

**Haywards Heath Neighbourhood Plan
Draft Sustainability Assessment and
Strategic Environmental Assessment
October 2015**

Haywards Heath Neighbourhood Plan Sustainability Assessment and Strategic Environmental Assessment draft document

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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 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 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 and 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 draft NP
- B4 Evaluating the effects of the draft 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 (Olympos) 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 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.

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.

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 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 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 plans 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 from 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.

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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).

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 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 Number of green spaces enhanced. Additional green infrastructure put in place. Green corridor provided.
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

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, haing 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 Hayward 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	Red	Green	Orange	Green	Orange	Green	Green	Green	Orange
6B	Green	Green	Green	Green	Orange	Green	Green	Green	Green
6C	Red	Green	Orange	Green	Orange	Green	Green	Green	Orange
6D	Green	Green	Orange	Green	Orange	Orange	Green	Orange	Orange
6E	Green	Green	Orange	Green	Green	Orange	Orange	Orange	Green
6F	Green	Green	Green	Green	Green	Green	Green	Green	Green
7A	Orange	Orange	Green	Green	Green	Green	Orange	Orange	Green
7B	Red	Green	Green	Orange	Green	Orange	Orange	Orange	Green
8A	Green	Green	Green	Green	Green	Green	Orange	Green	Green
8B	Orange	Green	Green	Orange	Green	Green	Orange	Orange	Green
9A	Green	Green	Orange	Green	Green	Red	Red	Green	Green
10A	Orange	Green	Green	Green	Green	Orange	Green	Green	Green
10B	Red	Green	Orange	Green	Orange	Green	Green	Green	Green
10C	Green	Orange	Green	Orange	Green	Orange	Orange	Green	Green
10D	Green	Green	Orange	Green	Green	Orange	Green	Green	Green
10E	Orange	Green	Orange	Green	Green	Orange	Green	Green	Green

Compatibility of the NP objectives against the SA Framework

Positively compatible

Neutral / no effect

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 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;
- Feed back 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 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 walk ability 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 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 with 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 raised to 2204 in June 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 672 units with planning permission or currently pending, which will count towards the final NP figure. The HHNP proposes to allocate sites which are expected to deliver a further 560. 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 1400 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 where there is a strong desire 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, 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 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 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 thought about 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									
Policy	Sustainability Objectives								
	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	++	++	/	+	+	+/-	+	+	+
H10	-	-	/	/	/	/	-	/	/
L1	--	?	+	/	+	/	++	++	++
L2	--	+/-	/	+	?	++	++	++	?
L3	/	/	++	/	++	/	+	++	+
L4	/	?	+	/	+	/	++	++	+
L5	-	+	/	+	?	/	+	++	+
L6	-	+	/	++	+	/	/	++	+
L7	-	+/-	/	++	+	/	/	++	+
L8	--	+	/	+	+	/	+	++	?
L9	--	+	/	++	+	+/-	+/-	++	+/-

E1: Planning applications which would result in the loss of existing open spaces will generally be resisted except where there is a proven need for essential utility infrastructure where the benefits outweigh any harm or loss and it can be demonstrated that there are no reasonable alternative sites available.		
Policy option A: To allow development on open spaces. Policy option B: Retain and protect open spaces		
Proposed Sustainability Objective	Scoring A	Scoring B
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	?	+
Narrative: Development of these spaces would deliver housing, but one of the key characteristics of Haywards Heath are the open spaces located throughout the Town. Development of these sites would adversely affect the character and appearance of the Town. This would reduce informal and formal recreational opportunities for its community. The policy does allow for essential utility infrastructure in exceptional circumstances		

E2: New development will be required to provide new multi-functional green/open spaces as part of development or make financial contributions for offsite provision in accordance with the MSDC Development and Infrastructure SPD2006 or equivalent document in place at the time.		
Policy Options: A to seek onsite or off site provision. B to accept lower standards of development, which do not improve the infrastructure of Haywards Heath.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	+	/
Narrative: Provision of lower standards of open space could deliver additional house building, however this would to the detriment of the quality of new development. Reduced open space provision would fail to enhance leisure opportunities and not support improved health and wellbeing of the Town. The improvements of these areas and financial contributions will enhance the well being of the Town and offer improved recreation and leisure faculties which will support a sustainable Town		

E3: A site is allocated off Hurstwood Lane to provide new allotments as shown on figure 4 and in housing policy H1.	
Policy Option: N/A on the grounds that the provision of allotments is mandatory for Town/Parish Councils and the allocation would be included in a hollistic approach to the development of land in the Hurstwood Lane area.	
Proposed Sustainability Objective	Scoring A
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	+
Narrative: Development of this land could deliver housing, however it is the Council's duty to provide Allotments where demand exists. The demand at the present time out weighs the availability. The site allocated off of Hurstwood Lane has been identified as land in local authority ownership and is accessible for use. This will enhance commuity facilities in the Town, which are currently over subscribed and contibutes to the health and wellbeing of the Town.	

E4: A site is allocated off Hurstwood Lane to provide for a new cemetery as shown on figure 4 and in housing policy H1.	
Policy Options: N/A on the grounds that the Town requires a new burial site and the Town Council is the burial authority and the allocation would be included in a holistic approach to the development of land in the Hurstwood Lane area.	
Proposed Sustainability Objective	Scoring A
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	+
Narrative: Development of this land could deliver housing, however the Council is the burial authority for the Town and is in need of extra space to meet its obligation. The demand at the present time will soon out weigh the availability. The site allocated off of Hurstwood Lane has been identified as land in local authority ownership and is accessible for use. The land has already been subject to Geotechnical and Habitat surveys.	

