



CREST
NICHOLSON



LAND WEST OF GATESMEAD : Haywards Heath

Design & Access Statement

May 2026

THE VISION

Development to the Land West of Gatesmead will deliver an attractive and inclusive range of sustainable new homes, as an integrated addition to Haywards Heath. Set within mature landscape, dwellings will reflect the local character and benefit from active travel connections.

It is proposed to deliver 49 new homes, ranging from one to five beds and including 30% affordable provision, on-site. Accessed off, and acting as a seamless extension to, the adjoining Gatesmead the homes will be of two storeys and largely in red brick with tile hanging. Attractive boundary treatments will create an high quality interface with the surrounding landscape.

The majority of the Site's vegetation will be retained, including the mature trees, helping to integrate the development with its landscape setting from the beginning. This will be complemented by new planting.

The multi-functional Green Infrastructure will include a Sustainable Drainage System, as well as links to the nearby Public Right of Way, providing opportunities for green recreation and access to nature.

The support for healthy lifestyles, within an attractive environment and opportunities for active travel, as well as access to the facilities and wider transport options available at Haywards Heath will create a successful place for both residents and visitors.





PREFACE

This Design and Access Statement has been prepared for Crest Nicholson Operations Ltd by Pad Design; in collaboration with David Jarvis Associates (landscape), Lucid Planning, Ridge (drainage, flood risk and transport) and SJA Trees.

The Statement supports an application for full planning permission to develop Land West of Gatesmead, to deliver an inclusive mix of new homes at Haywards Heath. It includes an overview of the Site and its context, together with development proposals for an integrated, sensitive and sustainable, landscape-led development of 49 dwellings within an attractive, multi-functional landscape setting.



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The Site will be accessed off Gatesmead, a residential street built in two phases



INTRODUCTION

1

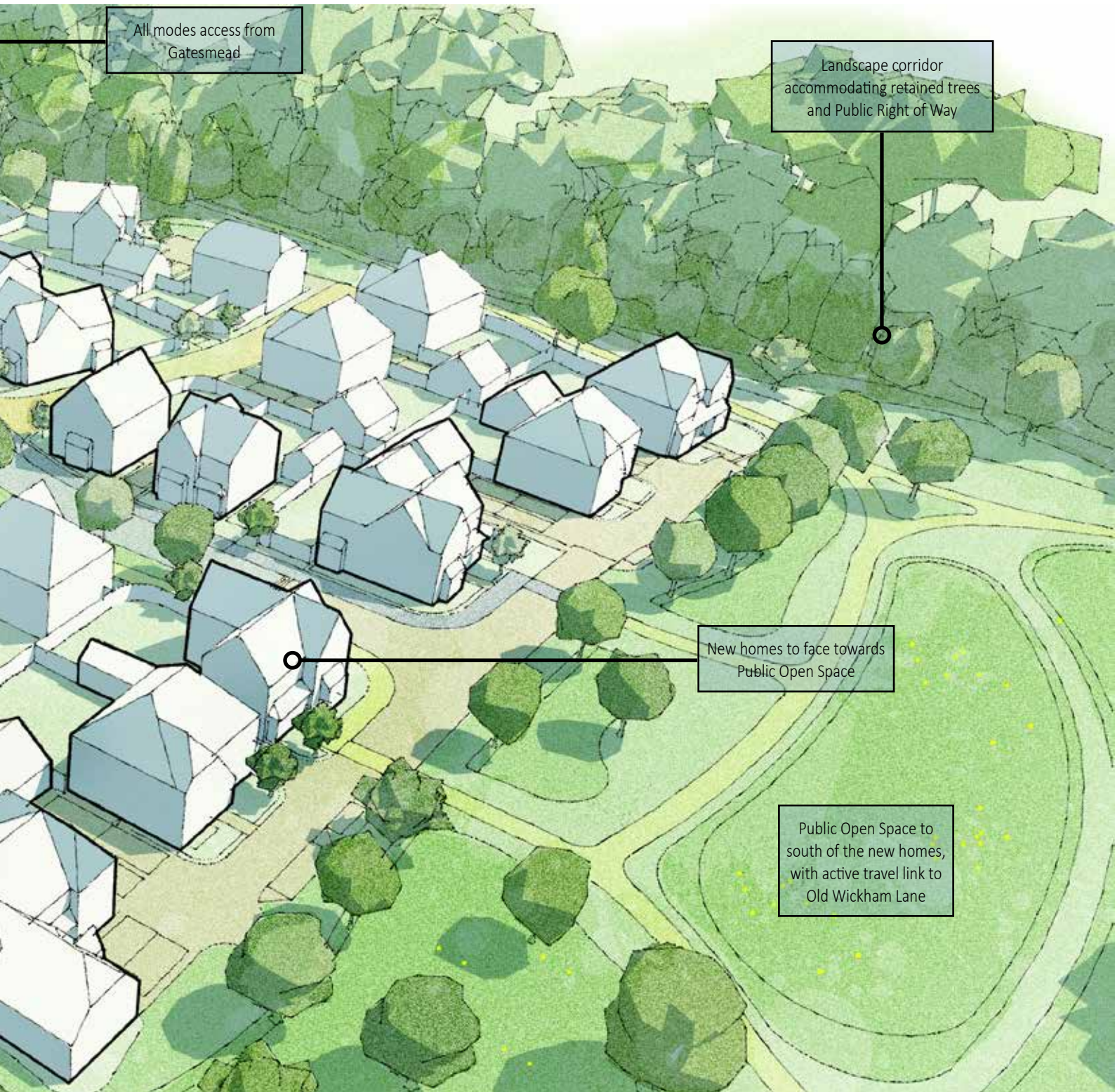
INTRODUCTION

This Design and Access Statement (DAS) supports an application for full planning permission to deliver residential development on Land West of Gatesmead, delivering a sustainable extension to Haywards Heath. The Site can provide 49 new homes together with open space and associated infrastructure within an attractive landscape setting, including new and retained planting, together with active travel links.



DOCUMENT STRUCTURE

The DAS provides an overview of the planning and Site context, including an assessment of the local built character. An analysis of the Site and the constraints and opportunities for development is also provided, before a look at the evolution of the design proposals and a review of the engagement process. The proposals are set out within Section 5, which includes the planning layout and strategy plans. This is followed by the document conclusion.



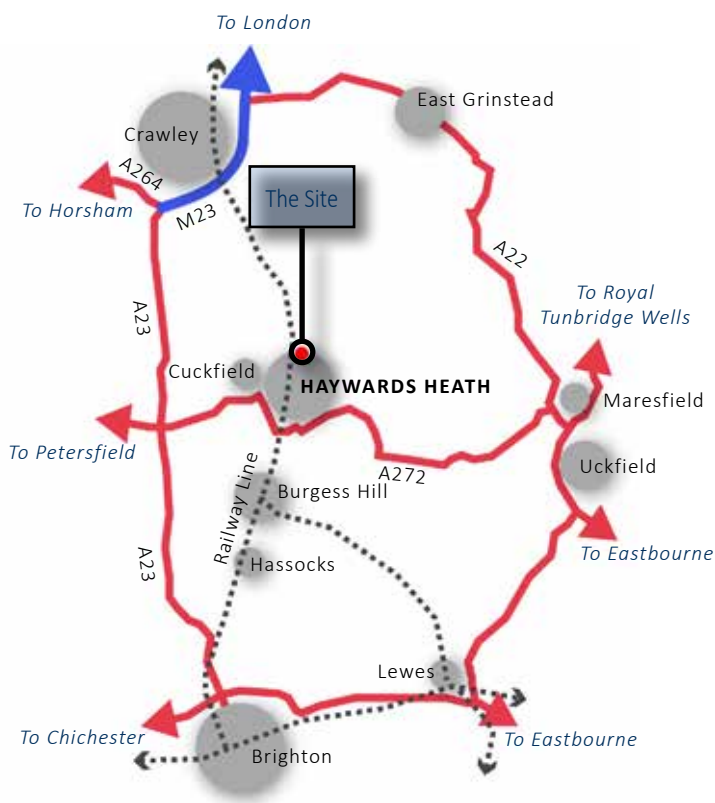
SITE LOCATION

The town of Haywards Heath lies within West Sussex. The Site is located on the northern edge of the settlement, alongside the mainline railway from London to Brighton and is well enclosed by existing vegetation.

Haywards Heath is well connected by public transport, benefitting from a railway station with regular services to London and Brighton as well as local bus services. The town also lies along the A272, which links to both the A22 and A23 which provide good connectivity to local towns and cities, as well as to the M23 and on to the M25 in the north. Crawley and the nearby Gatwick Airport lie to the north-west.

The Site Boundary comprises 4.54ha / 11.22ac of grassland surrounded by vegetation to the north of Old Wickham Lane, a designated Public Right of Way (PRoW). The Application Boundary comprises 4.78 hectares (ha) / 11.81 acres (ac) and includes the Site and a spur through Gatesmead linking to the adopted highway.

The Site is generally surrounded by residential areas, including the Gatesmead development to the north-east which provides the vehicular access, with Haywards Heath Golf Course to the north, and the railway line to the west.



