetings with neighbouring Local Councils
- The draft MSDC District Plan and the Mid Sussex Local Plan 2004
- Ward information supplied by HHTC Members
- Feedback received from the Council's Twitter and Facebook.
- Information and feedback obtained from response to articles/stories included on the Town Council Website and in the Council's quarterly newsletter.

1.5 The scoping report requires the completion of the following tasks:-

- Identifying relevant plans, programmes and sustainability objectives
- Collecting baseline information,
- Identifying sustainability issues through the work outlined in 1.4,

- Developing the Sustainability Assessment (SA) framework,
- Consulting on the scoping report

Background Information

- 1.6 The purpose of this draft Scoping Report is to identify the sustainability issues within Haywards Heath and to set objectives for the Sustainability Appraisal of the HHNP that can be used to determine how the Plan will look to address some or all of these issues. The HHNP is required to be in compliance with the Strategic Objectives of the Mid Sussex District Plan, and be consistent with national planning policy, while taking account of the local circumstances and needs of Haywards Heath.
- 1.7 This document will be the subject of consultation with Mid Sussex District Council, West Sussex County Council, the Environment Agency, Natural England and English Heritage, before the draft HHNP and accompanying Sustainability Appraisal are published for consultation. The outcome of the consultation on this scoping report may result in further issues being identified.
- 1.8 In accordance with European and national legislation the Plan will be subject to a Sustainability Appraisal for consultation with environmental bodies and other relevant stakeholders.
- 1.9 The commitment to the achievement of sustainable development has been set out in legislation introduced at both European and national level. In 2004 the European Directive on Strategic Environmental Assessment (SEA) was implemented in the UK. This sets out the requirement for SEA, which has been incorporated into the SA process. Section 39 of the Planning and Compulsory Purchase Act 2004 requires Local Development Documents (this includes the HHNP) to be prepared with a view to contributing to the achievement of sustainable development.
- 1.10 Sustainable Development is about ensuring a better quality of life for everyone, now and for generations to come. It is about considering the long-term environmental, social and economic issues and impacts in an integrated and balanced way. The UK Government has five guiding principles to achieve sustainable development and these are:
- Living within environmental limits
 - Ensuring a strong, healthy and just society
 - Building a strong, stable and sustainable economy
 - Promoting good governance
 - Using sound science responsibly
- 1.11 One of the means by which sustainable development can be achieved is through the planning process. The HHNP is currently being prepared and will be adopted under the framework of the District Plan and will comprise part of the planning policy for the district. The Plan can help to achieve sustainable development by insuring development meets the needs of people living and working in the town, while at the same time helping to ensure that adverse environmental impact is minimised. The Sustainability Appraisal will help inform the HHNP to ensure that the plan prepared is the most sustainable possible, given all alternative options for the plan's overall strategy and the policies within it to deliver the strategy.

2. Policy Context for the HHNP

2.1 The HHNP will need to comply with both national and local planning policies. The Mid Sussex District Plan Sustainability Appraisal reviews all programmes, policies, strategies, guidance and Initiatives that have influenced the development of the District Plan. The HHNP and Sustainability Appraisal will need to be in conformity with the strategy and objectives of the District Plan. Therefore, some aspects of the HHNP will be constrained by this requirement, and close partnership working will be required to implement the policies of the HHNP. As result of the work already undertaken by Mid Sussex District Council, it is not proposed to review in this scoping report all the international, national and local documents that are relevant.

2.2 The Mid Sussex District Plan has been developed to reflect the area’s Sustainable Communities Strategy. The ‘Mid Sussex Sustainable Communities Strategy 2008-18’ has a vision of:

“A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental wellbeing of our District and the quality of life for all, now and in the future.”

The vision is underpinned by four priority themes that promote the development of sustainable communities:

*“Protecting and enhancing the environment
Promoting economic vitality
Ensuring cohesive and safe communities
Supporting healthy lifestyles”*

2.3 Mid Sussex District Council have used the 4 priority themes to develop the Strategic Objectives for the District Plan and the table below shows how the District Council intends to use the District Plan to take forward their vision and apply it to planning issues.

