

February 2025

Land east of Lunce's Hill

Haywards Heath

design & access
statement

Catesby Estates plc
part of Urban & Civic



RURBAN ESTATES





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Foreword

We are delighted to present this Design and Access Statement setting out our vision for a strategic development opportunity on **Land east of Lunce's Hill, Haywards Heath** and its capacity for delivering new homes in the Lewes and Mid Sussex Districts.

The application is being jointly submitted by Catesby Strategic Land Limited and Rurban Estates Ltd. Catesby Strategic Land Limited is a specialist strategic land promotion business. Catesby are committed to bringing forward sustainable residential developments that enhance the area in which they are located. They believe the key to their success is their collaborative approach and commitment to delivering sensitively designed housing developments tailored to the character of the local area and providing real community benefits.

Similarly, Rurban Estates partner with built-environment stakeholders to align interests through collaboration and problem-solving and with the aim of delivering attractive and sustainable new communities with positive legacy. Rurban Estates champion quality design and promote low carbon principles so that proposals enhance the place and setting while delivering greener communities for a brighter and more sustainable future.

The overarching Vision for Land east of Lunce's Hill, Haywards Heath is to deliver a high-quality, locally distinguishable and sustainable addition to Haywards Heath. The proposed development will provide an opportunity to deliver much needed new housing, enhancing and complementing the existing settlement edge, whilst taking advantage of the extensive services, facilities and amenities that the local area has to offer. The landscape-led indicative masterplan will respond to the opportunities and constraints of the Site, enhancing existing natural and built assets, seeking to create a strong and positive legacy for the town.





Introduction

Haywards Heath

Haywards Heath is a town in West Sussex, located on the north-eastern boundary of the county, bordering East Sussex. It is strategically situated between the cities of London and Brighton, with direct rail connections to both. Locally, it neighbours the town of Burgess Hill. Haywards Heath also has good connections to the A23, M23 and Gatwick Airport.

Site Description

The plan opposite identifies the Site's location, on the southern edge of Haywards Heath. The 8.88 ha Site is located approximately 1.9km from the centre of town. The Site is cross boundary and sits across Lewes District Council (6.98ha) and Mid Sussex District Council (1.90ha).

This greenfield farmland Site is influenced by existing residential development to the north and north west, and in its wider context, the residential area of Fox Hill to the west. The Site's south western boundary is formed by Lunce's Hill where an existing barn (pictured right) is located. To the south are further arable fields and to the east, an area of ancient woodland. The Pellingford Brook runs east to west through the Site. Further photographs of the Site are found on the following pages.

Site Proposals

The Site is proposed to deliver up to 130 dwellings actively fronting characterful streets and set within a comprehensive landscape framework of rich and varied open spaces. A mix of house types and tenures are proposed, helping to meet the need for market and affordable housing in the local area and wider districts. The proposal is respectful of and sensitive to its context, providing a farmstead style character area along the western boundary and restoring the existing on-site barn into commercial and/or community uses. Proposals will promote good design, aligning with design guidance documents from both Mid Sussex and Lewes District Council.

Land east of Lunce's Hill, Haywards Heath can deliver the following:



Up to 130 new, energy-efficient and sustainable high quality family homes with a range of sizes, types and tenures;



A new children's play area, promoting outdoor activity and cognitive learning;



The retention and restoration of existing on-site barn into flexible commercial and/or community use



A new pedestrian crossing on Lunce's Hill and new footpaths and cycle routes to encourage safe active travel in and around the Site;



Enhanced boundary planting, respecting Ancient Woodland, and the creation of meaningful open, green spaces;



Increased biodiversity on the Site and enhanced landscape planting to complement existing mature vegetation and blue landscape; and



Sustainable drainage features to support and enhance the biodiversity and ecological value of the Site.



Existing barn and site boundary along Lunce's Hill



View of the Site looking west towards Cleavewater on Lunce's Hill



View from northern corner looking east towards Ancient Woodland



Design & Access Statement: Location Plan

KEY:

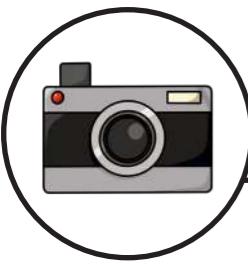
- Site boundary (8.88ha)
- Local Authority Boundary

Mid Sussex District
Lewes District

0 25 50 75 100 125 m







Design & Access Statement: Site Photos





Context Analysis

Planning Policy Context

This section identifies the relevant planning policy context which the proposed development has been informed by. Due to the cross-boundary nature of the application, the adopted Development Plan of relevance to this site comprises the Development Plan for both Lewes District and Mid Sussex District Councils.

The Development Plan for the land falling within Lewes District is made of the following documents:

- Lewes District Local Plan Part 1: Joint Core Strategy (2016)
- Lewes District Local Plan Part 2: Site Allocations and Development Management Policies (2020)
- Saved Policies of the Lewes District Local Plan (2003)
- Wivelsfield Neighbourhood Plan (2016, reviewed in 2021)
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2013)
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Site Plan (2017)

The Development Plan documents for the land falling within Mid Sussex comprises:

- Mid Sussex District Plan 2014 – 2031 (2018)
- Saved policies of the Mid Sussex Local Plan (2004)
- Mid Sussex Site Allocations DPD (2022)
- Mid Sussex Small Scale Housing Allocations DPD (2008)
- West Sussex Joint Minerals Local Plan (2018)
- West Sussex Waste Local Plan (2014)
- Haywards Heath Neighbourhood Plan (2016)

There are number of 'saved' policies set out in the Lewes District Local Plan (2003) and the Mid Sussex Local Plan (2004). However, these policies are not relevant to the application site and so are not discussed any further. Please refer to the submitted Planning Statement for information on the relevant minerals and waste plans.

In addition to these Development Plans, other material considerations include the National Planning Policy Framework (December 2024) ('NPPF'), LDC's Interim Policy Statement for Housing Delivery (2020), and a number of supplementary planning documents, guidance and technical notes adopted at the local level listed in the table below.