Site location plan



View across the Site, which is enclosed by vegetation, from the pedestrian access to the south from Old Wickham Lane



Aerial view of the Application Boundary connecting with Phase 1 of Gatesmead





The Site adjoins housing at Gatesmead, seen here with its children's play area



CONTEXT

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PLANNING BACKGROUND

A Planning Statement has been drafted by Lucid Planning on behalf of Crest Nicholson. This section provides a summary of the planning policy context relating to the Site.

PLANNING HISTORY

Planning permission was granted on 24 March 2021 for a change of use of agricultural land for the keeping of horses, the erection of a stable block with associated hardstanding, fencing and access track. This planning permission has not been implemented.

Crest has promoted the Site (SHELAA Ref 988) through the various consultations associated with the preparation of the Mid Sussex District Plan, including submitting the online Site Promoter Information Form at the end of March 2026.

The Site was initially rejected at Stage 2c due to the perceived impacts on the off-site Grade II* listed buildings. The Site was therefore considered unsuitable for development and was excluded from further assessment.

At the 2026 Local Plan Examination hearings, however, the Inspector advised MSDC to increase its annual housing requirement to between 1200–1300 dwellings a year in order to make the Plan sound. In order to do this, the Council has embarked on a review of the Site selection process previously undertaken and is reviewing all Sites. As part of this process, Crest submitted a Built Heritage Technical Note to accompany the online Site Promoter Information Form at the end of March 2026 to address this issue in more detail.

This planning application is also supported by a Built Heritage Assessment.

THE DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan consists of:

- Mid Sussex District Plan 2014–2031, adopted in March 2018
- Mid Sussex Site Allocations Development Plan Document, adopted June 2022)
- Haywards Heath Town Council Neighbourhood Plan, Our Bright Future, December 2016



The main policies for determining housing proposals in the development plan for Mid Sussex district are currently out of date, as the Council cannot currently demonstrate a five-year supply of deliverable housing Sites. As a result, the principle of the proposals falls to be determined in accordance with paragraph 11(d) of the National Planning Policy Framework (NPPF), which establishes the presumption in favour of sustainable development.

THE NPPF

The proposal has been assessed against the policies of the Framework taken as a whole. It is considered to represent sustainable development, delivering social, economic and environmental benefits. These include the provision of new housing, including affordable homes, in a highly accessible location, alongside careful environmental design.

In environmental terms, the scheme has been informed by Site constraints, including the presence of mature trees on Site. The design has focussed on retaining the mature trees on Site whilst also seeking to provide a coherent, integrated and well connected residential development.

The design and layout has taken into account the National Planning Policy Framework, the National Design Guide and design policies of the adopted and emerging design policies in the Mid Sussex Local Plan to ensure high quality development that meets future design standards.

SUPPLEMENTARY PLANNING DOCUMENTS & GUIDANCE

The following documents are material considerations:

- Affordable Housing SPD, 2018
- Development Infrastructure and Contributions SPD, 2018
- Mid Sussex Design Guide SPD, 2020
- Parking Guidance, 2020
- Air Quality Guidance for Sussex, 2021
- Planning Noise Advice Document; Sussex, 2023

MSDC INFRASTRUCTURE DELIVERY PLAN (IDP)

The MSDC IDP is a material consideration. As it is a live document, the most up to date position with regards to required infrastructure and contributions will be considered prior to submission.



SOCIAL & ECONOMIC CONTEXT

Haywards Heath is well served by a range of employment opportunities and local facilities, generally clustered within the town centre. The Site is linked with these by the convenient network of active travel routes.

LOCAL FACILITIES

The town centre, particularly around the B2028 Perrymount Road and the B2272 South Road, includes a range of shops, with superstores and The Orchards Shopping Centre, as well as independent retailers. The town also has a Nuffield Hospital and health care providers.

To the east of the Site lies Lindfield High Street, part of the B2028. This attractive street includes a range of shops and facilities.

EDUCATION

Haywards Heath is served by a number of primary schools, including Harlands Primary School to the south-west of the Site and Lindfield Primary Academy to the south-east. Education opportunities post-16 include at Oathall Community College, to the south-east of the Site and Haywards Heath College.

PUBLIC OPEN SPACE/LEISURE

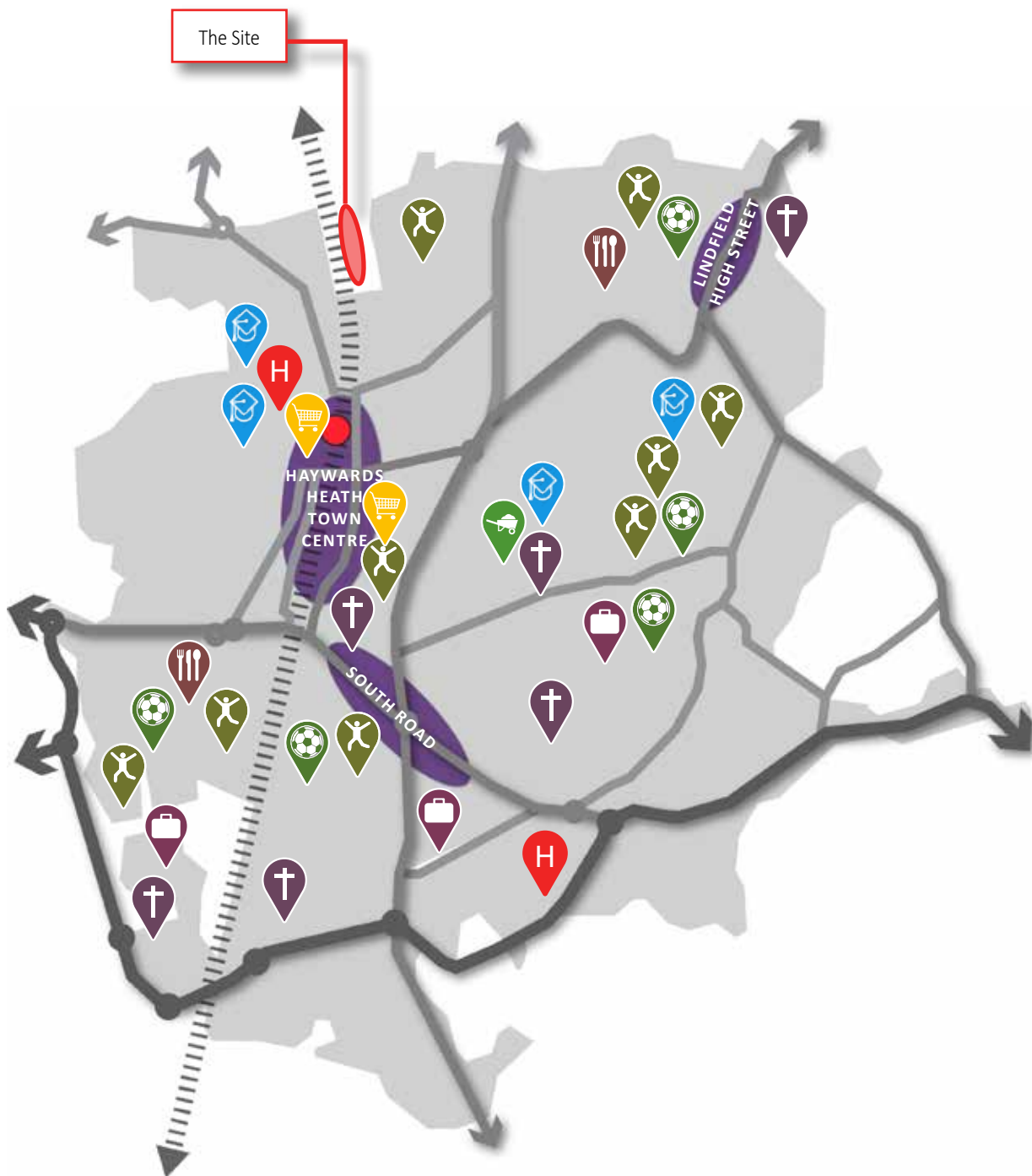
Gatesmead includes an equipped play area as part of an open space within walking distance of the Site. A Public Right of Way links the Site with the surrounding countryside and Haywards Heath Golf Course. There are a range of other open spaces across the town, including Sunte Park to the south-east.

Haywards Heath town centre includes The Dolphin leisure centre, with swimming pool, as well as a range of pubs, cafes and restaurants. Further entertainments, including cinemas and theatres, can be found at Burgess Hill and Crawley.

EMPLOYMENT

Haywards Heath includes a number of employment areas, such as Mill Green Business Estate and Bridge Road Business Estate which lie between the Site and the town centre. There are further opportunities at the hospital and town centre shops and facilities, with further employers once again at Burgess Hill and Crawley, as well as London and Brighton.





- | | | | |
|---|-------------------|---|-------------------|
|  | Town/Local Centre |  | Education |
|  | Supermarket |  | Sports Facilities |
|  | Local Facilities |  | Play Area |
|  | Pub / Restaurant |  | Allotments |
|  | Hospital |  | Place of Worship |

Local Facilities Plan

TRANSPORT LINKS

The Site lies close to an established network of active travel routes including Public Rights of Way (PRoW). The town benefits from bus services and a mainline railway station.