Priority themes	Strategic Objectives for the District Plan
Protecting and enhancing the environment	<ol style="list-style-type: none"> 1. To promote sustainable development that makes the best use of resources and increases the ‘self-sufficiency’ of communities within Mid Sussex, and its ability to adapt to climate change 2. To promote well located and designed development that reflects our distinctive towns and villages, retains their separate identity and character and prevents coalescence 3. To protect valued landscapes for their visual, historical and biodiversity qualities 4. To protect valued characteristics of the built environment for their historical and visual qualities 5. To create and maintain easily accessible green infrastructure, green corridors and spaces around and within the towns and villages to act as wildlife corridors,

	<p><i>sustainable transport links and leisure and recreational routes</i></p> <p><i>6. To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that meets needs, supports development and creates sustainable communities. This includes the provision of efficient and sustainable transport networks.</i></p>
<p>Promoting economic vitality</p>	<p><i>7. To promote a place which is attractive to all businesses, and where local enterprise thrives</i></p> <p><i>8. To provide opportunities for people to live and work within their communities, reducing the need for commuting</i></p> <p><i>9. To create and maintain town and village centres that are vibrant, attractive and successful and that meet the needs of the community</i></p> <p><i>10. To support a strong and diverse rural economy in the villages and the countryside</i></p> <p><i>11. To support and enhance the attractiveness of Mid Sussex as a visitor destination</i></p>
<p>Ensuring cohesive and safe communities</p>	<p><i>12. To promote a place which is attractive to all businesses, and where local enterprise thrives</i></p> <p><i>13. To provide opportunities for people to live and work within their communities, reducing the need for commuting</i></p> <p><i>14. To create and maintain town and village centres that are vibrant, attractive and successful and that meet the needs of the community</i></p> <p><i>15. To support a strong and diverse rural economy in the villages and the countryside</i></p> <p><i>16. To support and enhance the attractiveness of Mid Sussex as a visitor destination</i></p>
<p>Supporting healthy lifestyles</p>	<p><i>17. To develop sustainable communities which are safe, healthy and inclusive</i></p> <p><i>18. To provide the amount and type of housing that meets the needs of all sectors of the community</i></p> <p><i>19. To create environments that are accessible to all members of the community</i></p> <p><i>20. To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations</i></p>

2.4 The themes and strategic objectives set out in the District Plan have been used to inform the HHNP sustainability objectives set out in section 6 of this draft Scoping Report. It should be noted that the policy context for the HHNP Sustainability Appraisal may change during the preparation of the Plan and these will need to be reviewed and incorporated as necessary.

2.5 In addition to the above themes and objectives, Mid Sussex District Council has produced a revised Sustainability Framework consisting of 18 Sustainability Objectives and these are;

1. To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.
2. To ensure development does not take place in areas of flood risk, or where it may cause flooding elsewhere, thereby minimising the detrimental impact to public well-being, the economy and the environment from flood events. (SEA)
3. To improve the access to health facilities and reduce inequalities in health
4. To maintain and improve the opportunities for everyone to acquire the skills needed to find and remain in work and increase access to educational facilities.
5. To create crime resistant communities
6. To improve accessibility to retail and all community services and recreation and leisure facilities.
7. To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance.
8. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts. (SEA)
9. To conserve and enhance the District's biodiversity. (SEA)
10. To protect, enhance and make accessible for enjoyment, the District's countryside. (SEA)
11. To protect, enhance and make accessible for enjoyment, the District's historic environment. (SEA)
12. To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car.
13. To reduce waste generation and disposal, and achieve the sustainable management of waste, including the amount of waste that is either re-used or recycled
14. To maintain and improve the water quality of the District's watercourses and aquifers, and to achieve sustainable water resources management. (SEA)
15. To increase energy efficiency, and the proportion of energy generated from renewable sources in the District and to utilise sustainably produced and local

products in new developments where possible.

16. To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District.
17. To sustain economic growth and competitiveness across the District.
18. To encourage the development of a buoyant, sustainable tourism sector.

3. Haywards Heath Base Line Information

3.1 Landscape

The Town of Haywards Heath covers approximately 9.75 km² (3.76 sq miles) and is situated within the Mid Sussex District in the County of West Sussex. The Town is lucky enough to be 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 Area of Outstanding Natural Beauty. Between these areas the whole town is surrounded on all sides by the Sussex countryside. The Town is situated twelve miles from Brighton and about forty miles from London by road. It takes only fortyfive minutes by train to London and Gatwick Airport is close by. The Town is blessed with a considerable amount of designated open space which is outlined below. The Town is situated on the County boundary between West and East Sussex.

Ancient/Replanted Ancient Woodland – approximately 26 hectares

Ashenground Woods, Anscombe Wood, Paiges Wood, Blunts Wood and Penland Wood.