LEWES DISTRICT	MID SUSSEX DISTRICT
Renewable Energy SPD (2006)	Affordable Housing SPD (2018)
Kerb Side Recycling SPD (2004)	Design Guide SPD (2020)
Affordable Housing SPD (2018)	Development Infrastructure and Contributions SPD (2019)
Biodiversity Net Gain TAN (2021)	Development Viability SPD (2019)
Circular Economy TAN (2021)	Air Quality and Emissions Mitigation Guidance for Sussex (2021)
Sustainability in Development TAN (2021)	Policy for the Management of Surface Water (2018)
Electrical Vehicle Charging Points Technical Guidance Note	Parking Guidance (2020) (West Sussex)
Parking Guidance (2017) (East Sussex)	Planning Noise Advice Document (2023)

Please refer to the submitted Planning Statement for a full list of policies and a detailed planning assessment.

Principle of Development

The majority of the Site is located within the jurisdiction of Lewes District Council who have acknowledged that their adopted Development Plan is out-of-date and they are currently unable to demonstrate the five year supply of housing land required by national planning policy.

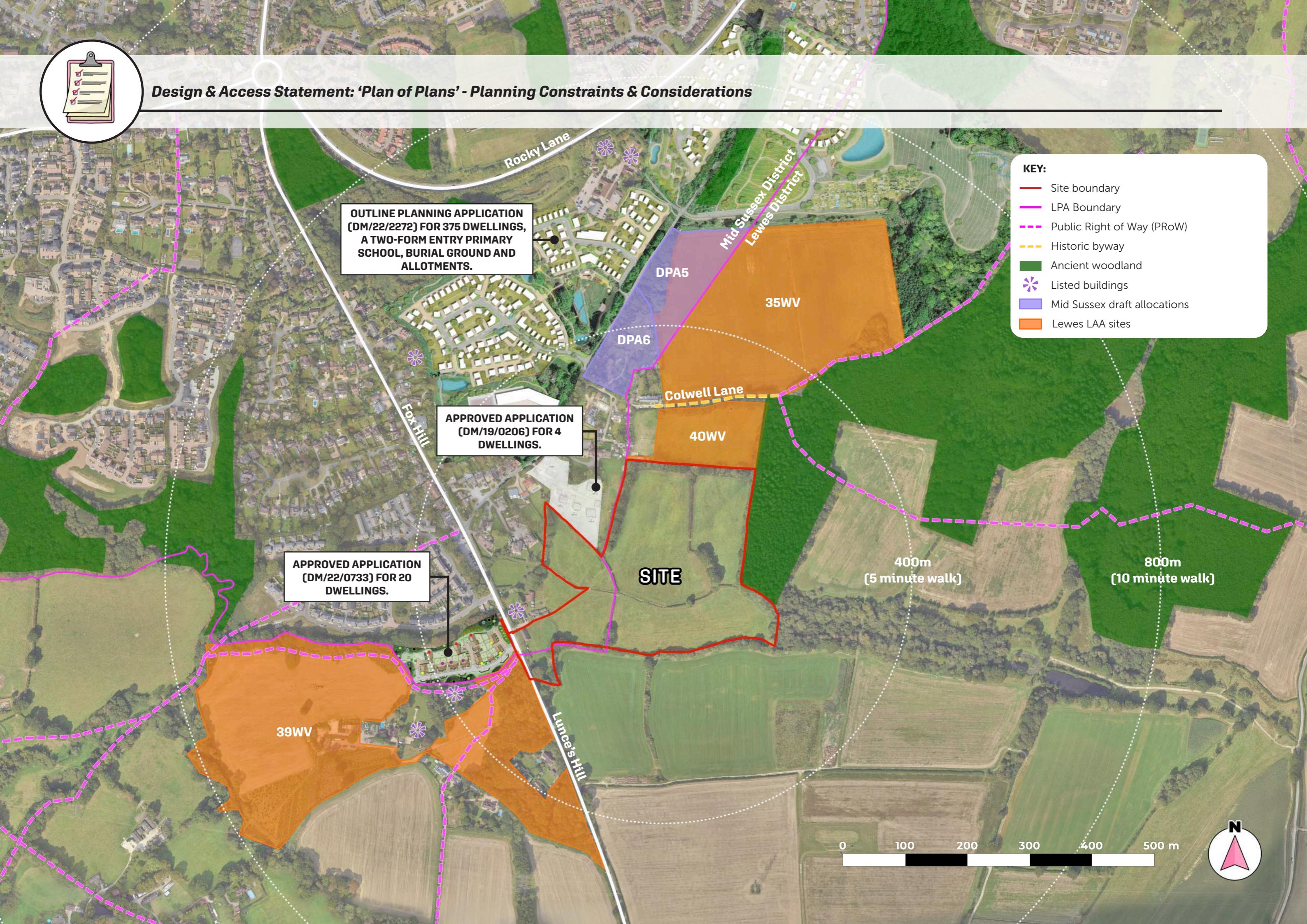
Within this context, the planning policies relevant to the delivery and location of housing are deemed out of date, and the presumption in favour of sustainable development is in effect, unless it can be demonstrated that there is an adopted Neighbourhood Plan in place which was made five years or less before the date on which the decision is made and the neighbourhood plan contains policies and allocations to meet its identified housing requirement.

There is an adopted Neighbourhood Plan for Wivelsfield Parish in place, which was made in September 2016 and more recently revised in May 2021. As explained in the submitted Planning Statement, the Neighbourhood Plan review was not subject to any further consultation, examination or referendum, nor has it considered the proportion of new housing that would need to be accommodated within the Parish as a result of the considerable uplift in housing need in Lewes in recent years, therefore it cannot be demonstrated that the Neighbourhood Plan meets its identified housing requirement. The Neighbourhood Plan review itself will in any case become out of date in May 2025.

The district of Lewes is highly constrained with approximately 56% of the land area located within the South Downs National Park and 77% of its population in the five urban areas of Lewes, Newhaven, Peacehaven, Seaford and Telscombe Cliffs / East Saltdean located in the southern part of the district. The remainder of the population live in 23 predominantly rural parishes which accommodate villages of no more than 2,000 people (with the exception of Ringmer near Lewes).