<p>E5: The land outside the proposed built up area is designated as a local gap between Haywards Heath and neighbouring Town/Parishes, see figure 4, to create a landscape buffer that will support and enhance ecological connectivity, maintain the landscape character of the areas and individual settlements. New development including essential utility infrastructure, will be required to demonstrate that it would not unduly erode the landscape character of the area and /or harm its ecology. Development outside the built up area will only be permitted if it does not harm the setting of the Town and it enhances and retains the separate identity of communities.</p>		
<p>Policy Option A: to allow land outside the built up area to be developed: Policy Option B: to protect the remaining green space outside the built up area to avoid coalescence and to safeguard the setting of the Town and protect ecological networks.</p>		
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>	<p>Scoring B</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>++</p>	<p>--</p>
<p>2.To enhance the design and layout of new development</p>	<p>+</p>	<p>-</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>-</p>	<p>?</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>-</p>	<p>++</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>+</p>	<p>?</p>
<p>6.Maintain the rural setting of the town</p>	<p>--</p>	<p>++</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>--</p>	<p>++</p>
<p>8.To enhance the leisure and community facilities</p>	<p>+</p>	<p>+</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>+/-</p>	<p>+</p>
<p>Narrative: Development of these spaces would deliver housing, but one of the key characteristics of Haywards Heath is its rural setting, consequently the development of these areas would be harmful to the landscape setting of the Town,resulting in the erosion of the gap between Haywards Heath and nearby settlements. Safeguarding this area is consistent with MSDC Planning Policy and would retain the rural setting of Haywards Heath and ecology. Without safeguarding the setting of the Town development would be likely to come forward, which although delivering additional housing would fail to protect and enhance the rural setting of the Town. The retention of a 'Green Corridor' will offer more opportunities for lesiure and recreation thus supporting the health and wellbeing of the town. Whilst new development would be likely to support improved infrastructure this would not outweigh the benefits of retaining the rural setting of Haywards Heath.</p>		

E6: New development will be required to support the enhancement of footpaths /cycle paths in the plan area and proposals should retain links between current Green Infrastructures and promote "internal Green Links" within new development. It must also protect and maintain the rich natural features that are a key component of the Haywards Heath landscape which provide habitats for a diverse range of species either onsite or by offsite provision in accordance with the MSDC Development and Infrastructure SPD 2006 or equivalent document in place at the time.		
Policy Options: A to allow for piecemeal to take place. B to ensure that developments are designed appropriately.		
Proposed Sustainability Objective	Scoring A	Scoring B
1.To provide sufficient housing to enable people to live in a home suitable for their needs	+	+
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	+/-	+
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	-	++
8.To enhance the leisure and community facilities	?	++
9.To reduce the need to travel, encourage sustainable transport options, improve and	--	+
Narrative: This policy supports the enhancement of green infrastructure, which supports a healthy, properly functioning natural environment that is the foundation of sustained economic growth, prosperous communities and personal wellbeing. Consequently it is important that new development is designed to take proper account of the existing green infrastructure in the Town.		

E7: New development proposals will be required to incorporate Sustainable Urban Drainage where practical as part of the design of new housing and commercial development and indicate how such schemes will be managed and maintained.	
Policy Options: N/A on the grounds that it is good practise to manage surface water drainage on site, which should minimise the risk of offsite flooding.	
Proposed Sustainability Objective	Scoring A
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	\
Narrative: The provision of sustainable drainage schemes will help the Town become more sustainable and prevent suffice water run off and mitigate flooding. This will help enhance the ecological value of the local environment. It would guide water in a more environmentally friendly manner.	

E8: New major development proposals will be required to be designed to support making the town more sustainable by having regard to the following matters when designing the scheme; provision of recycling, including commercial waste within the scheme. Submission of a travel plan including walking, cycling and public transport use and promoting car sharing. Submission of details on how the scheme will manage energy and water use. Demonstrates how the scheme would contribute to the health and wellbeing of the community.	
Policy Options: N/A on the grounds that this is in accordance with national policy.	
Proposed Sustainability Objective	Scoring A
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	++
Narrative: Haywards Heath Town Council is very support of improvements to the sustainability of new developments built in the Town and the measures aimed at improving the Sustainability of the Town over time. Whilst national standards exist it is appropriate that major schemes in the Plan area demonstrate the sustainability included in the scheme and its contribution to the health an wellbeing of the community.	

<p>Policy E9: Developers must demonstrate how their proposal will protect and reinforce the local character within the locality of the site.</p> <p>This will include having regard to the following design elements;</p> <ul style="list-style-type: none"> • height, scale, spacing, layout, orientation, design and materials of buildings, • the scale, design and materials of the development (highways, footways, open space and landscape), and is sympathetic to the setting of any heritage asset, • respects the natural contours of a site and protects and sensitively incorporates natural features such as trees, hedges and ponds within the site, • creates safe, accessible and well-connected environments that meet the needs of users, • Will not result in unacceptable levels of light, noise, air or water pollution, • Makes best use of the site to accommodate development, <p>Car parking is designed and located so that it fits in with the character of the proposed development.</p>	
<p>Policy Options: N/A on the grounds that this is in accordance with national policy to improve the sustainability of communities.</p>	
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>+</p>
<p>2.To enhance the design and layout of new development</p>	<p>++</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>+</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>+</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>\</p>
<p>6.Maintain the rural setting of the town</p>	<p>+</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>++</p>
<p>8.To enhance the leisure and community facilities</p>	<p>+</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>+</p>
<p>Narrative: Haywards Heath Town Council is a strong supporter of measures aimed at improving the sustainability of the Town over time. The Council wishes to take this forward through the development of a Sustainable Town Plan (Forward Plan) in due course.</p>	

Policy E10: Development proposals in an Area of Townscape Character will be required to pay particular attention to retaining the special character and to demonstrate how they support and enhance the character of the area in question. Their boundaries are shown on figure 4.		
Policy Option A: That developers produce schemes that are not appropriate to their location. Policy Option B: To require develop to demonstrate that they have had regard to local character when designing proposals.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	/	/
Narrative: New developments are required to demonstrate the quality of design and layout to show that new schemes are appropriate to their setting and in relationship to existing developments.		

E11: Major Development proposals sited on the edge of Haywards Heath or in a visually prominent location will be required to be supported by an assessment of the views to and from the proposed development and this must be included in a planning statement. Any identified visual impact must be addressed through the design of the buildings, site layout, and the landscaping of the site.		
Policy Options A: The plan should not identify Townscape areas B The plan should recognise the different characteristics of the Town.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	/	/
Narrative: The Town has a very distinct character, which this plan is seeking to maintain and enhance. Consequently it is supporting the designation of Townscape Character Area originally put in place in by MSDC 2004. These will highlight to developers the need for a sensitive approach to development in such areas and the use of design and access statements are a useful tool that enables a developer to engage with the local community and to explain how their scheme would contribute to local character.		