Local Nature Reserves – approximately 51 hectares

Blunts Wood / Paiges Meadow, Bolnore Woods, Catts Wood and Scrase Valley.

Sites of Nature Conservation Importance – approximately 75 hectares

Catts Wood, Blunts, Paiges Wood, Scrase Valley and Western Road Cemetery.

Conservation Areas - approximately 85 hectares

Mill Hill Close, Lucastes, Muster Green, The Heath, Franklands Village and Lewes Road.

There are some areas which are multi-designated such as Blunts Wood. This is because a large area is designated as SSSI, but only a small part of it is designated as ancient woodland, for example.

3.2 Infrastructure, Health and Community

The Town has six primary schools, one secondary school and Central Sussex 6th Form College.

There are two General Hospitals in Haywards Heath together with a specialist hospital Hurstwood Park. The Princess Royal is in the grounds of the former St Francis Psychiatric

Hospital, a listed building. The Ashdown Nuffield is a private hospital. There are four general practises in the Town.

The town's leisure facilities include The Dolphin Haywards Heath, Leisure Centre with facilities for indoor sports facilities (including the Town's swimming pool). There are a number outdoor sports pitches and courts. Clair Hall is the principle cultural venue for the Town and offers cinema, show and conferencing facilities which has Clair Meadow as its backdrop.

There are nine community buildings in the Town. Victoria Park, in the town centre, includes formal and informal play facilities. Beech Hurst Gardens with its gardens lie just on the edge of the town and are the jewel in the crown of Haywards Heath's informal recreational facilities. There is also Clair Meadow, Barn Cottage Green, Hanbury Football stadium and Bolnore Leisure site along with a number of small recreational area 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.

3.3 Economic/employment

The Orchards Shopping Centre 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, whilst in Sussex Road, and Commercial Square there is a wide range of independent local shops catering for all needs. The town's retail sector is under pressure and needs addressing in the HHNP. A large Sainsbury's store is located towards the northern end of the town on the site of the former cattle market, which had operated in Haywards Heath since 1866. Bridge Road, together with Burrell Road and the Mill Green Industrial Estate offers the Town's main industrial areas and Perrymount Road contains a number of large office buildings providing significant employment for the town. The Town also provides the administrative centre for Mid Sussex District Council.

3.4 Roads and Transport

Haywards Heath railway station is a major station on the Brighton to London main line and is one of the busiest stations in the County. Some of the train services divide at Haywards Heath before continuing their journey to the south, or join other services before continuing north. Its commuter car park is under pressure, there is considerable commuter car parking occurring in nearby residential roads, and there are plans by the train operator to increase its capacity. Separately a developer is promoting a major scheme to re-develop parts of the station complex and this will have been considered before HHNP is published but the principles of the development are agreeable to the Town Council. The train operator has recently opened a cycle hub at the station providing secure cycle parking facilities.

The Town is served by three bus companies that offer services in the town and to assist residents reach surrounding Towns, Brighton, Lewes, Burgess Hill, Horsham and Crawley. The main bus interchange is located close to the Railway Station and there are frequent services running to and from the Princess Royal Hospital. There are plans to enhance these services by providing real-time digital information at key points around the town and to roll out as resource permits

Haywards Heath is primarily served by the A272 road, which runs through the centre of the town. Following the A272 to the west, it joins the A23/M23 road which runs both to Brighton to the south and Crawley/Gatwick and London to the north.

Haywards Heath is waiting for the completion of its relief road to the south of the Town, which will stretch below the Princess Royal Hospital and link Rocky Lane to Traunstein Way around Bolnore Village. It is envisaged that this road will reduce the traffic flow through Haywards Heath Town Centre. The road will be fully operational by December 25th 2016 at the latest. The town benefits from a good network of footpaths but has limited dedicated cycle routes.

3.5 Population

Haywards Heath is not a deprived area when measured against national statistics. The population of the town was 25,266 the date of the last Community Profile statistics in 2011 with a district wide annual population growth of 0.6% per annum. Haywards Heath accounts for around 18% of the total Mid Sussex population. The Town also falls in with national trends by having an aging population. It is hoped that the 2011 Census data will produced to update this information before the publication of the HHNP.

3.6 Air and climate

Haywards Heath experiences an oceanic climate similar to almost all of the United Kingdom, with generally mild winters and warm summers with limited humidity. The main sources of atmospheric pollution arise from the proximity to Gatwick Airport and busy roads particularly the A272.

