



Hurstwood Grange

Hurstwood Cottages

Rock

07

APPENDICES

07.01 Appendices

Building for Healthy Life Assessment

The value of good, sustainable place-making is recognised by Homes England, and in order to ensure the realisation of a high-quality development which embodies these qualities it is important that the design process is founded upon an number of principles.

Building for Life sets out 12 principles working inwards from the wider neighbourhood, to the proposed character of the new development until it reaches the detail of the place and amenity immediately around the home. The 12 principles and grouped into 4 sections. Each principle is clearly illustrated with examples of what a qualitative response would be and what needs to be considered to achieve it. It also illustrates common pit falls and proposals that will have a negative impact on the healthy and sustainable life of a development.

BHL ASSESSMENT



INTERGRATED NEIGHBOURHOODS		RESPONSE	SCORE RATING	REFERENCE
	1. NATURAL CONNECTIONS Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.	The existing Hurstwood Lane connects the site from North at the Rocky Lane Access to the South Fox Hill access points. The central portion of Hurstwood Lane is closed via bollards and is maintained as a new green link for pedestrians, cycles and equine use and is accessible only to emergency vehicles. This maintains both the historic north south linkage through the site and provides a strong non-vehicular connection fully linking the site with existing neighbourhoods. Being adjacent to all the proposed neighbourhoods the existing road and new North-South non-vehicular route provides a strong backbone for more local connections to be opened up and meaningful movement to be created in all instances. While pedestrian paths link through the pocket parks and country park an additional new pedestrian and cycle route links the existing relief road and neighbourhoods to the west into the new Village Green and Hurstwood Lane greenway. The masterplan is also conceived to provide a strong connection to the new northern landscaped Country Park to ensure this becomes an asset for the existing community as much as for the new residents. Vehicular routes create quieter peripheral streets rather than busy thoroughfares, with through routes and connections into the existing pedestrian and cycle links established in the wider area including a number of existing PRow's and permissive paths to the east of the new development. New routes link with desire lines to the other uses within the site and beyond, as well as to the adjacent open spaces for leisure and play to create maximum permeability. Existing landscape and natural features are retained wherever possible and the scheme is designed around these, making sure that connections have minimal impact.	●	 Refer to p.32 and p.33 for more information
	2. WALKING, CYCLING & PUBLIC TRANSPORT Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.	The site is located less than 2km to the south east of Haywards Heath town centre. There are also numerous local convenience stores, bus routes and amenities such as doctors, dentists and pubs within that 2km making them very accessible via non-vehicular walking and cycling modes. There are existing bus routes flanking the top and bottom of the site which will be easily accessible from the new shared pedestrian - cycle north-south spine route through the site. South of the site an existing bus stop is conveniently located close to the Fox Hill and Hurstwood Lane junction, while there is potential to site a new stop on the northern bus route closer to the site to improve connectivity. The railway station is less than 2.5km away and on numerous bus routes, making it walkable and accessible via public transport. The existing Hurstwood Lane and its associated adjacent pedestrian-cycle routes are maintained mostly traffic free with limited crossing with vehicular routes to provide safer pedestrian, cycling and equine experience. A continuous shared cycle route will run through the site, linking all parcels and providing a direct connection through the development from Rocky Lane to Fox Hill. This route will also extend benefits beyond the site, enabling neighbouring developments to the north to access the new country park to the east of Hurstwood Lane via a safe and seamless cycle connection.	●	 Refer to p.33 for more information
	3. FACILITIES AND SERVICES Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	The masterplan offers extensive opportunities for recreation within its integrated open spaces, providing pedestrian and cycle routes within a safe and attractive landscaped environment. The plan also includes the retention of significant areas of existing linear hedgerows and banks of trees, and large areas of ancient forest as well as the creation of a new country park linking into the countryside beyond. Development adjacent to existing buildings such as Hurst House, which is of historical architectural interest will be respectful in scale and character so as to not overshadow it. The retained buildings continue to support employment uses, with their access routes maintained and fully integrated into the masterplan. To the east of Hurstwood Lane, a new burial ground and allotments are proposed, alongside formal play areas distributed across the site and connected by attractive landscape routes, complemented by extensive informal play opportunities within the green infrastructure network.	●	 Refer to Landscape chapter for more information
	4. HOMES FOR EVERYONE A range of homes that meet local needs.	The proposals have been developed to ensure the creation of a diverse and mixed community. A mix of 1 - 4 bedroom homes can be achieved across both private market and affordable tenures. These should be distributed carefully through the development to ensure a mixed community. Proposals for affordable homes indicate a mix of homes that supports the needs of the community by responding to the Local Authority's needs assessments and should be tenure blind in terms of built form, materiality and amenity. The Open Market sales mix has been informed by local market research.	●	 Refer to C5990 PL003_05 Rev B - Tenure Plan and Streetscenes

Building for Healthy Life Assessment Continued.