<p>E12: The design of new major development must include the following items:</p> <ul style="list-style-type: none"> • bin stores and recycling facilities • cycle stores • meter boxes • lighting • flues and ventilation ducts • gutters and pipes • satellite dishes and telephone lines. <p>The design statement accompanying the proposal must show how these detailed elements have been addressed as part of the overall design approach for the scheme.</p>		
<p>Policy Options: A to encourage designs that take account of the external features of new buildings. B risk that designers do not include all features.</p>		
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>	<p>Scoring B</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>+</p>	<p>+</p>
<p>2.To enhance the design and layout of new development</p>	<p>++</p>	<p>--</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>?</p>	<p>?</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>+</p>	<p>-</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>/</p>	<p>/</p>
<p>6.Maintain the rural setting of the town</p>	<p>/</p>	<p>/</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>+</p>	<p>-</p>
<p>8.To enhance the leisure and community facilities</p>	<p>?</p>	<p>?</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>/</p>	<p>/</p>
<p>Narrative: Haywards Heath sits in a Wealden landscape and as a result of its typography there are a number of attractive views of the surrounding landscape, which should be safeguarded and enhanced. Without such a sensitive approach to design a key characteristic of the Town would be threatened.</p>		

Policy E13: Proposals for new residential development should provide good quality private outdoor space which is appropriate to the development proposed. The amount of land used for garden or amenity space should be commensurate with the size and type of dwelling (s) and the character of the area, and should be of appropriate quality having regard to topography, shadowing (from buildings and landscape features) and privacy.		
Policy Options: A) not to have a policy concerning private gardens B) to have a policy that encourages good quality private space.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	/	/
Narrative: There are a number of key design elements and this includes the quality of private space. This policy seeks to encourage good quality housing developments, which provide sufficient private space for the occupiers.		

<p>Policy B1: Planning permission for new retail development will be granted within the town centre as defined in figure 5 provided it can be demonstrated, in accordance with policies E9, and E10, that</p> <ul style="list-style-type: none"> • the scheme has satisfactory access and servicing arrangements, • the design will enhance the visual appearance of the town centre, • is supported by an appropriate level of car and cycle parking and • any harm to local amenity can be mitigated. <p>Outside the defined town centre retail development will be considered if they serve local or specialist needs and their location is demonstrated to be appropriate in terms of traffic, access, servicing, cycle and car parking and amenity.</p>		
<p>Policy Options Option A would be to allow new retail development to take place anywhere within the town. Option B would be to encourage investment into the town centre and neighbourhood centres.</p>		
Proposed Sustainability Objective	Scoring A	Scoring B
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	--	++
<p>Narrative: In order to support existing business/retailers in the town centre and minor schemes elsewhere, as well as providing, the opportunity for further competition for the benefit of the shoppers new major retail investment should be within the existing town centre. This would maximise the benefits of the existing public transport system, enable the centre to be visually improved and make good use of the parking already available in the centre. With out a clear policy there is a risk that major retail development will be promoted in the in locations, which are less sustainable.</p>		

<p>B2: Planning permission will be granted to development or change of uses that will encourage a diverse range of uses in the Town Centre including new office, leisure, community, hotel, retail and residential which can be shown to support the core retail offer and generate vitality and add viability to the Town Centre whilst avoiding harm to existing businesses and residential properties. Schemes that result in the loss of residential accommodation in the town centre will only be granted</p> <ul style="list-style-type: none"> • in cases of upper floor accommodation where an independent access does not exist and cannot be provided, • in cases where there are insurmountable environmental factors which mitigate against continued residential use, • where an employment or retail uses is proposed, providing that use would enhance the vitality and viability of the town centre. • where additional residential accommodation is being provided. 		
<p>Policy Options: Option A would be to be restrictive in the range of uses considered acceptable in the town centre. Option B would be to encourage a range of uses into the town centre</p>		
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>	<p>Scoring B</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>?</p>	<p>+</p>
<p>2.To enhance the design and layout of new development</p>	<p>-</p>	<p>+</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>?</p>	<p>++</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>?</p>	<p>?</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>+/-</p>	<p>++</p>
<p>6.Maintain the rural setting of the town</p>	<p>/</p>	<p>/</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>?</p>	<p>?</p>
<p>8.To enhance the leisure and community facilities</p>	<p>?</p>	<p>+</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>?</p>	<p>++</p>
<p>Narrative: New development in the town centre would be likely to increase the pressure on the existing public car and cycle parks and it will be important that adequate provision is made to enable the new and existing businesses are able to trade successfully and attract customers and visitors</p>		

<p>Policy B3: The modernisation/redevelopment of existing commercial sites to create an improved commercial offer in the Town and proposals which seek to improve existing employment areas, including a possible small business park will be granted permission provided that:</p> <ul style="list-style-type: none"> • there would be no adverse impacts on the amenities of surrounding uses • the improvements maintain or enhance pedestrian and cycle access • the improvements maintain or enhance access to bus stops • provides adequate servicing and parking provision • the Council would be supportive of a novel design approach to such properties. • there is no increased risk of local flooding. 		
<p>Policy Options: Option A to allow the employment stock to gradually deteriorate or be lost to non employment uses. B to support investment and renewal of the commercial sites in the Town to ensure key employment sites are retained.</p>		
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>	<p>Scoring B</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>?</p>	<p>+</p>
<p>2.To enhance the design and layout of new development</p>	<p>-</p>	<p>+</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>?</p>	<p>++</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>?</p>	<p>?</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>+/-</p>	<p>++</p>
<p>6.Maintain the rural setting of the town</p>	<p>/</p>	<p>/</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>?</p>	<p>?</p>
<p>8.To enhance the leisure and community facilities</p>	<p>?</p>	<p>+</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>?</p>	<p>++</p>
<p>Narrative: Town Centres have evolved in the last few years with a wider range of uses and activities now encouraged to support them. It is considered that by supporting a range of uses this will help the vitality and vibrancy of the town centre and encourage inward investment.</p>		

T1: Planning applications for new major development proposals will be required to provide good pedestrian and cycle connections with safe crossing points to the town centre and other local destinations and proposals for residential or commercial developments will be required to deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles. This information would be required to form part of a travel plan for the development, which should include the promotion of public transport use and car sharing.	
Policy Options N/A on the grounds that improving sustainability, accessibility and safety throughout the Town would be comprised without this policy.	
Proposed Sustainability Objective	Scoring A
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	++
Narative: The provision of pedestrian and cycle connections throughout the town should help enhance the sustainability of the Town, support the health and well being of the community and reduce the reliance on the motor car.	

