

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/2812	Case Officer:	Deborah Lynn
Application Type:	Full Application		
Proposal:	The installation of 1no. BT Street Hub.		
Site:	Pavement Adj To Waitrose, 6 Clair Road, Haywards Heath, West Sussex, RH16 3DP, , ,		
Validation Date	5 Nov 2025	Overall Expiry Date:	5 Dec 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	11 Dec 2025
Target Date:	31 Dec 2025	Recommending Officer Signature:	Deborah Lynn

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	Steven King	Date:	23 Dec 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/25/2812

**Pavement Adj To Waitrose, 6 Clair Road, Haywards Heath, West Sussex, RH16 3DP, ,
The installation of 1no. BT Street Hub.
Ms Verity Cheyne**

SUMMARY OF REPRESENTATIONS

None received.

SUMMARY OF CONSULTEES

Highway Authority

Comments for advertisement application DM/25/2673:

This application is for the installation of one new BT Street Hub and removal of associated BT payphones. The site is located on Perrymount Road, a B-classified road subject to a speed limit of 30mph.

This application does not propose the removal of a BT phone kiosk. The proposed Street Hub will be located within the publicly maintained highway. The LHA note a representation raising concern with regards to proximity to the carriageway. A horizontal clearance of 450mm from the kerb edge is standard practice and is referenced in various guidance/standards documents, such as DMRB CD123 and The Traffic Signs Manual and therefore the proposed 500mm clearance is deemed acceptable. The proposed location is not anticipated to result in an obstruction to pedestrians utilising the footway nor to result in an obstruction to vehicular visibility for vehicles travelling on Perrymount Road. The proposed Street Hub will provide two digital 75" internally illuminated LCD advert screens. The Design and Access Statement indicates that the proposed advertisements will not contain moving images and changes between the advertisements will be instantaneous with no animated transitions. The maximum daytime luminance level would be 5000cd/m². The Design and Access Statement indicates that the applicant would be agreeable to a condition restricting the BT Street Hub to a maximum luminance level of 600cd/m² in the hours of darkness; however, in accordance with Table 10.4 of The Institute of Lighting Engineers' Professional Lighting Guide 05/23 "The Brightness of Illuminated Advertisements including Digital Displays" (2023), the maximum luminance level for an advertisement within the E3 environmental zone is 300cd/m². Whilst the LHA would not raise any highway safety concerns to the principle of the proposed BT Street Hub, we would request that the applicant reduce the proposed luminance level within the hours of darkness to accord with the maximum luminance level for the location's environmental zone. The LHA consider that this could be dealt with via condition, however the LPA may wish to resolve this matter prior to determination.

The Statutory Undertaker will need to submit the necessary notification to the Highway Authority independently and any traffic management will need to be agreed with WSCC Highways prior to works taking place.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal. If the LPA are minded to approve the application, the following conditions should be applied:

1. A. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
- B. No advertisement shall be sited or displayed so as to- (i) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military); (ii) obscure, or hinder the ready

interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or (iii) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

C. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

D. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

E. Where an advertisement is required under these regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

Reasons: To comply with the Town & Country Planning (Control of Advertisements) Regulations 2007.

2. The intensity of the illumination of the signs shall not exceed 300cd/sqm between the hours of 16:00-08:00 between October to March and between the hours of 21:00 - 05:00 April to September.

Reason: In the interests of road safety

3. The intensity of the illumination of the signs shall not exceed 5000cd/sqm during daylight hours.

Reason: In the interests of road safety

4. Any change in the advertisement shall be instantaneous and it should not display any moving images.

Reason: In the interests of road safety.

5. The panels displaying the advertisements shall not change more than every 5 seconds.

Reason: In the interests of road safety.

HAYWARDS HEATH TOWN COUNCIL OBSERVATIONS

No comment.

INTRODUCTION

This application seeks planning permission for the installation of 1 no. BT Street Hub.