ACTIVE TRAVEL

There are two PRoWs, which run along the eastern and the southern boundaries of the Site. The PRoWs provide routes: south along Wickham Way towards the centre of the town, east to Portsmouth Lane, west to Balcombe Road and north to Stave's Copse and Haywards Heath Golf Course. There are a number of recognised local cycle routes around Haywards Heath, linking with points of interest including the railway station. The closest section of these routes to the Site is Balcombe Road, to the west along Old Wickham Lane. [SM1.1].

A wide range of local services and facilities are available within walking and cycling distance of the Site, benefiting its sustainability:

- Harlands Primary School - 0.8km
- Elan Day Nursery, Haywards Heath - 1.0km
- Haywards Heath College - 1.2km
- Newton Surgery - 1.6km
- Kamson Pharmacy - 1.6km
- Sainsbury's - 0.85km
- Perrymount Road Post Office - 0.9km
- Sunte Avenue Bus Stop - 0.53km
- College Road Bus Stop - 0.55km
- Haywards Heath Rail Station - 0.9km



A Public Right of Way runs along the eastern edge of the Site, crossing a watercourse and running through woodland

PUBLIC TRANSPORT

The town is covered by numerous regular bus routes, which travel along most of the major highways. There are two sets of bus stops close to the Site on Sunte Avenue and College Road, approximately 550m east and south of the Site access (circa an 8-minute walk). From these, service 30 runs hourly to the railway station, the centre of Haywards Heath, and the Princess Royal Hospital.

Haywards Heath lies on the mainline between London and Brighton. The town's railway station is 900m 13-minute walk or by a 5-minute cycle, south of the Site, and includes regular direct services to Brighton, London Victoria, Burgess Hill, Worthing and Hastings.

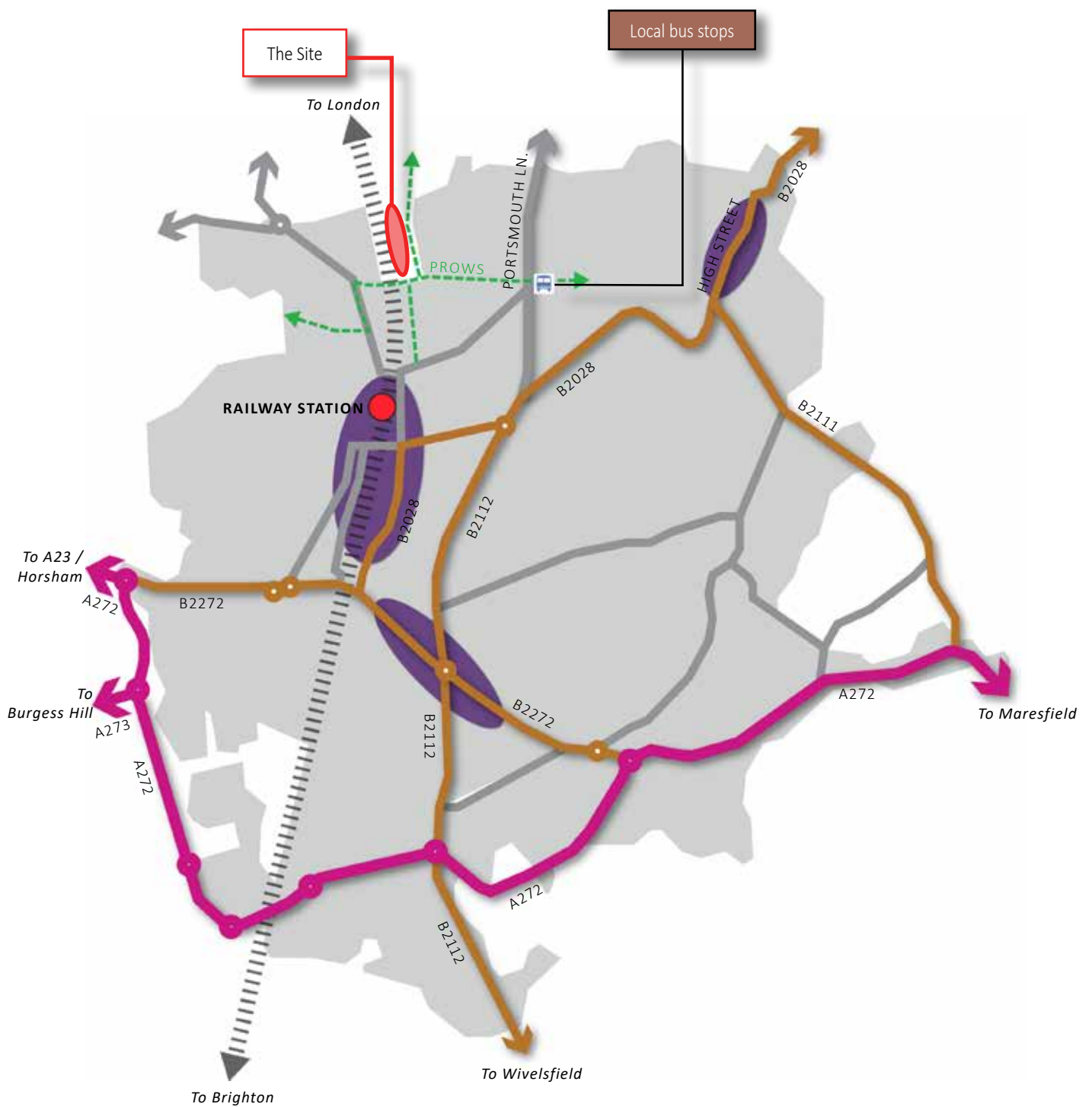
HIGHWAY NETWORK

The Site will take its vehicular access from Gatesmead, which links to Portsmouth Lane in the east via Birchen Lane. To the north, this route continues towards Ardingly; to the south, it joins with the B2028 which in-turn links with Lindfield High Street to the north-east and the town centre to the south-west.

The town centre is linked via the B2272 and B2112 to the A272 which forms a bypass to the south and west of the town. To the west, the A272 links with the A273 to Burgess Hill, as well as the A23 – which links Brighton in the south and London in the north, becoming the M23 between Crawley and the M25.



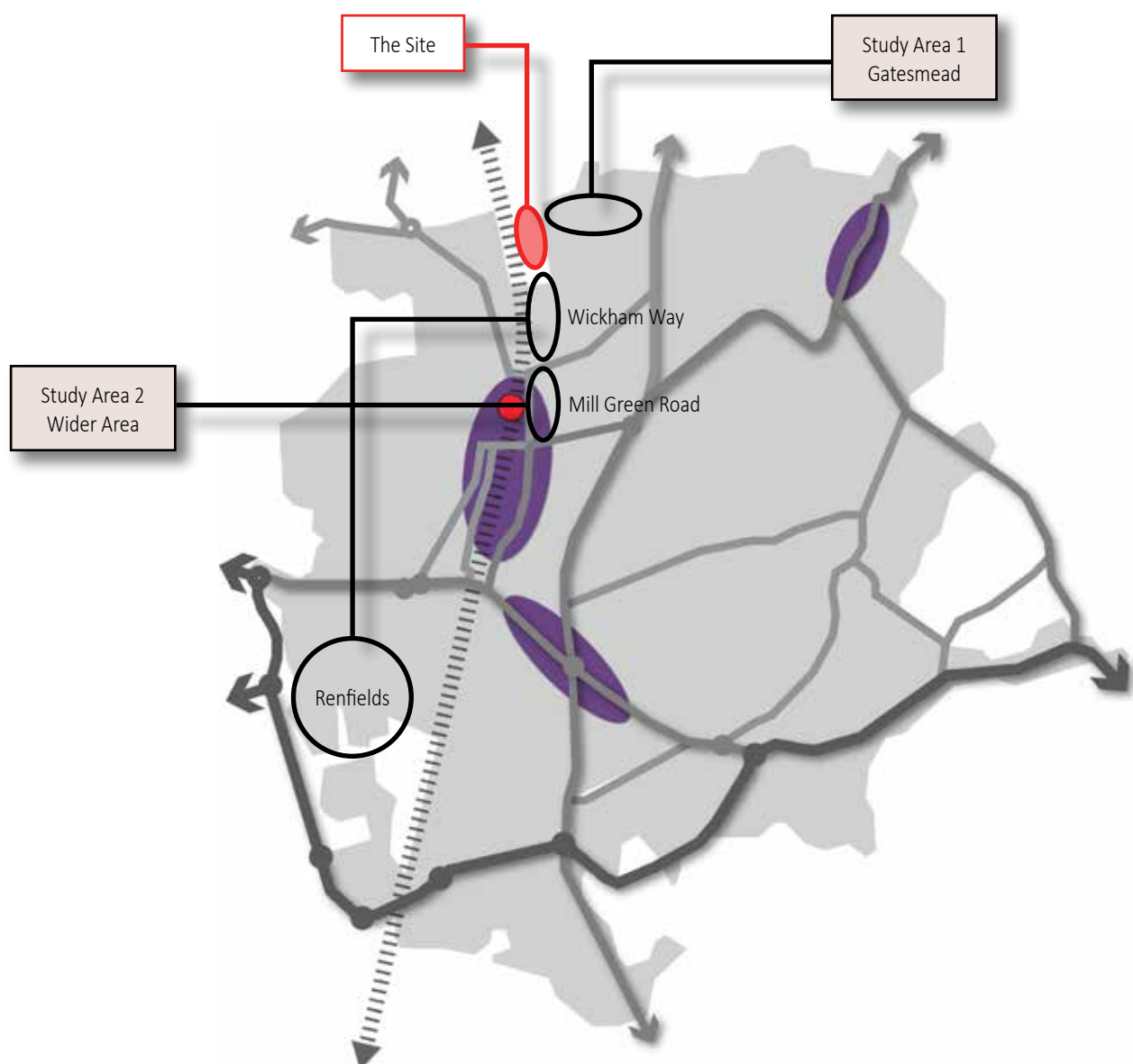
The town is well served by public transport, including a mainline railway station with trains to London and Brighton



LOCAL CHARACTER

A character assessment of residential development within Haywards Heath has been undertaken to inform the proposals. The assessment which follows covers the immediate Gatesmead area, from which the Site will take its vehicular access, and wider housing stock across the town.