T2: Planning applications for new major development proposals will be required to contribute towards the funding of cycle routes to Haywards Heath Railway Station and the town centre in accordance with the proposed MSDC CIL/Section 106 obligations or equivalent document in place at the time.		
Policy Options Option A To allow piece meal provision. Option B to adhere to a strategy that is in place to guide investment in the town overtime.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	+/-	++
Narrative The provision of a co-ordinated approach to improving cycle routes and connections overtime will enhance accessibility in and around the town and ensure the infrastructure is properly planned and implemented during the life of the plan.		

T3: Planning applications which result in the loss of existing off-street parking provision will be resisted unless it can be demonstrated that the development will enhance the vitality and viability of the town centre, and where possible such schemes should aim to improve parking provision in the town centre. Developments will be expected to make financial contributions in accordance with the requirements of the Mid Sussex District Council Infrastructure Plan for Haywards Heath via s106 agreements or CIL payments or equivalent document in place at the time Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC.		
Policy Options A To ensure that sufficient town centre car parking is provided to support its vitality. Option B To accept piecemeal car parking provision.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	+/-	?
Narrative Development of existing car parks could deliver housing in the Town Centre. However, the provision of adequate Town Centre parking will support the viability and vitality of the Town Centre and reduce congestion in nearby residential roads. The provision of Town Centre Parking needs to be co-ordinated and prioritised to support local business and visitors to the Town.		

H1: Land at Hurst Farm Hurstwood Lane - Land is allocated either side of Hurstwood Lane for a strategic mixed use development for approximately 275 additional homes together with employment and school provision, informal open space to include a burial ground and allotments.

- The development to be progressed in accordance with a Master plan, Infrastructure delivery strategy and phasing strategy prepared in collaboration with HHTC and other stakeholders.
- Provide infrastructure as set out in the MSDC Infrastructure Development Plan.
- Deliver sustainable transport measures and other infrastructure requirements identified in technical assessments of transport impact, including measures to mitigate impact upon the roads in the Haywards Heath area.
- Identify and take account of environmental, landscape and ecological constraints.
- Take account of onsite water features and comply with SUD policy E7.

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

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

Policy Options: A) allocate this site for a sustainable mixed use development. B) Not allocate the site and retain as rural setting of the Town.

Proposed Sustainability Objective	Scoring A	Scoring B
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	+	+

<p>Narrative: 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 and safeguarding other land from future development. 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.</p> <p>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.</p> <p>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.</p>		
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<p>Policy H2: Land South of Rocky Lane and West of Weald Rise and Fox Hill Village - Land is allocated South of Rocky Lane and West of Weald Rise and Fox Hill Village for a strategic housing development for approximately 275 additional homes together with informal open space.</p> <ul style="list-style-type: none"> • The development to be progressed in accordance with a Master plan, Infrastructure delivery strategy and phasing strategy prepared in collaboration with HHTC and other stakeholders. • Provide infrastructure as set out in the MSDC Infrastructure Development Plan. • Deliver sustainable transport measures and other infrastructure requirements identified in technical assessments of transport impact, including measures to mitigate impact upon the roads in the Haywards Heath area. • Identify and take account of environmental, landscape and ecological constraints. • Take account of onsite water features and comply with SUD policy E7. <p>To be acceptable the planning application (s) must be accompanied by a master plan and delivery statement that sets out:</p> <ul style="list-style-type: none"> • Site specific infrastructure requirements. • Details of the phasing. • Details of the housing mix and location of the affordable housing element of the development. • Details on the delivery of the informal open space. • Details on how the proposed publicly accessible space and facilities would be managed and maintained. 		
Policy Options: A) allocate this site for a sustainable development. B) Not allocate the site and retain as rural setting of the Town.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	+	+
<p>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.</p> <p>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, which makes it unclear if the site is deliverable at any time in the future.</p> <p>The site is accessible to local services and facilities, but would represent an extension of the built-up area into the countryside effecting the setting of the town and impacting on the landscape, which includes ancient woodland to the west and affecting the route of the public footpath. There are a number of benefits arising from the allocation of the site which are summarised above. Developing the site will result in an 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 ancient woodland and the route of a public footpath.</p> <p>However the site is accessible to local services and facilities, and whilst it would represent an extension of the built-up area into the countryside this could be mitigated by careful masterplanning and therefore limit the harm to the strategic gap between Haywards Heath and Burgess Hill. Overall the identified benefits outweigh the harm of developing the site for housing purposes.</p>		

<p>Policy H3 - Land South of Old Rocky Lane (Site Area: 1.13ha)</p> <ul style="list-style-type: none"> • Capacity: The site should provide for approximately 30 dwellings. • Form, Layout and Landscaping: This is a prominent and sloping site surrounded by new and existing development, with roads on either side and the railway line. Care will need to be taken in designing a scheme which respects the existing adjoining residential development and the form, scale; layout and landscaping of the development should ensure that it responds sensitively to the nature of the site and its prominent location. • Infrastructure Sustainable drainage systems (SUDS) should be used to minimise run off from this development. 	
Policy Options: No option as National Policy and the strategy of plan promotes the best use of sites in the built up area.	
Proposed Sustainability Objective	Scoring A
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	+/-
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	+
As the assessment suggests allocating this site would provide some modest benefits for the Town including some on site employment during the construction phase and an addition to the housing stock. Mitigation measures will need to include careful site layout and design to due the location and nature of the site.	