RELEVANT PLANNING HISTORY

There are no previous applications deemed relevant.

SITE AND SURROUNDINGS

The application site concerns an area of pavement located to the east of Waitrose supermarket on Clair Road in Haywards Heath. The site lies to the south of the roundabout at Commercial Square and to the north of a bus shelter.

In terms of planning policy, the site lies within the built up area of Haywards Heath.

APPLICATION DETAILS

The proposed Street Hub unit would be sited within the publicly maintained highway boundary.

Plans show that the Street Hub unit would measure 1.24 metres wide by 0.35 metres deep and 2.98 metres high.

It would be constructed from galvanised mild steel with a powder coated external grade aluminium exterior. The unit will include two digital 75 inch LCD advertisement display screens; these will be made from tempered and toughened laminated glass and will be internally illuminated.

The Street Hub is a modern, free-standing structure providing ultrafast public Wi-Fi, free UK calls, USB charging, and digital display screens for community messaging and advertising. The hubs can also house sensors that count pedestrian, cyclist and vehicle movements as well as monitor air, sound and light.

This application is accompanied by an application for advertisement consent, reference DM/25/2673.

The description of the application as originally submitted included the removal of associated BT payphones, however as confirmed in the covering letter, "there are no existing phone boxes to be

removed from the application site." As such, the description for the proposal has been amended accordingly.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Specifically, Section 70 (2) of the Town and Country Planning Act 1990 states:

'In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to application, and*
- b) Any local finance considerations, so far as material to the application, and*
- c) Any other material considerations.'*

Section 38(6) Planning and Compulsory Purchase Act 2004 provides:

'If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

The requirement to determine applications "in accordance with the plan" does not mean applications must comply with each and every policy, but is to be approached on the basis of the plan taken as a whole. This reflects the fact, acknowledged by the Courts, that development plans can have broad statements of policy, many of which may be mutually irreconcilable so that in a particular case one must give way to another.

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocations Development Plan Document (DPD) and the Haywards Heath Neighbourhood Plan.

National policy (which is contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

- DP21 - transport
- DP23 - communication infrastructure
- DP26 - character and design
- DP28 - accessibility
- DP29 - noise, air and light pollution

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no relevant policies to this application.

Haywards Heath Neighbourhood Plan

The Haywards Heath Neighbourhood Plan was made on 15th December 2016.

Relevant policies:

Other Legislation

Other Material Considerations

Mid Sussex District Plan 2021 - 2039 - Submission Draft (Regulation 19)

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to some of the Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant policies:

DPS6 - health and wellbeing

DPN7 - noise impacts

DPN8 - light impacts and dark skies

DPB1 - character and design

DPH12 - accessibility

DP14 - communications infrastructure

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

National Planning Policy Framework (NPPF) (December 2024)

The NPPF sets out the government's policy in order to ensure that the planning system contributes to the achievement of sustainable development. Paragraph 8 sets out the three overarching objectives to sustainable development, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). The three objectives are economic, social and environmental.

Paragraph 9 of the NPPF states *'these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.'*

Paragraph 11 of the NPPF sets out that for both plan-making and decision-taking, the presumption in favour of sustainable development should apply.

Paragraph 12 of the NPPF states;

'The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.'

Paragraph 39 of the NPPF states;

'Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.'

With specific reference to decision-taking paragraph 48 states that planning decisions must be taken in accordance with the development plan unless material considerations states otherwise.

Section 10 of the NPPF refers to Supporting high quality communications.

National Planning Policy Guidance

National Design Guide

Published in 2021, the National Design Guide illustrates how the government consider well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

Paragraph 134 of the NPPF sets out that this national document, along with the National Model Design Code, should be used to guide decisions on application in the absence of locally design guides or design codes.