3.7 Heritage

Muster Green is a conservation area with the Town's War Memorial at the apex. The Town has 48 listed buildings and one of the oldest, The Dolphin 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 most cherished buildings in the town and this can be found at Appendix 1

4. Key sustainability issues

4.1 To help understand the key sustainability issues facing the town a SWOT assessment has been prepared. This has been informed by the baseline information set out in section 3 and by the comments made by the community in response to the HHTC housing and infrastructure consultations and the community engagement set out in Paragraph 1.4.

Strengths

High quality environment, safe community environment, quality schools, outstanding landscape setting, Conservation Areas, Listed Buildings, Ancient Woodland, major railway station, accessible location, local nature reserves, leisure facilities, open spaces, good range leisure opportunities, choice of pubs, restaurants, Post Offices, thriving clubs/societies, Youth Clubs, range of Churches, 2 hospitals, range of independent shops, the Divisional Police Headquarters, Regional Fire call centre and Ambulance stations.

Weaknesses

High volume of traffic, particularly in the peak hours, congestion along key traffic routes and at key road junctions, inadequate public transport network, inadequate public transport interchange at the railway station, visual clutter, pedestrian vulnerability in the town centre, high house prices, high rental prices, lack of affordable housing, congestion in residential areas due to commuter and employee car parking, insufficient town centre parking, town centre in need of improvements, limited industrial floor space, empty shops and offices, limited cycle routes to town centre and the nearby countryside, the town has a very linear town centre that makes it difficult to create a strong retail focus, aging nature of Clair Hall and the Dolphin Leisure Centre, housing development in adjacent administrative areas eroding the rural setting of the town and not contributing to the wellbeing and infrastructure of the town.

Opportunities

Improve pedestrian safety, improve accessibility around the town, improve the public realm, implement traffic management schemes, strengthen identity and pride in community, provide additional allotments, provide a new cemetery, take advantage of the relief road to improve the town centre environment and key road junctions, additional town centre car parking, provision of cycle routes, improve public transport, improve links to the countryside with the possible development of the Town's first country park, enhance local employment opportunities through the Town's advantage of being well connected to transport links to London, Gatwick Airport, Brighton and other major centers in the region.

Threats

Climate change, loss of biodiversity, drought, increasing traffic volumes, over development leading to loss of character and impacting on the rural setting of the town, loss of employment opportunities as office accommodation is not improved/replaced, ageing population, high birth rate (awaiting 2011 Census data to confirm), loss of local distinctiveness through cumulative loss of local heritage through redevelopment, the internet affecting viability of town centre and its employment base, empty shops/offices increasing costs of using the railway service, further developments outside the boundary of the town, pressure on retail and employment resulting from developments in nearby towns. Risk of flooding as the HHNP will include areas designated as flood zone 2 (medium risk of flooding and 3 (high risk of flooding).

Emerging Key issues

4.2 As indicated in the draft SWOT above, there are a number of sustainability issues and challenges facing the Town. While Haywards Heath offers a high quality environment to its residents and businesses and has a very accessible location in the heart of Sussex, the HHNP will need to tackle the identified weaknesses and threats if the town is to continue to be successful while respecting its landscape setting, its environment, maintaining and creating employment and supporting its community.

4.3 Another way of viewing the issues facing the town can be by listing the key challenges so far identified and consider what the HHNP could do to help address them.

Challenges Facing Haywards Heath	Effect without the HHNP
Traffic volumes, difficult road junctions.	This is likely to get worse without specific transport policies for the town and improvements to key junctions.
Lack of affordable housing for residents	No suitable sites for housing for local people are identified.

Insufficient allotments provision	No further allotments provided.
Infrastructure deficits such as road capacity, pedestrian crossings, car parking capacity, school facilities and safe cycle routes.	Local issues not clearly set out and funding for infrastructure requirements not achieved.
Pressures to expand the town into the surrounding countryside.	District Plan policies are strategic in nature and may not provide adequate protection to the character or setting of the town leading to loss of identity.
Poor public transport, inadequate interchange with the railway station together with lack of cycle routes.	This may not improve without a strong local focus on the issues.
Need to maintain and enhance the high quality natural environment, wildlife networks and biodiversity of the town.	Strategic policies may not give adequate protection or support for enhancement.
Need to protect and enhance the historic buildings and environment of the town.	Strategic policies may not address the specific issues in the town.
Ageing stock of commercial buildings.	District Plan policies are strategic and may not give sufficient focus to these issues.
Poor environmental quality of some streets and footpaths.	This may not improve without a strong local focus on the issues.
Lack of school places.	This may not improve without a strong local focus on the issues.
Empty Shops/offices.	Strategic policies may not address the specific issues in the town.
Ageing leisure facilities and lack of a sporting hub.	These may not be improved or provided without a strong local focus on these issues.
Developments being permitted outside the boundary of the town.	Rural setting of the town eroded and infrastructure investment does not keep pace with the demands placed upon it.
Flood Risk	Local issues not clearly set out for potential developers/landowners