<p>Policy H4 - Caru Hall (Site Area: 0.45 ha)</p> <ul style="list-style-type: none"> • Capacity: The site should provide for approximately 10 dwellings. • Form, Layout and Landscaping: Access is to be from the Bolnore Estate and the form, scale and layout of the site must demonstrate that development is well integrated into its setting and the design reflects the character of existing adjacent buildings. • Infrastructure: Sustainable drainage systems (SuDS) should be used to minimise run off from this development. Pedestrian access should be provided to Bolnore Road. 	
Policy Options: No option as National Policy and the strategy of plan promotes the best use of Brownfield Sites.	
Proposed Sustainability Objective	Scoring A
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	+
<p>Narrative: 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 bordered by ancient woodland on its eastern boundary which would require appropriate buffer zones. Access would be gained through Bolnore development. 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 to avoid harm to the nearby woodland and to safeguard the amenity of neighbouring properties. HHTC has been advised that this site is available for housing.</p>	

<p>Policy H5 - Beacon Heights (Site Area: 0.215 ha)</p> <ul style="list-style-type: none"> • Capacity: It is anticipated that this site could provide up to 12 dwelling depending on the mix and type of development. • Form, Layout and Landscaping: It is expected that Beacon Heights will be demolished and care will need to be taken to safeguard trees on the site. Given its prominent location and relationship with the adjoining development a careful approach to density, design, dwelling mix , materials and that the amenities of the neighbouring development are safeguarded. • Infrastructure: The development will need to provide a connection to the nearest point of adequate capacity in the sewer network. Sustainable drainage systems (SUDS) should be used to minimise run off from this development. The existing vehicular and pedestrian access to Church Road should be used. 	
Policy Options: No option as National Policy and the strategy of plan promotes the best use of Brownfield Sites.	
Proposed Sustainability Objective	Scoring A
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	+
<p>Narrative: 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 local infrastructure and a small addition to the housing stock. Mitigation measures will need to include careful site layout so as to avoid harm to protected trees and to safeguard the amenities of the neighbouring properties.</p>	

<p>Policy H6 - Rear of Devon Villas (Site Area: 0.25ha)</p> <ul style="list-style-type: none"> • Capacity: The site should provide for approximately 9 dwellings. • Form, Layout and Landscaping: This is a back land site with a narrow in/out access arrangement. Care will need to be taken in designing a scheme which respects the existing adjoining residential development and the form, scale; layout and landscaping of the development should ensure that it responds sensitively to its back land location. • Infrastructure Sustainable drainage systems (SUDS) should be used to minimise run off from this development. 	
Policy Options: No option as National Policy and the strategy of plan promotes the best use of Brownfield Sites.	
Proposed Sustainability Objective	Scoring A
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	+
As the assessment suggests allocating this site would provide some modest benefits for the Town including some on site employment during the construction phase and a small addition to the housing stock. Mitigation measures will need to include careful site layout to safeguard the amenities of the neighbouring properties.	

<p>Policy H7 - Land at Bolnore Road (Site Area: 0.8ha)</p> <ul style="list-style-type: none"> • Capacity: The site should provide for approximately 24 dwellings. • Form, Layout and Landscaping: This is a mixed use site, partly in use as a depot/storage area for Mid Sussex District Council and partly an area of open space. It has prominent frontage to Bolnore Road and adjoins Beechurst Gardens. The character of Bolnore Road is mixed with a number of larger detached properties, sheltered accommodation together with some new housing development. The existing strong hedge and treed boundaries should be retained and reinforced by new planting and the mature individual specimen native trees should be retained as part of the development. Proposals should respect the character of the Bolnore Road and the form, scale, layout and landscaping of the development should ensure that it responds sensitively to its setting alongside Beechurst Gardens. • Infrastructure: Sustainable drainage systems (SUDS) should be used to minimise run off from this development. • Arising from the loss of open space alternative open space must be provided as part of the proposals. 		
<p>Policy Options: A) allocate the site for housing. B) to allocate the Brownfield part of the site.</p>		
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>	<p>Scoring B</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>++</p>	<p>+</p>
<p>2.To enhance the design and layout of new development</p>	<p>+</p>	<p>+</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>/</p>	<p>/</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>+</p>	<p>+/-</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>+</p>	<p>+/-</p>
<p>6.Maintain the rural setting of the town</p>	<p>-</p>	<p>+</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>--</p>	<p>+</p>
<p>8.To enhance the leisure and community facilities</p>	<p>+/-</p>	<p>+/-</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>+</p>	<p>+</p>

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 Beechurst Gardens. The site lies in a sustainable location adjacent to footpath links to station and footpath links to Bolnore Village. Site bordered by Beech Hurst Gardens to the east and the land to the south is already developed. The loss of the kick about area will have some impact on the setting of Beechurst and will need to be replaced as part of a proposed development of the site. This site is partly open space and partly a Brownfield site located adjacent to Beechurst and opposite 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 25 family housing units.

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<p>Policy H8 - Harlands Road Car Park (Site Area: 0.2ha)</p> <ul style="list-style-type: none"> • Capacity: The site should provide for approximately 40 dwellings. • Form, Layout and Landscaping: This is a prominent corner site fronting a busy road. Care will need to be taken in designing a scheme which respects the existing adjoining residential and business development and the form, scale; layout and landscaping of the development should ensure that it responds sensitively to its prominent location. Build height should be similar to that which exists adjoining the site. • Infrastructure Sustainable drainage systems (SUDS) should be used to minimise run off from this development. <p>The developer will be required to demonstrate that the loss of the private car park will have no adverse effect on on street car parking in the locality.</p>	
Policy Options: No option as National Policy and the strategy of plan promotes the best use of Brownfield Sites.	
Proposed Sustainability Objective	Scoring A
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	++
As the assessment suggests allocating this site would provide benefits for the Town including some on site employment during the construction phase and a small addition to the housing stock in a sustainable location. Mitigation measures will need to include careful site layout, consideration of the height of the development to safeguard the amenities of the neighbouring developments. HHTC has been advised that this site is available for housing.	