Design & Access Statement: 'Plan of Plans' - Planning Constraints & Considerations

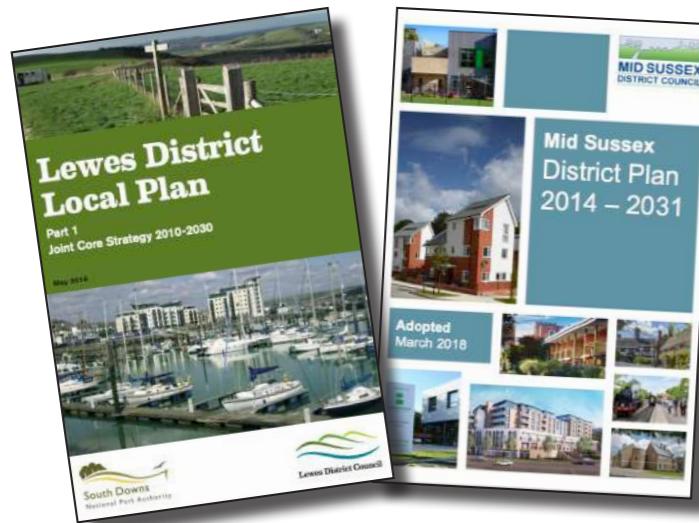




The nearest largest towns providing a wide range of services and facilities are Burgess Hill and Haywards Heath in Mid Sussex, Uckfield in Wealden District, and the city of Brighton & Hove, outside of the district boundary. Sites within Lewes District, but located in proximity to these larger towns, are therefore arguably the most suitable locations for new speculative developments submitted under the titled balance.

A small portion of the Site lies within the boundary of Mid Sussex, who may no longer be able to demonstrate a five year housing land supply following the latest iteration of the NPPF (December 2024) - please refer to the submitted Planning and Affordable Housing Statement for details. The District Council is currently in the process of preparing a new Local Plan and concerns were raised in the first Examination Hearing regarding the significant level of unmet need in adjacent districts, including Lewes, and the extent to which this unmet has been considered in the emerging plan. The application site is well placed to accommodate some of this need as a sustainable extension to a large town with extensive facilities and transportation links, whilst the majority of the land would remain, appropriately, within the District of Lewes.

A full planning assessment within this context, including a detailed analysis of the suitability of the site under the titled balance, is contained in the submitted Planning Statement.



Lewes District Local Plan (2010-2030) and
Mid Sussex District Plan (2014-2031) covers

General Alignment with the Adopted Planning Strategy

The application site is located on the southern edge of Haywards Heath which is defined as a Category 1 settlement with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements.

The immediate area is undergoing significant change resulting from the recent development, approval, resolution-to-grant, or allocation of a number of development sites to the south of Haywards Heath.

These include a strategic development location being delivered for sustainable residential growth to the north of the site, known as 'Land at Hurst Farm'. A live application is submitted under planning reference DM/22/2272 for 375 new homes located primarily on allocated land within the boundaries of Mid Sussex District. The application boundary also covers land within the boundaries of LDC, for an additional residential development parcel, burial ground, allotments and public open space. A resolution to grant planning permission was given by Mid Sussex District Council's Planning Committee in August 2023.

Another small development site – land at Braydells – lies between the northern boundary of the site and the existing residential properties on Hurstwood Lane. This site has extant planning consent for 4 new homes under reference DM/19/0206, as amended. An additional, recently completed residential development ('Spring Bank') comprising 20 new homes is located to the west of the site. This development was permitted under reference DM/22/0733 in 2022.

The Site therefore lies immediately adjacent to what will soon form the southern boundary of Haywards Heath. The proposed development would sit comfortably within this emerging context, enclosed by natural boundaries along three sides before the landscape character changes into more open rural landscape immediately to the south.

Local Services & Facilities

The Site is located in a sustainable location and has good access to a number of local facilities both within walking distance or a short cycle, bus journey or drive.

The Site lies approximately 1.9km south of Haywards Heath town centre which has a wide range of facilities and can be reached in 10 minutes by bus (routes 166, 271 & 272). Haywards Heath has very good commuter transport rail links, with four direct train services into London every hour, with the journey taking around 50 minutes. Wivelsfield train station is on the same train line and is located 2.5km south west of the Site. Lunce's Hill also provides bus connections to Haywards Heath train station in 10 minutes and Wivelsfield train station in less than 5 minutes.