The study areas have been selected to provide a range of material, including the Gatesmead development from which the Site will be served and is most closely related, as well as older nearby residential areas which are generally of a lower density and more recent housing to the south-west of the town which displays a contemporary approach to development – including more efficient use of land.



STUDY AREA 1: GATESMEAD

Gatesmead has a fairly consistent character despite being built in two phases. With a simple materials palette and landscape setting.

Density: 14–22 dwellings per hectare (dph)

Scale: Largely two storey, some one-and-a-half elements

Materials: Red/orange brick and tile hanging

Car Parking: Largely on-plot, typically to side



Gatesmead early phase



Gatesmead gable forms



Detached home in Gatesmead's later phase, in brick with tile hanging and integral garage with drive

STUDY AREA 2: WIDER AREA

The residential areas of Haywards Heath are generally in brick, with recent areas to the south-west displaying greater variety and increased housing density.

Density: 4–50 dwellings per hectare (dph)

Scale: Generally two, but recently up to three storeys

Materials: Largely brick, some render/weatherboarding

Car Parking: Largely on-plot (some in adapted gardens)



Mill Green Road semi-detached



Wickham Way detached homes



Mix of materials – Renfields



Renfields – gable fronted detached homes with planted front boundaries softening on-plot parking

CHARACTER: GATESMEAD

Gatesmead is a relatively long (c.700m) street built in two stages – the original section to the east, built circa 1970, and the western addition built within the last decade.

URBAN FORM

- Gatesmead is an undulating street, with a sinuous form, lined largely by detached homes set within a largely retained network of hedgerows with mature trees
- Gatesmead serves a few generally short tertiary streets, the longest of which (Alder Way) is surfaced in block paving
- The older, eastern section includes narrow grass verges to either side with some trees
- The mature hedgerow and trees are largely sandwiched within residential plots, with relatively limited views from the public realm – excepting where the highway crosses through and from the village green/play area within the more recent phase

BUILT FORM

- The majority of dwellings are two storey, with a small number of one-and-a-half storey elements
- Dwellings are almost exclusively detached, with only a few semi-detached properties within the later phase
- Gable elements are common, particularly within the later phase, while hipped and catslide roof forms are also fairly numerous within the earlier section

PARKING

- Car parking is almost always on-plot to the side, typically with a single (either attached or integral) garage
- There are a few dwellings with frontage or rear parking

DETAILS & MATERIALS

- Brick (brown and red) and tile hanging (orange and red) are almost exclusively the wall materials used
- Tile hanging is used generally on the upper floor, or top of a gable feature, with only occasional full-height examples
- Cat-slide roofs are relatively common features in the older part of Gatesmead
- Double bay windows and substantial porches/canopies help enliven the more recent houses

KEY DESIGN INFLUENCES

- Views to the mature landscape features would be beneficial
- The use of brick and tile hanging would be in keeping
- Hedges could help create a green setting and soften parking



Study of the urban structure within the later phase of Gatesmead



Streetscene study of Gatesmead, looking east from close to the Site



Detached home, with catslide roof and double garage, within the early section of Gatesmead – alongside mature planting



Detached home with a single garage with driveway, and hipped roof and tile hanging to upper floor



Semi-detached homes in corner position, with rear parking enabling a planted large front garden, with wooded backdrop



Detached homes with gable features, a one with double bay window and full-height tile hanging and tree to front

CHARACTER: WIDER AREA

The wider Haywards Heath area also provides a green, generally relatively low density townscape, while recent developments do show some variations.

URBAN FORM

- While there are a number of radial routes and longer , often relatively straight connecting streets, much of the later development of the town includes a less connected street pattern of short streets and cul-de-sacs

BUILT FORM

- The majority of the housing stock is of two storeys (although many have subsequently been adapted to provide an additional storey within the roof form
- There are more recent examples of three storey homes
- Many dwellings, both within the older areas of the town and more recent, are gable-fronted or include gable features

PARKING

- Many older properties, built better widespread car ownership, have been adapted to include on-plot parking within the (often relatively large) front gardens
- Recent housing has been built with parking, including to side, front and rear, and small numbers of parking courtyards

DETAILS & MATERIALS

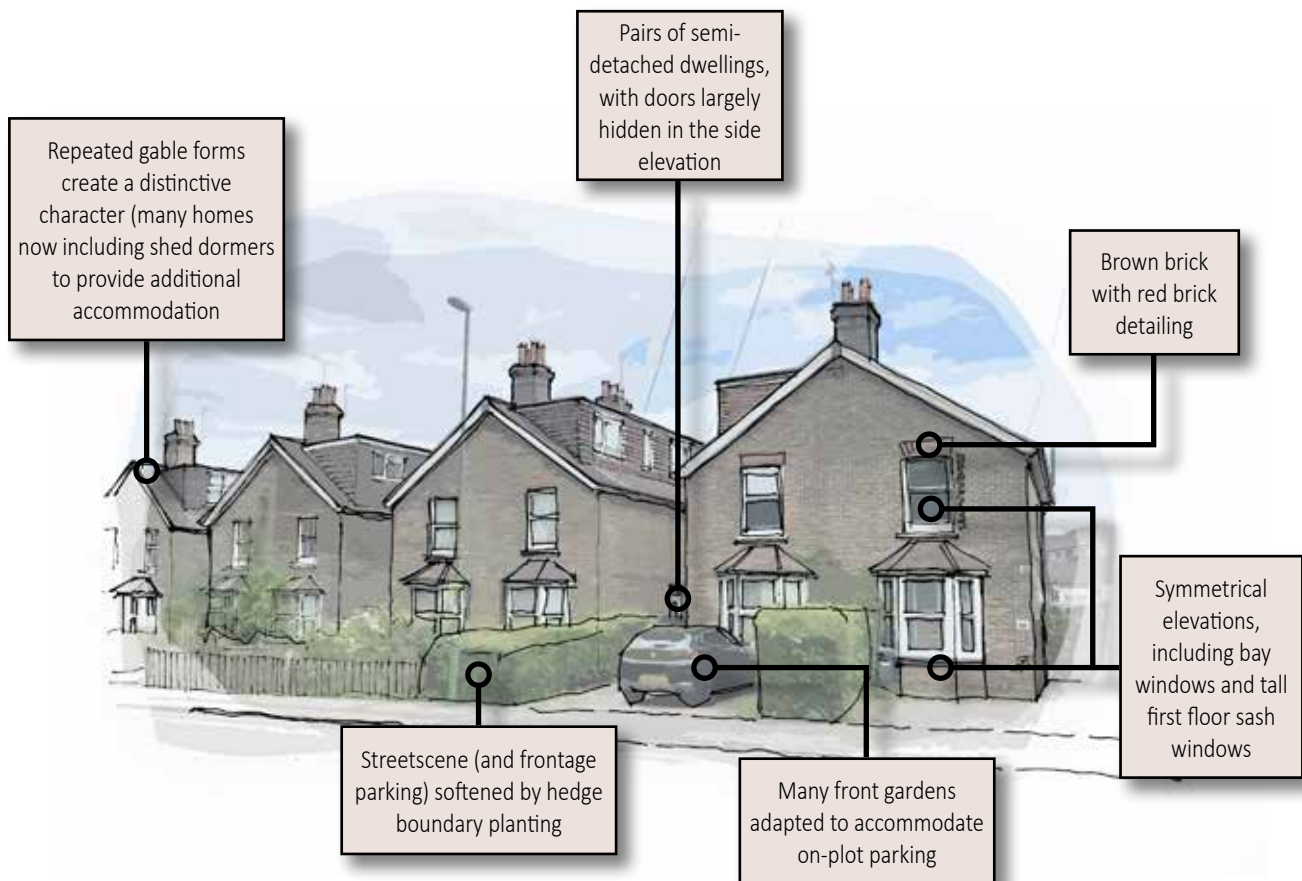
- Most housing is in brown or red brick, while recently render is not uncommon to provide greater variety
- While most roofs are red or brown, usually flat (but also profiled) clay/concrete) tiles, there are also examples of slate/ flat grey concrete tiles – particularly more recently
- Planted boundary treatments are common and help to soften the streetscene

KEY DESIGN INFLUENCES

- Semi-detached dwellings could be incorporated to increase density while still reflecting the town's character
- Gable features can help to provide skyline interest
- Subtle variations (such as introducing render) can be delivered while still maintaining the town's character



Study of the urban structure at the recent Renfields development



Streetscene study of Mill Green Road, central Haywards Heath



Recent housing to the south-west of the town is at a slightly higher density, while still reflecting the established character



Pairs of wide-fronted dwellings, with hipped roofs and tile-hung double bay windows, to the south of Wickham Way



The attractive, green Wickham Way, a private road of largely detached homes with planting within large front gardens



Large detached home on Wickham Way, with central gable, tile hanging to upper storey and attached garage



Looking north across the Site from the southern area



SITE ASSESSMENT

3

SITE OVERVIEW

The Site comprises gently sloping grassland with trees. An appraisal of the Site has been undertaken which has identified existing constraints as well as opportunities for a successful development. A summary of these is provided here and overleaf.