<p>H9 - Housing Development within the Built up Area Boundary - Housing development within the Haywards Heath built-up area boundary, as defined, will be permitted including infill development and change of use or redevelopment to housing where it meets the following criteria:</p> <ul style="list-style-type: none"> • The scale, height and form fit unobtrusively with the existing building, or curtilage for new dwellings, and the character of the street scene. • Spacing between buildings would respect the character of the street scene. • Gaps which provide views out of the town to surrounding countryside are maintained. • Materials are compatible with the materials of the existing building. • The traditional boundary treatment of an area is retained and, where feasible, reinforced. • The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded. 	
<p>Policy Options: No option as National Policy and the strategy of plan promotes the best use of Brownfield Sites.</p>	
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>++</p>
<p>2.To enhance the design and layout of new development</p>	<p>++</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>/</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>+</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>+</p>
<p>6.Maintain the rural setting of the town</p>	<p>+/-</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>+</p>
<p>8.To enhance the leisure and community facilities</p>	<p>+</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>+</p>
<p>Narrative: There is a presumption in favour of making best use of sites in the built up area and this policy provides guidance to developers and the local community.</p>	

<p>Policy H10 - Extensions to existing dwellings will be permitted where it meets the following criteria:</p> <ul style="list-style-type: none"> • The scale, height and form fit unobtrusively with the existing building and the character of the street scene. • Spacing between buildings would respect the character of the street scene. • Gaps which provide views out to surrounding countryside are maintained. • Materials are compatible with the materials of the existing building. • The traditional boundary treatment of an area is retained and, where feasible, reinforced. • The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded. 		
<p>Policy Options: A not to produce a policy to inform the design and impact of extensions to existing properties. B to set out a policy that enables extensions to be consistently assessed.</p>		
<p>Proposed Sustainability Objective</p>	Scoring A	Scoring B
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	-	+
<p>2.To enhance the design and layout of new development</p>	-	++
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	/	/
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	/	/
<p>5.Support economic growth to meet the needs of the local economy</p>	/	/
<p>6.Maintain the rural setting of the town</p>	/	+
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	-	+
<p>8.To enhance the leisure and community facilities</p>	/	/
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	/	/
<p>Narrative: The existing building stock in the Town will provide the majority of the residential properties in the life of this plan. It can be expected that occupiers will wish to adapt and extend their properties to meet their housing needs. This policy helps and guides these proposals.</p>		

L1: Development resulting in the loss of Clair Hall will be resisted unless there is re-provision of an equivalent or better facility within the Town provided before the existing facilities are lost.		
Policy Options: Option A is to keep the facilities and services provide or B lose the facilities.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	++	-
Narrative: The services and facilities offered by Clair Hall are crucial to the health and wellbeing of the Town. As a result the Council feels these services should be retained and would object to their loss. It is recognised that facilities/building at Clair Hall are in need of improvement. It is felt that the current location is suitable but if the opportunity arises the HHNP allows the relocation and this option should be considered. If the facilities were re-provided else where in the Town the HHNP stipulates that the new facilities must be in place before the existing are removed. The loss of this facility without replacement would offer the opportunity for additional housing development however for the reasons set out above this is not considered to be an acceptable outcome.		

L2: Development resulting in the loss of the Dolphin Centre will be resisted unless there is re-provision of an equivalent or better facility within the Town provided before the existing facilities are lost.		
Policy Options: Option A is to keep the facilities and services provide or B lose the facilities.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	+	-
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	/	/
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	+	-
Narrative: The services/facilities offered by the Dolphin Leisure Centre are crucial to the Town. As a result the Council feels these services should be retained and would object to their loss. It is recognised that facilities/building at the Centre are past their best and in need of improvements. As a result the Council feels these services should be retained and would object to their loss. It is felt that the current location is suitable but if the opportunity arises the HHNP allows the relocation and this option should be considered. If the facilities were re-provided else where in the Town the HHNP stipulates that the new facilities must be in place before the existing are removed. The loss of this facility without replacement would offer the opportunity for additional housing development however for the reasons set out above this is not considered to be an acceptable outcome.		

L3: Land is allocated land as open space to provide a landscape setting to the proposed Allotments and Cemetery as shown on figure 4 and in housing policy H1 and to safeguard the setting of the Town.		
Policy Options: Option A the provision of open space and green corridor B not to safeguard the land outside the built up area of the Town.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	?	+/-
Narrative: There is evidence for the need for allotments and cemetery which could be included within the open space and this would sit within the wider rural setting of the Town. Without safeguarding the setting of the Town development would be likely to come forward, which although delivering addition housing would fail to protect and enhance the rural setting of the Town.		

L4: Land is allocated at Haywards Heath Railway station t to provide a terminus for Bluebell Railway at Haywards Heath Railway Station.	
Policy Options: N/A on the grounds that the station is the only location for this terminus.	
Proposed Sustainability Objective	Scoring A
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	+
Narrative: The linking of the Bluebell Railway would be of benefit to the Town as it would lead to increased Tourism and visits to the Town. Haywards Heath Train station offers the only opportunity for the Bluebell to reach the Town and the redevelopment of the station will still allow the Bluebell to arrive and leave the station.	

L5: The provision of new community buildings in the Plan area will be supported where demand exists provided the proposal can demonstrate the site is suitable in terms of access, servicing, car/cycle parking and design and will not lead to a loss of amenity for local residents.		
Policy Options: Option A support the development of new community buildings where there is demand or Option B not to seek further community buildings in the Town.		
Proposed Sustainability Objective	Scoring A	Scoring B
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	+	-
Narrative: the Council acknowledges that the growth of the Town will lead to the need for more community facilities and that through consultation it has been stated that there is already a need for facilities in certain areas of the Town. This leads the Council to promote support for new facilities where demand and a strong business case for the introduction of new facilities.		

L6: Planning applications for new development or a change of use of a building within the built up area boundary to deliver a D1 medical services facility will be supported, provided the proposals can demonstrate the site is suited to this purpose in terms of access, car parking and that design will not lead to a loss of amenity for local residents.	
Policy Options: Improved Infrastructure is important to support the existing community and the growth of the Town. Medical facilities are a key local service, which means there is no policy option.	
Proposed Sustainability Objective	Scoring A
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	+
Narrative: The policy supports improved infrastructure and the design of such schemes requires guidance to ensure they are acceptable within the built up area.	