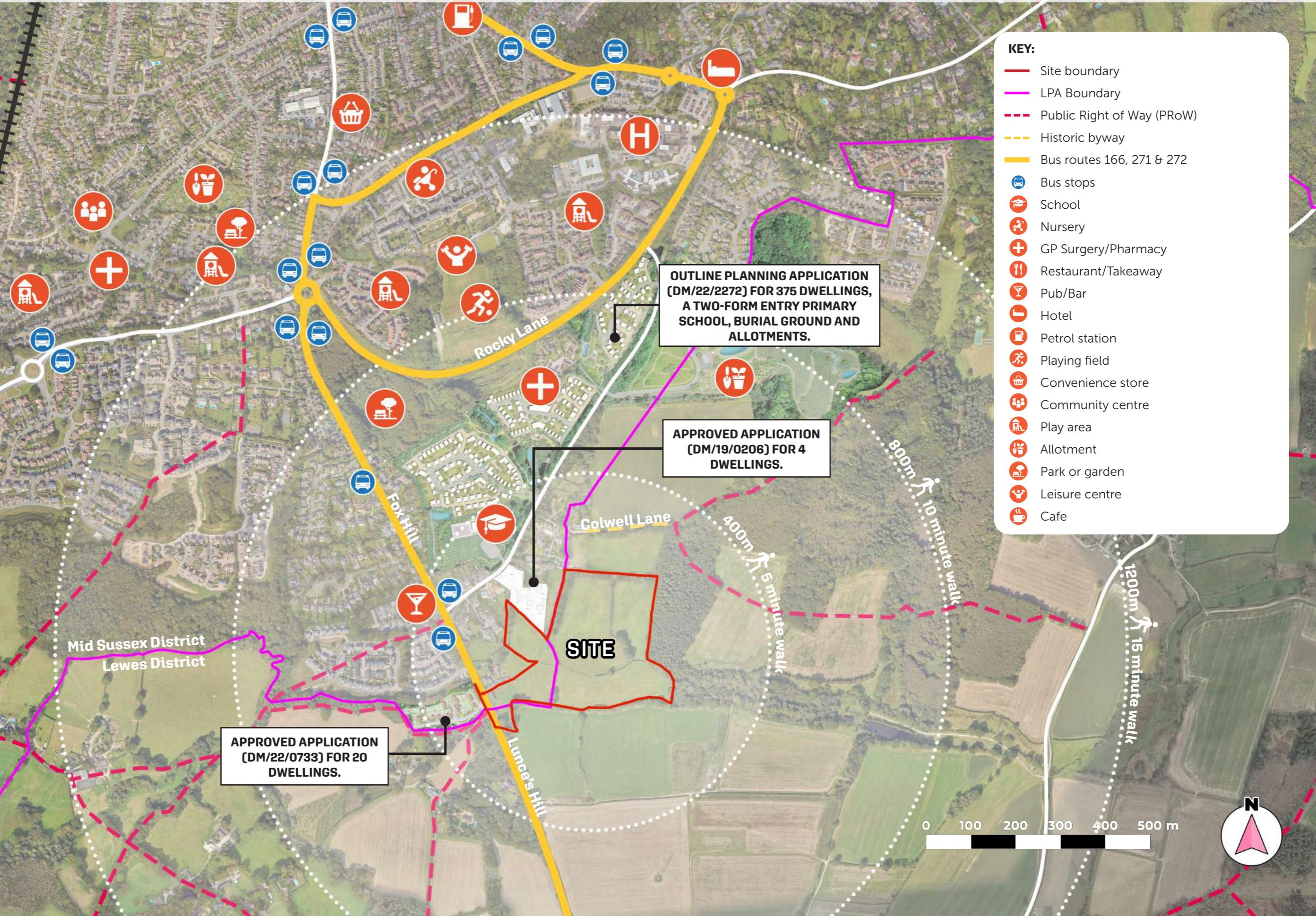
North of the Site there are many local services within 20 minutes walk, including: a Sainsbury's Local food store, The Vale GP Surgery, St Francis Football Club, St Francis swimming pool and Busy Bees Nursery. The proposals at Land at Hurst Farm, proposes a 2FE primary school, which would be located 300m from the Site. It also proposes allotments and local employment opportunities.

There are two other primary schools, St Wildrid's C of E Primary and Northlands Wood Primary Academy, within 1.5km and 1.67km from the Site respectively. The closest secondary school to the Site is Oathall Community College, which is 2.75km or a 20 minute bus journey away (via route 272).

These facilities would be further supported with the addition of a flexible commercial and/or community use on the Site through the re-purposing of the existing barn as part of delivering a sustainable development.

A wide range of other shops, services and employment opportunities are located within Haywards Heath Town Centre. More extensive services can be found in Crawley and Brighton, which are accessible by road, bike, train or bus (routes 271 & 272) – both approximately 20km away.

Design & Access Statement: Local Services & Facilities Plan





Historical Settlement Growth Analysis

Haywards Heath was a small agricultural settlement for a large part of its history and only began to grow in the 18th and 19th centuries. The completion of the London to Brighton railway line and Haywards Heath railway station in 1841 transformed this small agricultural settlement into a thriving market town.

The railway brought increased trade, employment opportunities and a surge in population. This was reflected in the evolution of the settlement pattern, which initially clustered around Haywards Heath station, either side of the railway line.

In the late 19th century the town attracted many people from London seeking cleaner air and a healthier lifestyle. As a result, Haywards Heath soon became a popular commuter location for those working in London. This growth resulted in construction of new houses, businesses, churches, schools and other public buildings. The settlement began to branch out, forming along key roads including: South Road, Church Road, Sydney Road, New England Road and Sussex Road.

Haywards Heath saw further expansion after the second world war and by the mid 20th century had grown into a reasonably sized town. Development clustered around the railway and South Road which housed a large majority of the town's shops and businesses. In the 1970s two light industrial estates were built adding to the town's diverse range of industries. At this time, residential development began to appear along Fox Hill near to the Site.

A large amount of expansion happened in the late 20th century and early 21st century, largely driven by residential development. This resulted in the coalescence of the neighbouring village of Lindfield with the north-east of Haywards Heath.

The adjacent map shows the expansion of Haywards Heath within the context of the Site.

Settlement Character Assessment

Haywards Heath offers a varied palette in terms of its architectural style and sense of place. Three areas close to the Site, (Ruppell Rise, Spring Bank development and Hurstwood Lane) have been analysed in terms of their urban form and materiality.

The key observations are as follows:

- The residential area near Ruppell Rise is a modern development with a range of housing types, from semi-detached to terraces to small flat blocks.
- The exterior materials used are a mixture of red brick and white weatherboarding with grey slate roofs.
- The roofscapes are a mixture of gable end and hipped designs.
- The Spring Bank development is also modern but utilises materials to reflect the styles of the historic character of homes along Lunce's Hill.
- A mixture of black weatherboarding, red brick and red hanging tile are used on the exteriors.
- The roofscapes are a mixture of clipped gable and gable roof designs utilising red and grey slate tiles. These complement the similar roofscapes in the surrounding area.
- Residential dwellings near Hurstwood Lane were built in a range of different time periods. Some as early as the 1870s, others in the 1930s and most in the late 20th century.
- There are predominantly large detached houses in this area, as well as a terrace and some semi-detached dwellings.
- There are a mixture of materials used but predominantly red brick, black and white weatherboarding, red hanging tile, with gabled and clipped gable roof designs.
- The Fox and Hounds pub nearby on Lunce's Hill was built in the 1870s and has white brick render.