Code of practice for wireless network development in England (March 2022)

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows:

- Principle of development
- Design and Impact on the character and appearance of the area
- Impact on Residential Amenity
- Other matters
- Biodiversity Net Gain
- Planning Balance and Conclusion

Principle of Development

District Plan policy DP23 relates to communication infrastructure and states that:

'The Council will encourage the incorporation of digital infrastructure including fibre to premises, in major new housing, employment and retail development.

The expansion of the electronic communication network to the towns and rural areas of the District will be supported.

When considering proposals for new telecommunication equipment the following criteria will be taken into account:

- o The location and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character or appearance of the surrounding area. On buildings, apparatus and associated structures should be located and designed in order to seek to minimise impact to the external appearance of the host building;*
- o New telecommunication equipment should not have an unacceptable effect on sensitive areas, including areas of ecological interest, areas of landscape importance, Areas of Outstanding Natural Beauty, the South Downs National Park, archaeological sites, conservation areas or buildings of architectural or historic interest and should be sensitively designed and sited to avoid damage to the local landscape character;*
- o Preference will be for use to be made of existing sites rather than the provision of new sites.*

When considering applications for telecommunications development, regard will be given to the operational requirements of telecommunications networks and the technical limitations of the technology.'

Paragraph 119 of the NPPF states that:

'Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).'

Paragraph 123 advises that:

'Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.'

The Planning Statement submitted with the application advises that "the BT Street Hubs provide a network service to the immediate area without the requirement for harsh, utilitarian street additions (e.g. Telecommunication Masts) while simultaneously acting as an advertisement, interactive tourist information hub, air quality monitoring hub with emergency services."

The proposed development would provide improved communications infrastructure within the locality which is to be supported. A BT payphone was previously located close by, however this appears to have been removed in 2011 / 2012. The site is not located within a sensitive area. As such, subject to other policy considerations set out below, the principle of development is deemed acceptable.

Design and impact on character of area

As previously noted, policy DP23 of the District Plan states in part that:

'The location and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character or appearance of the surrounding area.'

Policy DP26 of the District Plan relates to character and design and states in part that:

'All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- o is of high quality design and layout and includes appropriate landscaping and greenspace;*
- o contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- o creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- o protects open spaces, trees and gardens that contribute to the character of the area;*
- o protects valued townscapes and the separate identity and character of towns and villages;*
- o does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);*
- o creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;...'*

Policy E9 of the Neighbourhood Plan relates to design and states in part that:

'Developers must demonstrate how their proposal will protect and reinforce the local character within the locality of the site. This will include having regard to the following design elements:

- o height, scale, spacing, layout, orientation, design and materials of buildings,*

o the scale, design and materials of the development (highways, footways, open space and landscape), and is sympathetic to the setting of any heritage asset,
o respects the natural contours of a site and protects and sensitively incorporates natural features such as trees, hedges and ponds within the site,
o creates safe, accessible and well-connected environments that meet the needs of users,
o Will not result in unacceptable levels of light, noise, air or water pollution...'

This part of Clair Road is predominantly commercial in nature, with a parade of commercial units with flats above located on the opposite side of the road, together with an office building (set back from the road) and Budgens store and Post Office. The large Waitrose building with its asymmetric roof pitches would serve as a backdrop to the proposed Street Hub unit.

The proposed Street Hub would be sited on a relatively wide expanse of pavement to the north of an existing bus shelter that includes a two-way digital advertisement panel at its northern end (granted advertisement consent under planning reference DM/19/0113).

The Street Hub unit would replicate the appearance of the digital advertisement panel on the bus shelter and would be a similar depth and width, although the unit would be significantly taller at 2.98 metres high, compared to the 2.26 metres of the advertisement panel. The unit is shown to be marginally taller than the bus shelter which measures approximately 2.7 metres high on plans submitted.

The Street Hub is of a slim, modern design and is considered proportionate in scale to its surroundings. Whilst the unit would be sited closer to the road than the existing bus shelter, it is not considered that it would appear visually obtrusive or dominant as to detract from the appearance and character of the street scene.