The Site is generally surrounded by residential areas as well as a golf course to the north. The Brighton–London railway line adjoins the Site to the west.

The Site falls from its southern edge, where it adjoins Old Wickham Lane (a designated Public Right of Way (PRoW) in this location), to the northern boundary which sits alongside an area of vegetation with a watercourse. The Site is enclosed by hedgerows and trees, and includes two west–east lines of gappy hedgerows with trees. A second PRoW runs alongside the Site’s eastern boundary.

Vehicular access will be taken through the hedgerow to the north-eastern corner of the Site from the end of the Gatesmead development.



Photo Location Plan



4. The Site slopes down towards the north, and is surrounded by planting



1. Vehicular access to the Site will be taken off the end of Gatesmead, through the boundary hedgerow



2. The pedestrian entrance off Old Wickham Lane, which will be retained and connected to an improved footpath network



3. View north, across the Site which includes a number of large mature trees, towards the Site boundary with open land



CONSTRAINTS & OPPORTUNITIES

Surveys have been undertaken of the Site and its context, and have informed the development proposals. The findings are summarised below.

TOPOGRAPHY

- The Site falls gradually from the southern boundary towards the northern edge

HYDROLOGY

- There is an unnamed EA Main River to the north of the Site
- The Site lies in Flood Zone 1, and therefore at lowest risk of fluvial flooding, including the predicted effects of climate change
- There is a moderate risk of surface water flooding in the Site's north-eastern corner associated with an existing ditch outside of the Site, no development is proposed in this location
- No significant surface water constraints affecting the area proposed for housing

ACCESS & MOVEMENT

- Vehicular access will be taken from the end of Gatesmead
- A hollow way PRoW runs north-south along the eastern boundary, and foot connections will be made to this to benefit its use as an active travel route
- There is an informal pedestrian access from the south off the designated PRoW (along Old Wickham Lane) which will be retained with provision of a footpath network within the Site

LANDSCAPE & VISUAL

- The Site is enclosed by dense, mature trees and hedgerows to all boundaries, with a number of mature trees on Site
- To the north of the Site is Ancient Woodland

ECOLOGY

- There is rush pasture in the north east quadrant of the Site, which is proposed to be relocated on-site
- Bat corridors are proposed to all of the Site boundaries with an appropriate lighting strategy where necessary

ARBORICULTURE

- The tree species composition is predominantly native broadleaves with a low abundance of coniferous and exotic species, which are largely confined to the south Site boundary
- There is one veteran oak tree within the eastern tree-lined boundary
- The proposed development does not encroach into Birchen Wood; however, part of the earthworks as part of the proposed access encroaches within the 15m ancient woodland buffer
- There are no incursions into the adjacent ancient woodland, and the incursion into its buffer is significantly small to have a negligible impact
- The proposals will not result in any loss of irreplaceable habitat, and the arboricultural impact is of low magnitude
- Proposed dwellings and amenity spaces should be positioned to avoid shading by retained trees to the extent that this will interfere with their reasonable use or enjoyment

UTILITIES

- A gas pipeline with approximately a 12m easement runs north-south along the western boundary of the Site

HERITAGE

- Wickham Farmhouse, a Grade II* Listed building lies to the south of the Site, and is generally screened by the dense boundary tree line
- It is proposed that there will be a 61m no build buffer on the southern boundary to respect the setting of the Listed building
- The Site is not an Site of Special Scientific Interest (SSI), has no scheduled monuments or Conservation Areas within it or adjacent to it, and has no designated heritage assets on Site

NOISE

- A rail line runs along the western boundary – no specific buffer is required
- The Noise Assessment sets out the requirements for dwellings to mitigate external noise levels
- Acoustic fencing is proposed along the rear boundaries of properties along this edge



Key:

- Site Application Boundary
- Building (Existing)
- Grade II* Listed Building (Existing)
- Grade II Listed Building (Existing)
- Contours
- Proposed Vehicular Access
- Proposed Pedestrian Access
- Public Footpath (PROW)
- Tree-friendly Access Points
- Existing Planting & RPZ
- Tree Canopy Protection Area
- Ancient Woodland
- Ancient Woodland - 15m Buffer
- High Value Rush Pasture (HVP)
- HVP Relocation Area
- Potential Area for Tree Removal
- Watercourse
- Flood Zone 2 & 3
- Design Flood Extent - 1%
- High Risk of Surface Water Flooding
- Medium Risk of Surface Water Flooding
- Low Risk of Surface Water Flooding
- Indicative Attenuation Pond Location
- Indicative Area for Play
- Wickham Farmhouse - 200ft (61m) Buffer
- Bat Corridor - 6m Buffer to North, East & South
- 5m Buffer to West boundary
- Gas Pipeline - 6 m Easement
- Railway (Noise Source)

Constraints and Opportunities Plan



Gable-fronted homes in red brick with tile hanging at Gatesmead, with hedge boundary



EVALUATION

4

DESIGN EVOLUTION

The design of the Planning Layout has evolved with input from a specialist team. These pages illustrate the key stages in this process, from initial design concept to application

STAGE 1: CONCEPT MASTERPLAN

The Concept Masterplan for the Site was drafted with reference to initial baseline survey work.

The design incorporates development served off Gatesmead, with residential areas set within landscape areas. Framed views to this 'borrowed landscape' are included within the proposals, with open space accommodating the high quality vegetation which is to be retained.

Surface water attenuation is incorporated within the north-east corner of the Site, and a significant Public Open Space (POS) provided to respect the setting of the Listed building to the south

STAGE 2: SKETCH LAYOUT

The Concept Masterplan was used as the basis for the first sketch layout, and refined with input from the team and further baseline assessments. The housing mix being based upon delivering an inclusive mix of new homes.

The format of the Gatesmead access, internal highway network, and size and location of the surface water attenuation were refined as part of this process.



August 2025: Concept Masterplan



February 2026: Sketch Layout

STAGE 3: CONSULTATION MASTERPLAN

In collaboration with the design team several iterations of the layout were undertaken to create the Masterplan included as part of the public consultation.

These tested and refined key landscape-led moves, including the site access point taken from Gatesmead, drainage, parcel structure and the relocated central north-south internal highway to respond more positively to the central POS and the treatment of this space as green infrastructure.

The Masterplan also reviews the appropriate development quantum for the site, proposing a reduced number of dwellings compared to the earlier sketch layout to allow for more generous setbacks from the surrounding landscape boundaries.



February 2026: Public Consultation Masterplan

STAGE 4: APPLICATION LAYOUT

The proposed layout has been refined following public consultation and ahead of the planning application, responding to feedback from local residents, stakeholders and the local authority. A comprehensive landscape strategy has been incorporated, including the relocation of the rush pasture to form key on-site landscape features. The scheme also retains and enhances informal pedestrian routes through the site, alongside new connections to the wider footpath network.

The layout has been carefully arranged to avoid rear garden boundaries fronting the public realm, improving natural surveillance and reducing opportunities for unauthorised access. Together, these changes create a safer, more legible streetscape while maintaining the integrity of the overall masterplan and delivering a sensitive, well-integrated response to the site.



May 2026: Application Planning Layout

ENGAGEMENT

This section sets out the public and other stakeholder engagement which was undertaken by the applicant in connection with the proposed development.