Ruppell Rise character



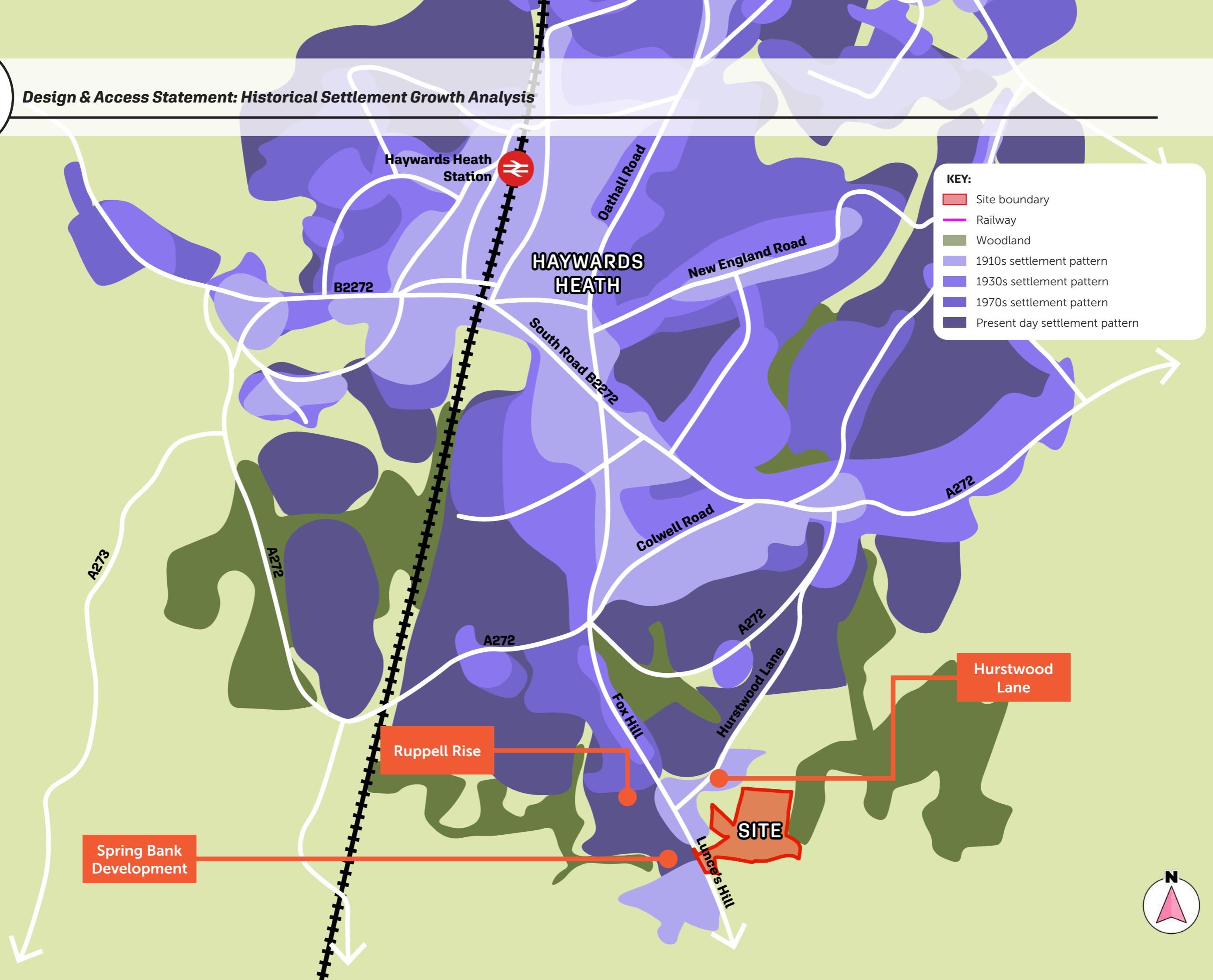
Spring Bank development character



Hurstwood Lane character



Design & Access Statement: Historical Settlement Growth Analysis





Constraints & Opportunities

Constraints & Opportunities

A summary of the constraints and opportunities are presented here, to be considered in the development of masterplan proposals.

Archaeology

All work has been undertaken in reference to the NPPF, Local Authority policies, CifA Standards and Guidance and other relevant policies.

No statutory designations (Scheduled Ancient Monuments, Registered Battlefields or World Heritage Sites) are located within or adjacent to the study site boundary. None are recorded within the 1km study area. As such the desk-based assessment has not identified any designated archaeological assets which will be negatively impacted by the proposed development.

A review of the available evidence has confirmed that the study site has a low potential to contain prehistoric, Roman, medieval and post-medieval finds and features. The significance of any such archaeology is likely to be low and local, relating to the dispersed agricultural landscape. Undated ditches have been recorded within the Site. Subsequent geophysical survey did not identify anomalies of archaeological interest.

Given the low potential for archaeology, any further investigation, if required by the LPA Archaeologist to confirm the above results, could be suitably undertaken as a condition of planning approval.

Heritage

A Heritage Statement (Orion, 2024) has been prepared to assess buildings within the 1km study area for their potential to be impacted in relation to the proposed development. Located within the immediate vicinity of the study site are two grade II listed buildings, Cleavewater (NHLE 1286454) and The Olde Cottage (NHLE 1223019). Within the curtilage of Cleavewater are a barn and outbuilding, the former of which is located within the study site boundary and is proposed to be retained as part of the proposed

development, adding to the legibility of its significance. Modern development has limited the importance of Cleavewater's setting and the inclusion of a landscape buffer ensures legibility of the significance of the house within its more immediate surroundings of Ditchling Road. The proposed development will bring less than substantial harm to the significance of Cleavewater, but this harm is outweighed by the public benefits of the proposed development in line with the NPPF. The study site makes no contribution to the significance of The Olde Cottage, and the proposed development will bring no harm to this significance.