L7: Planning applications for additional school facilities in the town will be supported. provided the proposals can demonstrate the site is suitable in terms of access, servicing, car parking and that design will not lead to a loss of amenity for local residents	
Policy Options: Improved Infrastructure is important to support the existing community and the growth of the Town. School places are a key local service, which means there is no policy option.	
Proposed Sustainability Objective	Scoring A
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	+
Narrative: HHTC supports the improvement of educational infrastructure in the Town and this policy reflect such support subject to the suitability of the scheme and its location.	

<p>L8: Land is allocated at the St Francis Sports Site for the enhancement of the existing facilities. Proposals will have to demonstrate,</p> <ul style="list-style-type: none"> • that the height, scale, design and materials of any proposed buildings are appropriate to the site and its location, • the height, scale, design and materials of the development will not harm the setting of the adjacent listed building, • there is no harm arising to the adjoining ancient woodland, • that satisfactory vehicular arrangements and servicing are secured, • that there will be no unacceptable levels of light, noise, air or water pollution to the nearby residential properties, • that adequate car and cycle parking can be provided onsite, and • that the development will safeguard the amenities of the neighbouring properties. 	
<p>Policy Options: N/A on the grounds that this is an existing facility and the owners wish to enhance the facilities. There is no known alternative option.</p>	
<p>Proposed Sustainability Objective</p>	<p>Scoring A</p>
<p>1.To provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford</p>	<p>/</p>
<p>2.To enhance the design and layout of new development</p>	<p>+</p>
<p>3.To provide sufficient town centre public car and cycle parking and enhance the vitality of the town centre</p>	<p>/</p>
<p>4.To facilitate improved number of local school places together with improved health and well being of the town</p>	<p>+</p>
<p>5.Support economic growth to meet the needs of the local economy</p>	<p>+</p>
<p>6.Maintain the rural setting of the town</p>	<p>/</p>
<p>7.Protect and enhance the natural, archaeological, historic environments and cultural assets of the town</p>	<p>+</p>
<p>8.To enhance the leisure and community facilities</p>	<p>++</p>
<p>9.To reduce the need to travel, encourage sustainable transport options, improve and make best use of existing transport infrastructure</p>	<p>+/-</p>
<p>Narrative: there are existing funds allocated to the site, a drive from the club to develop land and invest monies from another site which they own. There are five sports clubs that will be housed on the site. The model of a multi sports site will attract more funding than that of individual clubs. HHTC is not aware of any other available options in the Town for a multi sports site.</p>	

L9: Existing playing fields and sporting facilities within the Plan area shall be retained and where possible enhanced to the benefit of the Town. Should an existing facility come forward for redevelopment the applicant will be required to provide alternative provision within the Plan area.	
Policy Options: N/A on the grounds that HHTC is aware that MSDC Leisure Strategies indicate a shortage of facilities in the Town.	
Proposed Sustainability Objective	Scoring A
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	+/-
Narrative: in line with the District Plan and its supporting Leisure Strategy the Town Council requires that the loss of any recreational land is reprovided elsewhere within the plan area.	

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 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	Land South of Old Rocky Lane, Rocky Lane, Haywards Heath (Parish of Ansty and Staplefield)	+	+	/	+	+	+/-	/	+	+
H4	Caru Hall, Bolnore Road, Haywards Heath	+	+	+/-	+/-	+	++	/	+/-	+
H5	Beacon Heights, 4 Church Road	+	+	++	-	+	++	+	-	++
H6	Land Rear of Devon Villas, Western Road	+	+	+/-	+/-	+	++	/	+/-	+
H7	Land off Bolnore Road, Bolnore Road	++	+	/	+	+	-	--	+/-	+
H8	Car Park, Harlands Road	++	+	--	+	+/-	++	/	+	++
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.

Proposed housing site.

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, 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 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 new public open spaces,

The Town Council 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) Land South of Old Rocky Lane

Rocky Lane, Haywards Heath (Parish of Ansty and Staplefield)

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

Summary of Appraisal: This is a modest site located between the old Rocky Lane and the Relief Road. There is existing established development to the north and a new housing estate to the south. It also has a boundary to the railway line. As the assessment suggests allocating this site would provide a number of benefits for the town including a boost to the delivery of private sector and affordable housing, an economic boost during the construction phase and a contribution to improved infrastructure within the town. However, the site is constrained by its contours and access can only be gained from old Rocky Lane. These constraints limit the number of units that can be achieved. 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. 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.

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.

The Town Council is aware that the development of this site would be an infill, which would help limit its impact on the setting of the Town and there is a case to allocate the site subject to the imposition of planning requirements to ensure the delivery of associated infrastructure, green space and community requirements.

Revised assessment 15/10/15

(H4) Caru Hall

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 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 bordered by ancient woodland on its eastern boundary which would require appropriate buffer zones. Access would be gained through Bolnore 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 to avoid harm to the nearby woodland and to safeguard the amenity of neighbouring properties. HHTC has been advised that this site is available for housing.

Revised assessment 29/7/14

(H5) Beacon Heights

4 Church 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 centre and as a result it scores highly due to its sustainable location within the Town Centre and being close to public transport links. The site is bordered by existing development and a major access to the Town Centre. HHTC understands that the land owner wishes to bring forward a mixed development comprising of residential development and additional Town Centre car parking. At this stage HHTC does not know how many units will be delivered on the site. Care will need to be taken as the site does contain some protected trees.

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 to avoid harm to the protected trees on the site and to safeguard the amenity of neighbouring properties.

HHTC has been advised that part of the site will be required for public car parking and the remainder would be available for housing.

Revised assessment 29/7/14

(H6) 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.

Revised assessment 29/7/14

(H7) 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 Beechurst Gardens. The site lies in a sustainable location adjacent to footpath links to station and footpath links to Bolnore Village. Site bordered by Beech Hurst Gardens to the east and the land to the south is already developed. The loss of the kick about area will have some impact on the setting of Beechurst 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 Beechurst and opposite 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.