The Local Highway Authority (LHA) at West Sussex County Council has been consulted on the accompanying application for advertisement consent, DM/25/2673, and has raised concerns that the applicant's proposal to reduce the maximum luminance level to 600cd/m² during the hours of darkness would exceed the maximum luminance level of 300cd/m² for an advertisement within an E3 environmental zone. The applicant has advised that they would be willing to accept a condition in this respect and as such it is not considered that the Street Hub would appear so visually bright and intense as to have a detrimental impact upon the visual amenity of the area.

The proposal is therefore considered to accord with policies DP23 and DP26 of the District Plan and policy E9 of the Neighbourhood Plan.

Impact on residential amenity

Policy DP26 of the District Plan refers to amenity and states that development proposals should 'not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution'.

Policy DP29 of the District Plan relates to noise, air and light pollution and states in part that:

'the quality of people's life will be protected from unacceptable levels of noise, light and air pollution by only permitting development where:

Noise pollution:

o It is designed, located and controlled to minimise the impact of noise on health and quality of life, neighbouring properties and the surrounding area;
o If it is likely to generate significant levels of noise it incorporates appropriate noise attenuation measures;...

Light pollution:

o The impact on local amenity, intrinsically dark landscapes and nature conservation areas of artificial lighting proposals (including floodlighting) is minimised, in terms of intensity and number of fittings;
o The applicant can demonstrate good design including fittings to restrict emissions from proposed lighting schemes;'

Policy E9 of the Neighbourhood Plan states in part that development proposals should 'not result in unacceptable levels of light, noise, air or water pollution.'

As there is a difference in the wording between policy DP26 in the District Plan and policy E9 of the Neighbourhood Plan, planning law states the conflict must be resolved in favour of the more recently adopted policy. Therefore the relevant test is whether the proposal results in significant harm as set out in policy DP26.

The Planning Statement states that one of the features of the Street Hub is to provide free phone calls via a speaker and microphone system. The Statement elaborates that the Street Hub unit has been designed to "create a 'sound cloud' for the person making a call with noise levels sufficient to make calls with background noise for the surroundings. Whilst this generates a reasonable conversational volume in proximity to the Street Hub, it is intended to result in minimal to no noise being noticeable further away. The average volume settings are 65dB average at 3m distance from each Street Hub. Users may also choose to use headphones when making calls or using the tablet, which deactivates the speaker for the duration of their use."

The Statement sets out that during the day, volume levels will start at a default setting of 50% at the start of any user activity, and can then be increased or decreased by the user. At night time, between the hours of 21:00 to 07:00, the Street Hub will be governed so that the volume cannot increase to greater than 60% of the maximum volume.

As the noise level of a conversational speech is between 60 to 70 dB, it is not envisaged that the Street Hub would generate an unacceptable level of noise within the locality. A condition can be imposed to ensure that the noise levels of the unit are managed in accordance with details set out in the Planning Statement.

As previously noted, the applicant is willing to accept a condition that the two digital displays shall not exceed 300 candelas per square metre during nighttime hours, thereby ensuring that the development complies with The Institute of Lighting Engineers' Professional Lighting Guide 05/23 "The Brightness of Illuminated Advertisements including Digital Displays" (2023). During the day, as background ambient lighting levels are generally considered higher, luminance levels will need to be increased; suitable lighting controls will be incorporated within the unit to monitor ambient lighting levels and adjust the displays' luminance accordingly.

In view of the above and having regard to the relationship with nearby residential properties, it is not considered that the proposal would cause significant harm to residential amenities or create unacceptable levels of noise and light pollution.

The proposal therefore accords with policies DP26 and DP29 of the District Plan and policy E9 of the Neighbourhood Plan.

Accessibility

Policy DP28 of the District Plan relates to accessibility and states in part that:

'All development will be required to meet and maintain high standards of accessibility so that all users can use them safely and easily.'