Hurstwood House, Hurstwood Place and the Fox and Hounds Inn were identified as potential non-designated heritage assets in the vicinity. The significance of these 19th century buildings is best appreciated from within their historic plots and more immediate surroundings which form their settings. As such, the proposed development will bear no impact on their significance.

The masterplan layout has evolved to maintain a suitable buffer between the development and the assets. As such, no further mitigation is proposed.

Access & Movement

The site access design has been developed with consideration to the site location, existing highway alignment, required junction geometry and provisions for non-vehicular movements. This has been considered in accordance with 'Manual for Streets' design guidance, and accommodates a minimum stagger distance of 30 metres from the opposing Spring Bank access junction. The site access carriageway is designed as 5.5m wide, with widening at the immediate entrance from Fox Hill in order to accommodate vehicle tracking. The junction design has also considered visibility in accordance with the Design Manual for Roads and Bridges (DMRB), with speed surveys undertaken on Fox Hill to support the design.

To support the proposals, it would be pertinent to consider an extension of the current 30mph speed limit from the Fox and

Hound Public House, to a point to the south of the Site – with a gateway feature provided. This isn't essential for the delivery of the site access, but would support the proposals well.

The site access design also incorporates a Puffin Crossing to the north of the Site, connecting pedestrians to the footway in the western verge of Fox Hill, where users can travel north to Haywards Heath, and to the bus stop on Fox Hill, located 300 metres from the centre of the Site. This bus stop provides hourly services into Haywards Heath, with Haywards Heath Railway Station a 10 minute journey. The bus services also offer connections to Burgess Hill and Brighton to the south, and Crawley to the north. Haywards Heath Railway Station is on the Brighton Mainline, connecting Haywards Heath with Brighton to the south, and Gatwick, Redhill, and London to the north. The Site is therefore in a suitable location for sustainable travel.

Ecology

A suite of ecology surveys have been undertaken across the Site including between July 2023 and September 2024, which has included:

- Extended Phase 1 habitat survey;
- BNG Baseline survey;
- River Corridor Assessment (MoRPh5) for BNG;
- Badger survey;
- Otter and water vole survey;
- Reptile survey;
- Breeding bird survey;
- Preliminary bat roost assessment; and
- Bat activity and static surveys.

The Site was found to support agriculturally improved grassland in the main, which is subject to cutting for silage/hay. It is species poor, comprising common widespread species typical of this habitat type. Native hedgerows delineate the fields, many of which contain trees; these would be classified as Habitats of Principle Importance. The Pellingford Brook runs through the centre of the Site. An area of ancient woodland is present to the east of the Site,



RETAINED
Design & Access Statement: Access Junction Plan

PRIVATE DRIVE AS
INDICATED ON OS
MAPPING TO BE
RETAINED

SURFACE WATER
GULLY TO BE
RELOCATED
UPSTREAM OF PUFFIN
CROSSING STUDS

**SURFACE WATER
GULLY TO BE
RELOCATED
UPSTREAM OF PUFFIN
CROSSING STUDS**

SPRINGBANK SITE ACCESS

— CYCLE ON-SLIP

L

ON-SITE
PROPOSALS





outside the application boundary.

To date no evidence of badger activity or the presence of water vole or otter have been detected. Reptiles are also considered to be absent.

The activity and static surveys identified a moderate bat assemblage within the Site, being concentrated in and around the hedgerows.

The following Phase 1 habitats were encountered within the Site:

- Broad-leaved woodland (linear);
- Scattered trees;
- Hedgerows;
- Improved grassland; and
- Watercourse.

Habitat creation and ecological enhancements have been considered from the onset, with the landscape design being developed with input from the ecology team from the start. Overall, a significant proportion of the Site will be given over to green infrastructure and the creation of high-quality habitats resulting in a 10.08% net gain for area habitat and a 12.39% net gain for linear habitat. Due to the presence of the Pellingford Brook, a 11.62% for watercourse habitat will also be secured.

The main features of ecological value within the application site boundary, namely the hedgerows, will be retained and enhanced wherever possible. New boundary re-enforcement planting is proposed to not only provide landscape screening to the Site, but to increase the biodiversity value of the feature as well as increasing the ecological permeability.

Additional habitat of high ecological value that will be created through the landscape design include:

- Wildflower meadow;
- Wet meadow;
- Native scrub; and
- New tree planting

Arboriculture

Masterplanning of the development has been informed by arboricultural recommendations throughout and has retained all survey items with only the partial removal of a small number of hedgerows. The site access road route will result in a minor encroachment into the rooting area of a group of trees, however this will be mitigated for, with the use of an engineered solution.

To ensure succession to the existing tree stock, new planting is recommended. The new planting has potential for longevity within the landscape and will enhance the species diversity for the Site, whilst also contributing to the green infrastructure for the area. A buffer of at least 15m to the Ancient Woodland has been provided along the eastern edge of the Site.

Landscape & Visual

The proposals have sought to retain and enhance the existing landscape fabric of quality within the Site, wherever practical, and respond to the Site's suburban context to the west. Proposed landscaping and open space accounts for c.51% of the total site area, which has sought to introduce high quality landscape features onto the Site to balance the adverse changes and improve on the overall landscape fabric and recreational values of the site character.

Visual impacts have been considered throughout the design process to minimise visual changes to surrounding receptors. The proposals have protected the existing landscape features along the site boundaries to maintain existing filtering qualities of this vegetation. Additional planting is proposed along the site peripheries to layer and strengthen the screening qualities of the vegetation, and green corridors implemented through the centre of the scheme to break up the image of built form and protect existing features.

Drainage

A drainage strategy has been prepared based on restricting surface water runoff to greenfield rates, attenuating on Site by way of a number of attenuation ponds, and discharging to the watercourse that runs through the Site. A developer enquiry to Southern Water will be applied for to determine the most appropriate strategy for foul water. The attenuation ponds will be designed to store runoff up to and including the 1 in 100 + 40% climate change event, and the drainage system will be designed to convey flows to these ponds, with no flooding of the network in the 1 in 30 year event as per Sewerage Sector Design and Construction Guidance (DCG) and Southern Water requirements.