Revised assessment 19/12/14

(H8) 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 to 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.

Revised assessment 15/10/15

Field West of Butlers Green Road

West of Butlers Green House, Butlers Green Road, Haywards Heath

1 - OBJECTIVE	2 - OBJECTIVE	3 - OBJECTIVE	4 - OBJECTIVE	5 - OBJECTIVE	6 - OBJECTIVE	7 - OBJECTIVE	8 - OBJECTIVE	9 - OBJECTIVE	10 - OBJECTIVE	11 - OBJECTIVE	12 - OBJECTIVE	13 - OBJECTIVE	14 - OBJECTIVE	15 - OBJECTIVE
+	-	+/-	+/-	+	--	--	+/-	--						

Summary of Appraisal: This is a small isolated site located outside the existing built up area of the town. As the assessment suggests allocating this site would provide some modest benefits for the town including private sector and affordable housing, some on site employment during the construction phase and a modest contribution to infrastructure within the town. However, it is in a rural area being remote from the town centre and other essential services.

Overall Conclusion: There would be some modest benefits arising from the allocation of the site, however developing the site will result in the development of an isolated site well beyond the existing built up area boundary. This will result in harm to the setting of the town and would reduce the strategic gap between Haywards Heath and Cuckfield and have a negative impact on landscape character of the area and setting of Butlers Green House a Grade II* listed building. Overall it is not considered that the benefits arising from the development outweigh the harm caused

Revised assessment 29/7/14

Birchen Lane

Birchen 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 relatively small site located outside the existing built up area of the town. As the assessment suggests allocating this site would provide some modest benefits for the Town including private sector and affordable housing, some on site employment during the construction phase and a modest contribution to infrastructure within the town. However, there will be harm to the landscape, which is ecologically sensitive and includes protected species and is adjacent to ancient woodland and it is in a rural area remote from the town centre and other essential services.

Overall Conclusion: There would be some modest benefits arising from the allocation of the site, however developing the site will result in the development of a site beyond the existing built up area boundary. The resulting harm to the landscape, which is ecologically sensitive and includes protected species and adjacent to ancient woodland, outweighs any benefit of developing the site for housing purposes Overall the site should be retained as part of the landscape setting of the northern part of Haywards Heath and should be safeguarded to maintain the ecology of the site and surrounding area.

Revised assessment 29/7/14

Sunte House

Land at Sunte House, Off Gander Green

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

Summary of Appraisal: This is a small site located outside the existing built up area of the town. As the assessment suggests allocating this site would provide some modest benefits for the town including private sector and affordable housing, some on site employment during the construction phase, a modest contribution to infrastructure within the town. However, it is in a rural area being remote from the town centre and other essential services. Its development will erode the rural setting of the town and have an adverse impact to the two nearby Grade II* listed buildings.

Overall Conclusion: There would be some minor benefits arising from the allocation of the site, however developing the site will result in the development of a site beyond the existing built up area boundary. This will result in harm to the setting of the town and would reduce the strategic gap between Haywards Heath and Lindfield and have a negative impact on landscape character of the area and setting of two nearby listed buildings. Overall it is not considered that the benefits arising from the development outweigh the harm caused.

Revised assessment 29/7/14

Harland's School Playing Fields (Central Sussex College)

Penland Road, 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 an existing playing field 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 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, make a contribution to improved infrastructure within the town and replacement playing field provision.

Overall Conclusion: Allocating the site would provide some benefits for the town as indicated in the assessment above, however arising from its location the development would reduce the strategic gap between Haywards Heath and Cuckfield and have a negative impact on landscape character of the area. The harm to the landscape, which includes protected areas adjoining the site and the loss of playing fields, means the location of the development would reduce the strategic gap between Haywards Heath and Cuckfield and have a negative impact on landscape character of the area. The identified harm outweighs any benefit of developing the site for housing purposes. This land should be retained as part of the landscape setting of Haywards Heath.

Revised assessment 22/6/15

7 Next Steps

7.1 The consultation draft NP along with this Sustainability Appraisal report will be subject to a statutory consultation period of six weeks. Responses on the consultation draft NP will be reviewed and the Plan amended as appropriate. If changes to the Plan affect the outcome of the SA, then the SA will also be reviewed at this point.

Monitoring

7.2 Included in the NP 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 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. Hayward's 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 Hayward's 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 Hayward's 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 Hayward's 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 Face book.
- 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 Hayward's 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 consistent with national planning policy, while taking account the local circumstances and needs of Hayward's 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 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 well being 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, sustainable transport links and leisure and

	<p>recreational routes</p> <p>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.</p>
Promoting economic vitality	<p>7. To promote a place which is attractive to all businesses, and where local enterprise thrives</p> <p>8. To provide opportunities for people to live and work within their communities, reducing the need for commuting</p> <p>9. To create and maintain town and village centres that are vibrant, attractive and successful and that meet the needs of the community</p> <p>10. To support a strong and diverse rural economy in the villages and the countryside</p> <p>11. To support and enhance the attractiveness of Mid Sussex as a visitor destination</p>
Ensuring cohesive and safe communities	<p>12. To promote a place which is attractive to all businesses, and where local enterprise thrives</p> <p>13. To provide opportunities for people to live and work within their communities, reducing the need for commuting</p> <p>14. To create and maintain town and village centres that are vibrant, attractive and successful and that meet the needs of the community</p> <p>15. To support a strong and diverse rural economy in the villages and the countryside</p> <p>16. To support and enhance the attractiveness of Mid Sussex as a visitor destination</p>
Supporting healthy lifestyles	<p>17. To develop sustainable communities which are safe, healthy and inclusive</p> <p>18. To provide the amount and type of housing that meets the needs of all sectors of the community</p> <p>19. To create environments that are accessible to all members of the community</p> <p>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</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. Hayward's 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 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.

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 (Olympos) 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-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 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 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, 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 Hayward's 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 Hayward's Heath	Effect without the HHNP
Traffic volumes, difficult road junctions.	This is likely 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 be 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 Hayward's Heath Town Centre Master Plan 2007, West Sussex Transport Plan 2011-2026, the baseline information collected in section 3 and the sustainability challenges for Hayward's 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.