'This will apply to all development, including changes of use, refurbishments and extensions, open spaces, the public realm and transport infrastructure, and will be demonstrated by the applicant.'

Plans show that the Street Hub unit would be sited on a relatively wide expanse of pavement that is shown to measure 5.5 metres wide. As the unit would measure 1.23 metres wide and 0.35 metres deep, it is not considered that it would take up a significant proportion of the pavement as to hinder access for pedestrians or people in wheelchairs, mobility scooters or those with prams and pushchairs. The unit should be accessible to all.

Other matters

Health

As previously set out, paragraph 123 of the NPPF states in part that local planning authorities must determine applications on planning grounds only. They should not set health safeguards different from the International Commission guidelines for public exposure.

Paragraph 122 of the NPPF states in part that:

'Applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

c) for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met.'

Whilst health is a material planning consideration, the Local Planning Authority has no specific evidence to conclude that this particular proposal would result in adverse health effects that would justify withholding planning permission. A declaration of conformity with public RF exposure guidelines of the International Commission on Non-Ionising Radiation Protection is included with the application, thereby complying with paragraph 122 of the NPPF. In light of these facts, little weight could be afforded to perceived health concerns relating to this proposal.

Highways Impact

Potential impact upon highway safety has been considered under the accompanying application for advertisement consent, reference DM/25/2673 (which was approved on 22nd December 2025). The LHA was consulted on the proposal as part of that application and has raised no objection to the proposal on transport grounds, subject to condition. In summary, the LHA advised that the proposed 500mm clearance is deemed acceptable as it complies with the standard practice horizontal clearance of 450mm from the kerb edge. The LHA further advised that the proposed location is not anticipated to result in an obstruction to pedestrians utilising the footway, nor to result in an obstruction to vehicular visibility for vehicles travelling on Perrymount Road. The LHA did not raise any highway safety concerns to the principle of the proposed BT Street Hub but requested that the applicant reduce the luminance level within the hours of darkness to accord with the maximum luminance level for the location's environmental zone, as set out within The Institute of Lighting Engineers' Professional Lighting Guide 05/23 "The Brightness of Illuminated Advertisements including Digital Displays" (2023). This outlines that the maximum luminance level for an advertisement within the E3 environmental zone is 300cd/m². This was secured by a suitably worded condition on the advertisement consent.

In light of the above it is considered that the proposal is acceptable in relation to highway and pedestrian safety matters and the proposal complies with policy DP21 of the Mid Sussex District Plan.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of The Town and Country Planning Act 1990. Under the statutory framework for biodiversity net gain this application comprises development below the de-minimis threshold meaning that the development is exempt from providing biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

Planning legislation requires the application to be determined in accordance with the Development Plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the Development Plan and then to take account of other material planning considerations including the NPPF. The Development Plan in this instance consists of the Mid Sussex District Plan, the Site Allocations Development Plan Document and the Haywards Heath Neighbourhood Plan.

Courts have confirmed that the Development Plan must be considered as a whole, not simply in relation to one individual policy. It is therefore not the case that a proposal must accord with each and every policy within the Development Plan.

The proposed Street Hub unit would provide improved telecommunications infrastructure within the District which is supported in principle. The unit is deemed acceptable in terms of design, form and scale, such that it should not have a detrimental impact upon the street scene and visual amenity of the area. Nor is the proposal considered to cause significant harm to nearby residential amenities in terms of creating unacceptable levels of noise or light pollution. The proposed unit would be accessible to all and should not impede use of the pavement, nor pose a problem to highway safety.

The proposed development therefore accords with policies DP21, DP23, DP26, DP28 and DP29 of the Mid Sussex District Plan, policy E9 of the Haywards Heath Neighbourhood Plan and relevant paragraphs of the NPPF.

Decision: Permission

Case Officer: Deborah Lynn