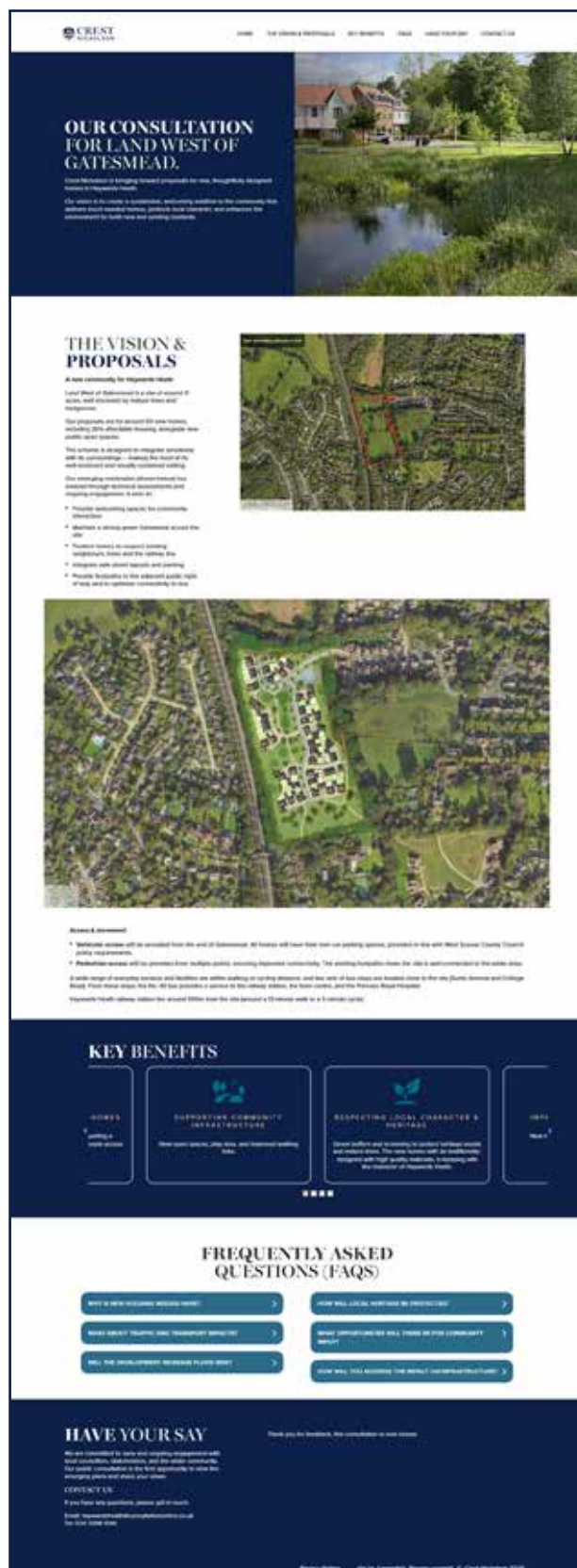
PUBLIC CONSULTATION

To engage with local residents and members of the public, Crest appointed Cavendish Consulting, a specialist communications consultancy, to assist with the pre-application stakeholder and community consultation for the project. Cavendish has produced a Statement of Community Involvement to support the application, which is summarised here.

This engagement process involved a three week online consultation between Monday 23rd February 2026 and Monday 16th March 2026 using a dedicated consultation website (<https://haywardsheath.consultationonline.co.uk/>). This followed the circulation of invitations and information newsletters to local residents and stakeholders.

Residents and stakeholders were able to provide feedback via a number of different channels, including an online form on the dedicated consultation website, and freephone telephone number. These were monitored throughout the consultation period and continue to be available if residents have any further queries. Residents were also able to request hard copies of the feedback form to be sent to their home address and returned via a provided freepost envelope.

The proposals received mixed feedback responses, with the three key themes set out in the table opposite.



FEEDBACK	APPLICANT'S RESPONSE
Concern about the loss of green space and impact on wildlife	The scheme is designed to integrate sensitively with its surroundings – making the most of its well-enclosed and visually-contained setting. The development will provide new public open spaces, a Local Area for Play (LAP), and improved pedestrian and cycle connections to the wider area as well as new habitats and wildlife enhancements. The scheme will provide 10% Biodiversity Net Gain, through a combination of on-Site habitat creation, protection of existing woodland and rush pasture, and targeted enhancements for local wildlife including bats and dormice, as well as off-Site credits
Concern about the impact on local services and infrastructure	The development will include a substantial financial contribution towards local services and infrastructure, in accordance with Council policy. The relevant providers, such as West Sussex County Council (for highways and education) and the NHS (for GP services, etc), will decide how and where to spend these financial contributions.
Concern about road safety and the current access to Gatesmead	The Site is well connected to public transport, with bus stops and Haywards Heath railway station within walking distance. The design promotes walking and cycling, and a full Transport Assessment will be submitted to ensure impacts are managed. Access to the Site will be via Gatesmead. A comprehensive construction management plan will be agreed with Mid Sussex District Council before any works can begin, to ensure that the construction process does not have an unacceptable impact on Gatesmead residents.



The development proposals include for an attractive multi-functional landscape setting



DESIGN PROPOSALS

5

PLANNING LAYOUT

The proposed development will deliver 49 new homes, together with supporting infrastructure and associated landscaped areas. It has been designed to respond sensitively to the surrounding landscape while promoting high-quality placemaking. A range of dwelling types and styles is proposed, as set out in the table below, to support the creation of a diverse and inclusive community.

	Area (ft ²)	Beds	Number
OPEN MARKET			
BEACONSFIELD	907	2	4
HARROGATE	1359	3	2
LAVENHAM	1474		5
MIDHURST	1532	4	4
STOWMARKET	1741		7
WHITCHURCH	1939	5	5
WOODBIDGE	2052		3
WOODSTOCK	2220		4
AFFORDABLE			
AIRE	543	1	2
AVON	681		2
ITCHEN	757	2	1
OUSE	892		1
SEVERN	858		5
STOUR	1001	3	4
TOTAL			49

Key

	Site Boundary
	Ownership Boundary
	Adoptable Highway (see Engineers details)
	Adoptable Highway (see Engineers details)
	Adoptable Footpath (see Engineers details)
	Shared Surface
	Private Drive
	Trim Trail/POS Footpath
	Private Path
	Grasscrete
	Public Open Space (Inc. Mown Paths)
	Existing Trees/Planting (see Landscape Arch. details)
	Proposed Trees/Planting (see Landscape Arch. details)
	Attenuation pond (see Engineers details)
	Boardwalk
	Gas Pipeline - 6 & 12m Easement
	Rear gate
	Affordable Housing - Rented
	Affordable Housing - Shared Ownership
	Bin Collection Point
	Tactile Paving



Sept '26 Resubmission Planning Layout

LANDSCAPE STRATEGY

The landscape strategy retains the vast majority of the key landscape features including perimeter trees and hedgerows within the Site. A network of Public Open Space threads through the Site comprising a central open space with retained mature trees, equipped play area (LAP) and area of natural and semi-natural open spaces.

Trees, hedges and planting are proposed within the open spaces and along the streets. The SUDS basins will contain areas of retained and translocated areas of rush pasture. Access through the Site will be formalised and improved with an area of open space provision to the south of the Site forming heritage buffer. This part of the Site to be limited to open space, soft landscape and pedestrian access.



KEY	
	APPLICATION BOUNDARY
	LAND WITHIN APPLICANT'S CONTROL
	EXISTING TREES AND VEGETATION WITH RPA TO BE RETAINED
	TREES
	SEE PLANTING SCHEDULE FOR DETAILS
	MIXED NATIVE HEDGE
	SEE PLANTING SCHEDULE FOR DETAILS
	FORMAL HEDGE
	SEE PLANTING SCHEDULE FOR DETAILS
	AMENITY GRASS - CLOSE MOWN
	SEE PLANTING SCHEDULE FOR DETAILS
	SPECIES RICH WILDFLOWER
	SEE PLANTING SCHEDULE FOR DETAILS
	SPECIES RICH WETLAND GRASS - BASIN
	SEE PLANTING SCHEDULE FOR DETAILS
	RUSH PASTURE TO BE TRANSLOCATED
	SEE PLANTING SCHEDULE FOR DETAILS
	EXISTING RUSH PASTURE TO BE RETAINED
	SEE PLANTING SCHEDULE FOR DETAILS
	PRIVATE FRONT LAWN
	SEE PLANTING SCHEDULE FOR DETAILS
	PRIVATE REAR GARDENS
	PLANTED BEDS
	SEE PLANTING SCHEDULE FOR DETAILS
	STRUCTURAL PLANTING
	SEE PLANTING SCHEDULE FOR DETAILS
	NATIVE SHRUBS
	SEE PLANTING SCHEDULE FOR DETAILS
	NATIVE SHRUBS - BASIN
	SEE PLANTING SCHEDULE FOR DETAILS
	MARGINAL VEGETATION
	SEE PLANTING SCHEDULE FOR DETAILS
	BITMAC: VEHICULAR
	SEE PLANTING SCHEDULE FOR DETAILS
	BITMAC: PEDESTRIAN
	PERMEABLE CONCRETE BLOCK PAVING
	REFER TO HARD SURFACES PLAN
	PERMEABLE CONCRETE BLOCK PAVING
	REFER TO HARD SURFACES PLAN
	CONCRETE PAVING SLABS
	REFER TO HARD SURFACES PLAN
	PATH - SELF BINDING GRAVEL
	REFER TO HARD SURFACES PLAN
	PATH - RESIN BOUND GRAVEL
	REFER TO HARD SURFACES PLAN
	SAFETY SURFACE: HARVEST BERGE
	REFER TO HARD SURFACES PLAN
	SEAT
	REFER TO HARD SURFACES PLAN
	PICNIC TABLE
	REFER TO HARD SURFACES PLAN
	LITTER BIN
	REFER TO HARD SURFACES PLAN
	SIGNAGE - ECOLOGY INFORMATION BOARD
	REFER TO HARD SURFACES PLAN
	SIGNAGE - PLAY AREAS
	REFER TO HARD SURFACES PLAN
	GATE
	REFER TO HARD SURFACES PLAN
	TIMBER BOARDWALK
	PLAY LOG
	REFER TO PLAY AREA DRAWING
	PLAY BOULDER
	REFER TO PLAY AREA DRAWING