The assessment requires each item to be rated using a traffic light system. Where an item is rated red, this would typically trigger further investigation and, where feasible, the development of design measures to improve the outcome.

BHL provides design guidance intended to support continuous refinement. It is a tool to inform and strengthen the evolving design process, and it has been applied in this way throughout the project.

- A- Integrating into the Neighbourhood
- 1. Connections
 - 2. Facilities and Services
 - 3. Public Transport
 - 4. Meeting Local Housing Requirements

- B- Creating a Place
- 5. Character
 - 6. Working with the Site and its Context
 - 7. Creating Well Defined Streets and Spaces
 - 8. Easy to Find your Way Around

- C- Street and Home
- 9. Streets for All
 - 10. Car Parking
 - 11. Public and Private Spaces
 - 12. External Storage and Amenity Space

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DISTINCTIVE PLACES		RESPONSE	SCORE RATING	REFERENCE
	5. MAKING THE MOST OF WHAT'S THERE Understand & respond.	The site benefits from a strong existing North South connection formed by Hurstwood Lane reinforced with existing trees and hedgerows. The scheme has made the most of the opportunity to connect up the new neighbourhood parcels by closing some portions of this existing road and using this strong existing linear landscape element to propose a new green route using this as a green spine. The site to the west of Hurstwood Lane is then naturally divided into smaller neighbourhoods by substantive existing wet areas that transect the site horizontally and present the opportunity to naturalistically accommodate water management and provide blue infrastructure to new adjacent public open spaces. Together with quality new landscape proposals these new public open spaces can provide excellent opportunities for enhancement to both land and aquatic flora and fauna. At the top of the site, East of Hurstwood Lane and adjacent to the existing ancient forest, a New Country Park is proposed with routes connecting to existing Public Rights of Ways and permissive paths in the wider adjacent countryside. Towards the edges of the site where the topography elevates dwellings are to a reasonable height and do not impose on the surrounding context. The proposed scheme exploits the site's existing topography, views and amenity assets whilst improving connections to the local area. The layout utilises the existing mature landscape and enhances to promote placemaking and reinforce character, making these attractive site features the focus of the development, whilst respecting the local wildlife corridor.	●	 Refer to Landscape Chapter and drawing CS990 PL900-001 Annotated Views for more information
	6. A MEMORABLE CHARACTER Create places that are memorable.	The proposal retains the majority of existing hedgerows, trees, woodlands, and water features, which have shaped the block structure and informed the creation of nodal spaces, public parks, and key areas of interest across the masterplan. Hurstwood Lane is preserved, maintaining its established character and, due to the site's topography, providing visual orientation from much of the development. Taller buildings are positioned selectively to frame green spaces and mark key arrival points. Existing landscape and water features are further celebrated through a network of smaller neighbourhood greens that create separation between character areas and are linked by strong non-vehicular connections, while the parcel to the north-east of Hurstwood Lane enjoys views over the country park. Responding to the Low Weald context, house types draw on a barn-inspired vernacular, with timber cladding at key vistas and low hipped roofs reinforcing rural character. The organic street layout reflects the natural landscape, and where parking are more prominent, vertical planting and trees provide soft, green buffers between frontages.	●	 Refer to Landscape Chapter and p.38 -p.41
	7. WELL DEFINED STREETS AND SPACES Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.	The layout is based on the principles of the perimeter block, having public fronts with strong building lines and private block interiors. The scheme presents a well-defined framework of interconnected streets offering frequent longer vistas, with buildings and landscaping combining to ensure that connectivity between streets is maintained. Homes are organised to provide active frontages on all edges and to clearly define streets and open public places. This approach ensures that homes are accessible and also face the public realm. Dual aspect units are plotted on corners to minimise the amount of blank facade overlooking the public realm whilst higher building heights and apartment blocks area proposed in locations where emphasis is required to create a sense of arrival and are able to have habitable spaces activating multiple façades around their ground floor façades.	●	 Refer to p.36 for more information
	8. EASY TO FIND YOUR WAY AROUND Use legible features to help people find their way around a place.	The layout is structured around a clear and legible street hierarchy. A primary movement route forms the main spine, providing strong landscape structure and direct connections into each parcel, with looped secondary streets ensuring continuity and permeability. Tertiary streets and shared spaces give access to blocks and open spaces, leading to private drives at the edges, which are carefully connected back to the wider network. Clear sightlines along pavements and non-vehicular routes promote safety and ease of movement, while building massing, detailing, and materials reinforce the hierarchy and enhance legibility.	●	 Refer to p.32 - p.35 for more information on Access and Movement

Building for Healthy Life Assessment Continued.