Noise

The dominant noise source is road traffic on Lunce's Hill. The results of the noise survey and assessment indicate that, to meet the guideline value of 55 dB LAeq (16 Hour) in outdoor living areas, mitigation should be provided for those gardens located within

60m of Lunce's Hill.

Gardens should be located on the screened sides of dwellings which lie closest to Lunce's Hill. In addition, localised 1.8m high fencing should be provided around gardens nearest to the road.

During the day and night-time, windows with standard thermal glazing will be sufficient to control internal noise levels in sensitive rooms closest to Lunce's Hill. An alternative means of ventilation will be required so that the occupant can close the windows when desired, whilst maintaining adequate ventilation.

An overheating assessment has been carried out in accordance with AVO guidance and identified that, at a distance of more than 60m from Lunce's Hill, proposed development will be at a low risk of experiencing an adverse noise impact as a result of overheating. Therefore, it is not required to consider the overheating risk at the site further at this stage.

In terms of PPG-Noise, the noise at proposed dwellings will be below LOAEL with mitigation, and so, in noise terms, there is no reason not to grant planning approval for the proposed residential development.

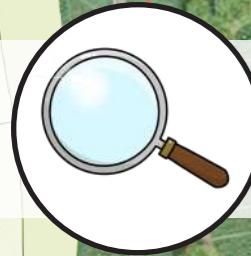
Utilities

Applications have been made to the utility providers in the local area. Based on a dual fuel site, UK Power Networks and Southern Gas Networks have confirmed that they have sufficient capacity for the proposed development. UKPN will be required to carry out diversion works at the entrance to the site. The site will require a substation. It will also require a gas-governor to convert the local medium pressure mains gas to the low-pressure type required for domestic applications. South-East Water has confirmed that no off site reinforcement works are required to service the Site with potable water. Budget prices have been provided by the three suppliers. Ultrafast full fibre broadband is available from BT/ Openreach.

Development Potential

The assessments carried out indicates that the Site has capacity for up to 130 dwellings. The Site proposals provide an opportunity to deliver sustainable growth to Haywards Heath and the wider area. It has the opportunity to strengthen the local community by providing further housing and community uses as well as enhancing the biodiversity of the area through new landscaping.

Design & Access Statement: Constraints & Opportunities



OUTLINE PLANNING APPLICATION
(DM/22/2272) FOR 375 DWELLINGS,
A TWO-FORM ENTRY PRIMARY
SCHOOL, BURIAL GROUND AND
ALLOTMENTS.

APPROVED APPLICATION
(DM/19/0206) FOR 4
DWELLINGS.

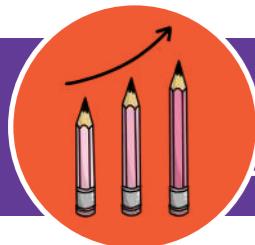
APPROVED APPLICATION
(DM/22/0733) FOR 20
DWELLINGS.

KEY:

- Site boundary
- LPA Boundary
- Public Right of Way (PRoW)
- Historic byway
- Ancient woodland
- Ancient woodland easement 15m
- Ancient woodland easement 30m
- Listed buildings
- Existing vegetation & RPA's (dashed)
- Existing watercourse
- On-site building retained & restored
- Neighbouring property boundaries
- Existing brook crossings
- Rising main (with 3m easement)
- Water main (with 5m easement)
- Existing bus stops
- Proposed enhanced buffer planting
- Proposed point of vehicular, cycle and pedestrian access
- Proposed primary vehicular route
- Proposed attenuation areas
- Proposed LEAP (with 20m buffer)
- Proposed flexible commercial and/or community use and parking area (0.08ha)
- Proposed residential development (3.97ha)

0 25 50 75 100 125 m





Design Evolution

Engagement Strategy

A thorough engagement strategy has been carried out to consult and engage with key stakeholders and the local community during the design process, to inform the proposals presented in this Design and Access Statement.

Pre-application requests were submitted to both Lewes and Mid Sussex districts at the end of November 2024 to continue ongoing discussions on emerging proposals for the Site.

Prior to this, Haywards Heath Town Council and Mid Sussex District Council Ward Councillors (Haywards Heath Franklands Ward) were approached regarding the on site barn to discuss future potential uses of the building to support the existing and future community's needs.

Public Consultation

An online public consultation was held online from the end of November to 22 December 2024. On 25 November the following stakeholders were informed of the public consultation event, and were provided contact details should they have any questions or wish to meet:

- Haywards Heath Town Council;
- Mid Sussex District Council Ward Councillors (Haywards Heath Franklands Ward);
- Lewes District Council Ward Councillors (Wivelsfield Ward); and
- Wivelsfield Parish Council.

Further to this, over 300 copies of a leaflet were delivered to local residents and businesses near the Site to inform member of the public of the consultation event and emerging proposals, with details on how to provide feedback provided.

A website was launched containing text explaining the proposals, plans and a wide range of other supporting information including links to third party useful resources.

A detailed summary of the feedback received from the consultation event is provided in the Statement of Community Involvement that accompanies this application. Feedback from the consultation event included:

- Lack of facilities in the area – GPs, Dentists & Schools;
- High levels of development in the area already;
- Speeds on Lunce's Hill/Fox Hill - Traffic already heavy and it's a dangerous road to cross;
- Better pedestrian/cycle route - Hurstwood Lane would benefit from a better pedestrian route to the hospital;
- Drainage is an issue in the area; and
- Loss of green fields and impact it will have on wildlife

Key themes that emerged in addition to the above are:

- Affordable homes, bungalows and smaller homes all with high sustainability credentials are highlighted as missing from the Haywards Heath housing market;
- Protection of the existing woodland, connectivity and wildflower meadow planting also featured; and
- There is no clear indication on proposed repurposing of the barn, but there is a clear consensus that services such as GP, Dentists & Schools are needed.

Discussions with key stakeholders and relevant parties will continue throughout the application process.