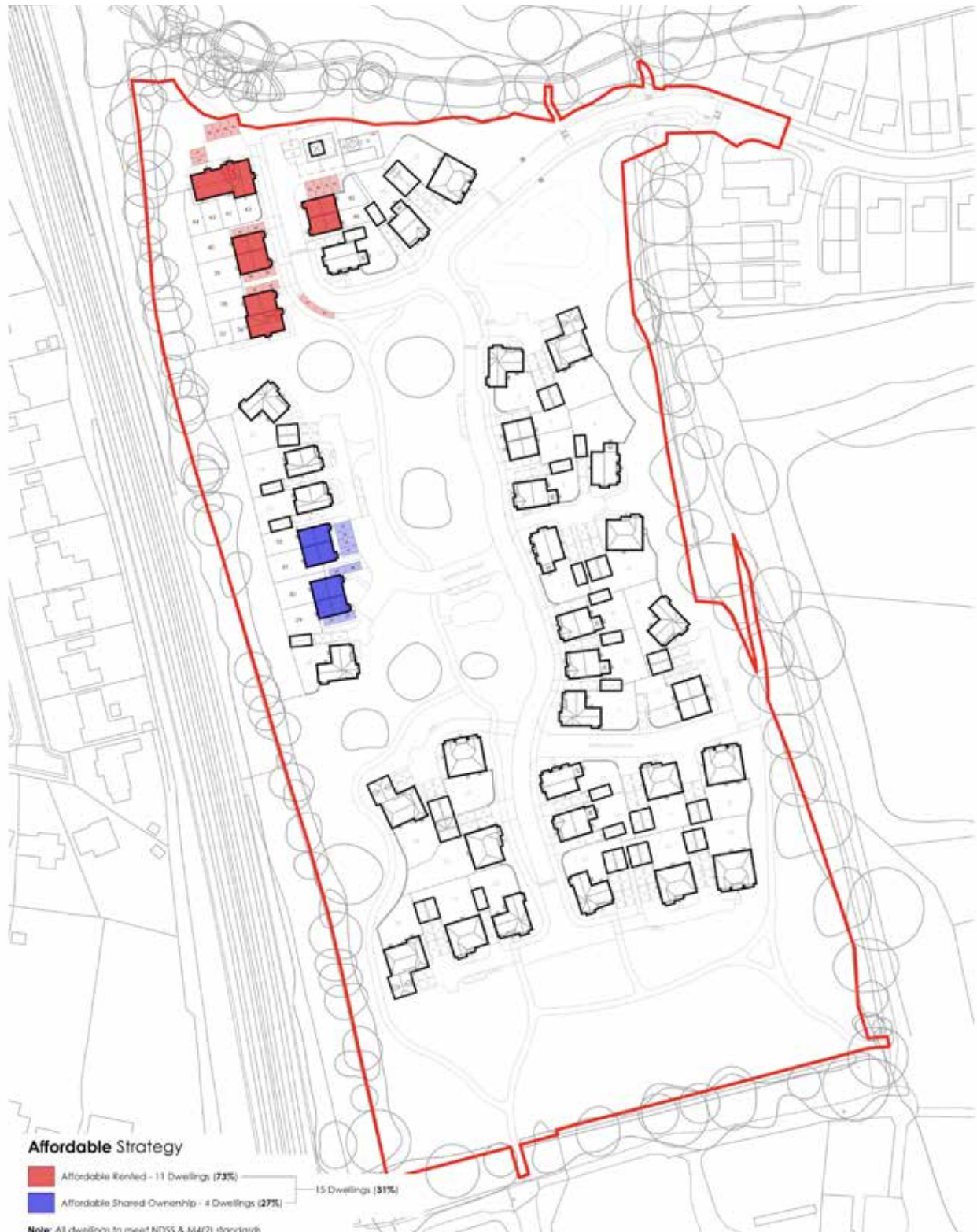
STOREY HEIGHTS

The scale of development will reflect the local character, with a maximum building height of two storeys. There will be a limited number of homes with one-and-a-half storey elements to provide accommodation over linked garages, as well as single storey garages across the Site.



AFFORDABLE STRATEGY

30% affordable housing (in a mix of rented and shared ownership) will be provided alongside the open market housing and be tenure blind. All homes will meet Nationally Described Space Standards (NDSS) and M4(2) accessible and adaptable building regulation requirements.



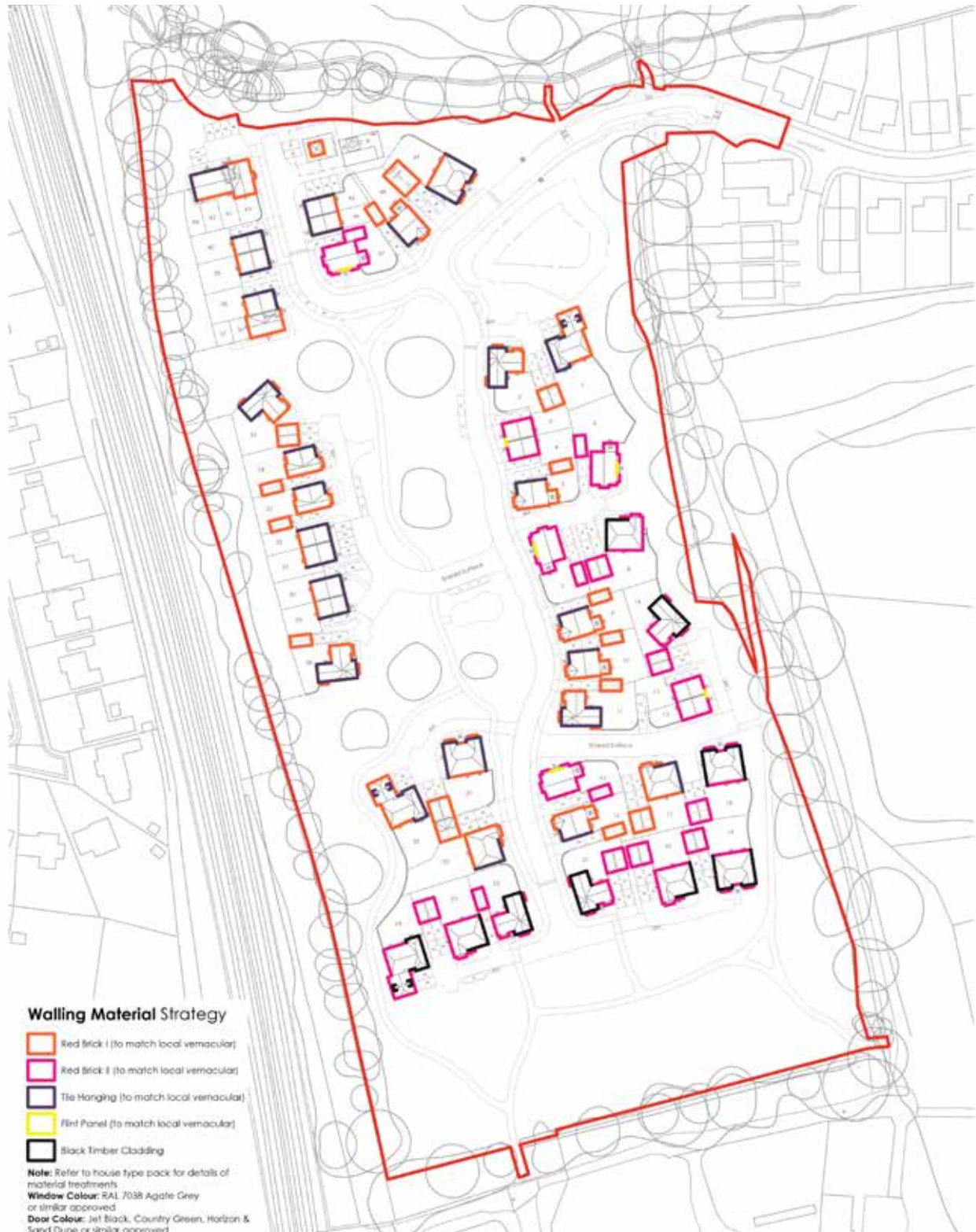
ROOF MATERIALS

A simple palette of materials is proposed, to provide a cohesive and distinctive development which responds appropriately to the local character. The roofs will be covered in red tiles to match the local vernacular.