5. Objectives of the Sustainability Appraisal

5.1 The issues for the HHNP and the Objectives for the Sustainability Appraisal, have been informed by the policy documents identified in section 2 in particular the Mid Sussex Local Plan adopted in 2004, Mid Sussex Draft District Plan, Revised June 2012, the Haywards Heath Town Centre Master Plan 2007, West Sussex Transport Plan 2011-2026, the baseline information collected in section 3 and the sustainability challenges for Haywards Heath identified in section 4. The Objectives, and the Indicators used to measure them, are collectively known as the Sustainability Framework.

5.2 The Sustainability Appraisal will measure the sustainability of the HHNP through the identification of objectives and indicators. These will be used to predict the sustainability effects of

the strategy for the HHNP, and the policies to deliver the strategy. The next stage of the Sustainability Appraisal will include consideration of alternatives and information about likely future changes that will occur even without a HHNP. These alternatives will be assessed against the Sustainability Framework in order to determine which option is the most sustainable. This will be used to inform the drafting of the HHNP in order to make sure it is the most sustainable plan possible, given all realistic alternatives.

5.3 The Sustainability Appraisal will be carried out by considering the HHNP policies against the Sustainability Objectives, which are in effect a measure of sustainability. Each policy will be tested by applying a number of “indicators” to it. This will help to judge the performance of the policy against each of the sustainability objectives. It is proposed that the performance of the policies in the HHNP will be measured against the objectives as follows:

Minor positive / Major positive / Neutral / Negative / Major negative / Uncertain

6. Sustainability Objectives

6.1 In order to undertake the Sustainability Appraisal process for the HHNP, it is necessary to identify sustainability objectives and indicators to enable an assessment to be made of the emerging options and allow for recommendations and mitigation measures to be proposed. The sustainability objectives have emerged through the following considerations:

- Through the review of documents listed in Section 5
- as identified in the baseline information
- to help address sustainability issues known locally
- to help address the ‘weaknesses’ outlined in the SWOT analysis

6.2 The proposed sustainability objectives and indicators (Sustainability Framework) for the Sustainability Appraisal of the HHNP are as follows:

Proposed Sustainability Objective	Proposed Indicators
1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford	Housing sites identified in the HHNP Number of affordable housing units provided Number of units delivered for older people
2.To enhance the design and layout of new development	Sustainability credentials of new development including the number of schemes which incorporate renewable energy measures Sufficient car and cycle parking provision
3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre	Additional town centre car and cycle parking provided Improved public realm and public transport provision Reduced number of empty commercial units Reduced long term on-street parking in residential areas Outstanding traffic regulation orders implemented

4.To facilitate improved number of local school places together with improved health and well being of the town	Additional school places achieved Patients have access to a local GP and dentist Improved life expectancy for local residents Additional allotments provided Cycle ways provided
5.Support economic growth to meet the needs of the local economy	Number of empty commercial units reduced Additional commercial floor space developed Low unemployment in the town Analysis of gaps in the market and filling those gaps.
6.Maintain the rural setting of the town	Percentage of new dwellings built on previously developed land Enhanced accessibility to the surrounding countryside Provision of a country park
7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town	Number of listed buildings and conservation areas Number of cherished buildings Extent of ancient woodland and nature reserves New development located within land designated as flood zones 2 and 3,Planning permissions granted contrary to Environment Agency advice
8.To enhance the leisure and community facilities	Number of sports pitches Existing facilities modernised Sporting hub delivered
9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure	New and improved cycle routes Improved pedestrian routes Reduced congestion in peak hours Improved public transport provision Real time bus information at bus stops Improved pedestrian accessibility throughout the town

7. Next steps

7.1 As the HHNP is developed, the strategy and policies will be tested against these sustainability objectives, to identify appropriate policies for inclusion in the Plan. Realistic policy options will be appraised against the Sustainability Objectives set out in Section 6 of this report, in order to ensure that the policies chosen for the HHNP are the most sustainable, given all realistic alternatives.