The assessment of the Reserved Matters proposals was undertaken by IDP in January 2026. Following a series of design workshops and review sessions with Design South East, IDP and the wider project design team have worked collaboratively to refine and strengthen the scheme—building on its key strengths and addressing the areas identified for improvement.

The final assessment records 8 green and 4 orange ratings. The orange ratings primarily reflect either:

Existing constraints within the surrounding neighbourhood that limit the ability to achieve a green rating; or specific highway design and adoption requirements that have curtailed certain aspirational design features.

At each stage of the process, IDP and the design team have responded positively to independent design advice, using it to inform meaningful enhancements and ensure the scheme has evolved in a robust and considered manner.

BHL ASSESSMENT

Building for a Healthy Life

A Design Toolkit for neighbourhoods, streets, homes and public spaces

STREETS FOR ALL		RESPONSE	SCORE RATING	REFERENCE
	9. HEALTHY STREETS Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.	The layout is structured around a clear and legible street hierarchy, with primary routes defined by a strong, tree-lined avenue character. Street typologies, combined with a coherent approach to character and materiality, reinforce a distinct sense of place. Junctions are carefully designed with appropriate radii to ensure safe and legible pedestrian movement, while verged streets incorporate crossing points aligned with desire lines. The informal arrangement of blocks maximises outward-facing homes, allowing streets and retained landscape spaces to function as attractive, multifunctional environments. Cycle routes are fully integrated within the landscape strategy, clearly defined and designed with minimal conflict points to promote safe and convenient use. Raised tables and changes in surfacing at key crossings signal pedestrian priority and encourage reduced vehicle speeds, while non-vehicular routes connect seamlessly to the wider walking and cycling network, linking existing neighbourhoods and the surrounding countryside.	●	 Refer to p.34 - p.35 for more information
	10. CYCLE AND CAR PARKING Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.	By prioritising street design in sections, each typology integrates parking in a way that relates positively to their plot. On higher-order streets, parking is positioned to the side of properties where possible, while lower-order streets accommodate well-considered frontage parking, with vertical planting acting as a natural buffer. All homes will benefit from secure cycle storage with convenient street access, with sufficient space provided where access is via a front drive. Electric vehicle charging points will be allocated to every dwelling, and apartments will be served by shared, freestanding bollard chargers.	●	 Refer to drawings C5990-PL003_06 Rev B - Parking Plan for more information
	11. GREEN AND BLUE INFRASTRUCTURE Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.	The development is completely led by its approach to landscape and the interconnected-ness of both green and blue infrastructure. SuDs features have been integrated with existing wet areas and are designed within the wider landscape infrastructure to create an integrated green-blue network with swales ponds and basins. This ensures these key engineering components play a role in enhancing the landscape character of the project and wider settlement. The existing green-blue assets of the site have been creatively incorporated into a new landscape network of green routes and open spaces, that is functional, picturesque and embeds enhancements to the biodiversity of the site. The proposals respect the extensive bank of retained trees and hedge-rows along Hurstwood Lane and the development has been designed to overlook augmented areas of existing blue-green infrastructure that provide pockets of public open space throughout the site. Routes through the site that connect to the green infrastructure have been designed to lead users to the desired connections within the wider masterplan and adjacent neighbourhoods. The proposed new country park provides a significant space for leisure and routes also connect out into the surrounding countryside to the east of the site with its many existing foot-paths.	●	 Refer to Landscape chapter for more information
	12. BACK OF PAVEMENT, FRONT OF HOME The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.	The application of typical street sections for each typology ensures consistent building setbacks, with boundary treatments and soft landscaping introducing a vertical layer to frontages. Strong building lines across development parcels clearly define the public and private realms. Apartments are provided with balconies to offer private outdoor space. All houses incorporate adequate refuse storage within rear gardens, set at an appropriate distance from the street, while apartments are served by communal bin stores that are either integrated within the building or conveniently accessed from the communal realm.	●	 Refer to Landscape drawing for more information on frontage, and drawing C5990-PL003_07 Rev B - Refuse Plan

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people-focused places

info@idpgroup.com
024 7652 7600
weareidp.com