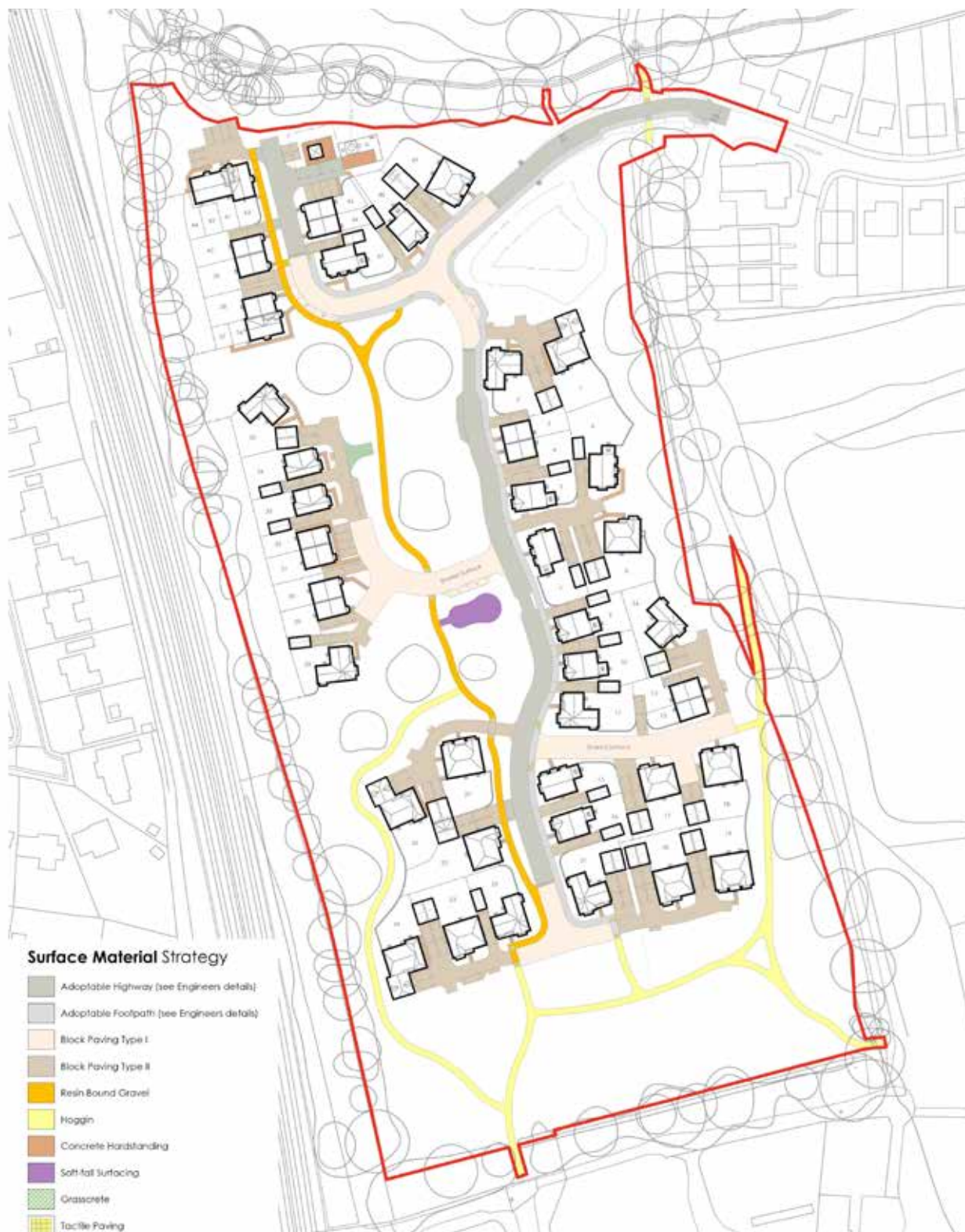
FACING MATERIALS

Consistent use of red brick will help to unite the development, with the use of tile hanging, flint panels and black timber cladding providing variety across the Site, helping to enhance the character and aid legibility.



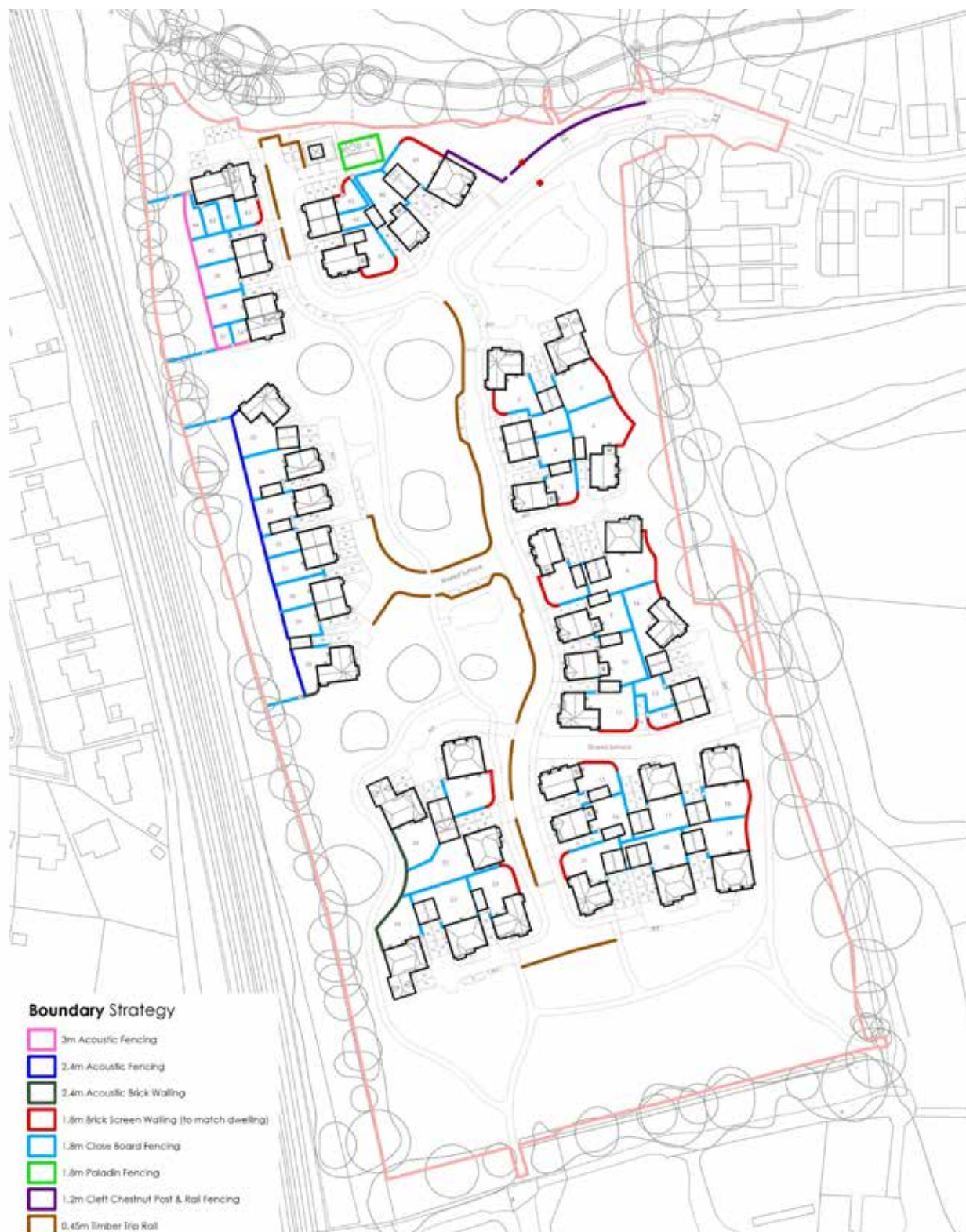
HARD SURFACING STRATEGY

A variety of hard surfacing materials are proposed across the Site, to aid the day-to-day functionality of the development. These include the adoptable highway, with two colours of block paving to encourage a low speed environment and aid placemaking, as well as a variety of footpath surface and safe covering for the children's play area.



BOUNDARY STRATEGY

Boundary treatments will enhance the development, with brick walling to side and rear gardens where adjoining the public realm. Acoustic fencing will be provided along the rear boundaries alongside the railway line to reduce noise within gardens. Post and rail fencing, with brick piers, and knee rails will help define the gateway and open spaces.



REFUSE & RECYCLING

There will be sufficient provision for the storage of refuse, in convenient and discrete locations. Space will be provided on-plot, for refuse and recycling, with bin collection points identified where appropriate.



PARKING, EV CHARGING & CYCLE STORAGE

Homes will be provided with an appropriate level of conveniently located vehicle and bicycle parking. Cars will be parked in a variety of ways to avoid dominating the streetscene, along with Electric Vehicle Charging Points (either wall or bollard mounted). Ten visitor parking spaces will also be accommodated, at a ratio of one per every five dwellings.



STREETSCENES

The use of a simple materials palette to deliver development within a landscape setting is illustrated by these streetscenes of new homes facing Public Open Space.

STREET ELEVATION A - A



STREET ELEVATION B - B







The Site will deliver an attractive addition to the town (photo: Crest Arborfield Green)



CONCLUSION

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CONCLUSION

This Design and Access Statement sets out proposals for development on land to the West of Gatesmead. The Site will deliver an attractive and inclusive range of new homes, as a sustainable and integrated addition to Haywards Heath with high quality active travel connections.

It is proposed to deliver 49 new homes, ranging from two to five beds and including 30% affordable provision, on the Site. Accessed off, and acting as an integrated extension to, the adjoining Gatesmead, the homes will be set within a mature landscape. Dwellings of two storeys and largely in red brick with tile hanging will reflect the local character and benefit from attractive boundary treatments.



The Site will deliver new homes set within a strong, attractive landscape framework



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