7.2 This document sets out the baseline information on the town, the plans and policies influencing the production of the HHNP, current sustainability issues that are facing the town and the sustainability objectives that the HHNP Plan should strive to achieve.

7.3 The proposed timetable for the HHNP is set out in the timeline below - with the caveat that the timetable may slip due to local and national policy changes and decisions. It is intended that the Sustainability Appraisal and draft HHNP will be published together to enabling them to be published for joint consultation.

7.4 Consultation responses on this Scoping Report will be taken into account when preparing the final sustainability framework on which to test the emerging policies. Where necessary, further assessment of the options will be undertaken, along with any updating of baseline data, plans and policies.



Oaklands Road
Haywards Heath
West Sussex
RH16 1SS

Switchboard: 01444 458166
DX 300320 Haywards Heath 1
www.midsussex.gov.uk

Contact:
Ms Claire Tester 01444 477322, Fax: 01444 477507
E-Mail: Claire.Tester@midsussex.gov.uk

Your Ref:
Our Ref: CT/

Date:
16th July 2012

Dear Parish Clerks,

Neighbourhood Plan Areas

I am writing to let you know that, on 9th July, Mid Sussex District Council Cabinet approved the designation of Neighbourhood Plan Areas for the following parishes:

Albourne; Ardingly; Ashurst Wood; Balcombe; Burgess Hill; Cuckfield; East Grinstead; Hassocks; Haywards Heath; Horsted Keynes; Hurstpierpoint & Sayers Common; Lindfield & Lindfield Rural; Slaugham; Turners Hill; Twineham; West Hoathly; and Worth.

Details of these designated Plan Areas can be viewed on
www.midsussex.gov.uk/neighbourhoodplans

This webpage also includes links to responses made to the publication of these Plan Areas. Your attention is drawn particularly to the two representations from Natural England, which includes information that may help you in preparing your Neighbourhood Plans. We also received a representation from Tandridge District Council asking that it be consulted on any draft Neighbourhood Plans for the East Grinstead Town and Worth Parish areas. Two letters of objection were received from a household in Burgess Hill concerned that the Town Council's Neighbourhood Plan would not cover the Northern Arc or the Kings Way strategic sites.

Congratulations to these parishes for achieving the first formal stage in the Neighbourhood Plan preparation process. Albourne, Hassocks and Hurstpierpoint & Sayers Common parishes are reminded that they also need to wait for Plan Area designation by the South Downs National Park Authority before proceeding with any formal consultation on their draft Neighbourhood Plans.

I would be grateful if you could all provide me with an update on your timetable for producing a Neighbourhood Plan. This will help me to start planning for the examination and referendum stages. If you have a dedicated webpage for your Plan please send me a link so I can put it on our webpage.

Yours sincerely,

Claire Tester
Head of Economic Promotion and Planning

Working together for a better Mid Sussex



INVESTOR IN PEOPLE

Head of Economic Promotion and Planning





Oaklands Road
Haywards Heath
West Sussex
RH16 1SS

Switchboard: 01444 458166
DX 300320 Haywards Heath 1
www.midsussex.gov.uk

Contact:
Ms Claire Tester 01444 477322, Fax: 01444 477507
E-Mail: Claire.Tester@midsussex.gov.uk

Your Ref:
Our Ref: CT/

Date: 14.03.13

To
Haywards Heath Town Council

Dear Steve Trice,

Neighbourhood Plan Area

I am writing to let you know that, on 11th March, Mid Sussex District Council Cabinet approved the amendment to the designation of the Neighbourhood Plan Area for Haywards Heath.

Details of the designated Plan Area can be viewed on
www.midsussex.gov.uk/neighbourhoodplans

I would be grateful if you could provide me with an update on your timetable for producing the Neighbourhood Plan. This will help me to start planning for the examination and referendum stages. If you have a dedicated webpage for your Plan please send me a link so I can put it on our webpage.

Yours sincerely,

Claire Tester
Head of Economic Promotion and Planning

Cc Ansty and Staplefield Parish Council

Working together for a better Mid Sussex



Head of Economic Promotion and Planning



Figure 1 - Neighbourhood Plan Boundary