Pre-application Engagement

A pre-application meeting was held on the 30th January 2025 where we met with officers from Mid Sussex District Council and Lewes District Council. Our proposals aim to address comments raised in this meeting. Further details on the response to queries raised in the meeting can be found in the planning statement.



Indicative masterplan on the consultation website



Indicative land use and building heights plan on the consultation website

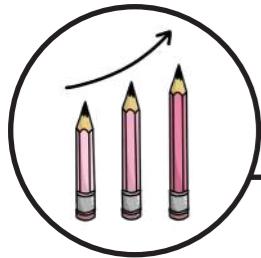


Submit your feedback in a number of ways:

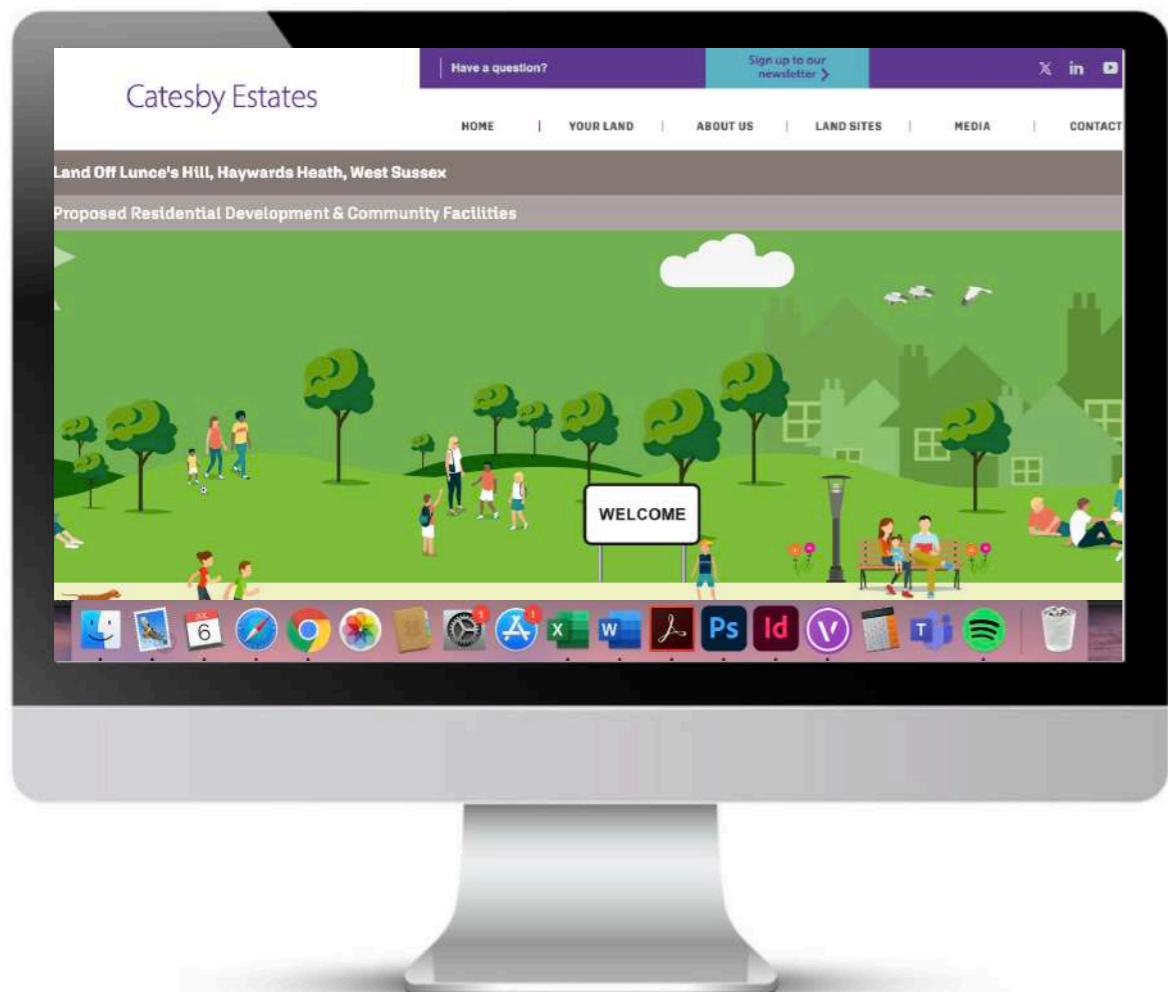
- Online via this website by completing the Have Your Say Form or the Survey Link
- Via email: info@catesbyestates.co.uk
- Via telephone: 03788 726810
- Or finally via post (no stamp required) simply using the address freepost: CATESBY ESTATES

Please let us have your feedback by no later than Sunday 22nd December 2024.

A variety of opportunities to provide feedback



Design & Access Statement: Consultation website & leaflet



Homepage for the consultation website



Leaflet distributed to local residents and businesses



The Proposals

Illustrative Masterplan

The illustrative masterplan on the opposite page, represents one way in which the Site could be developed, to deliver up to 130 new homes, a new flexible commercial and/or community space and areas of open space and landscape.

The proposals respect and enhance the existing natural and built features of the Site, creating clusters of new homes set within mature and varied landscape, with woodland as a backdrop. The existing brook forms part of an enhanced green and blue landscape corridor through the Site, accommodating new planting and drainage as a defining natural feature.

At the gateway to the Site off Lunce's Hill, the existing barn is proposed to be sensitively re-purposed to provide a new community space to provide every-day facilities for new and existing residents as part of a sustainable approach to development.

A primary street meanders through the Site to provide access to a variety of new homes of different sizes and tenures, as part of a network of safe and pedestrian friendly streets and routes. Areas for play and recreation are incorporated within the landscape, with a variety of leisure routes connecting homes to the landscaped spaces. A new crossing point on Lunce's Hill will connect the Site with existing infrastructure including existing nearby bus stops, promoting active travel.

Due to the sensitive nature of the setting of Cleavewater and the residential dwellings on Hurstwood Lane, the western parcel of the proposal requires special treatment. The masterplan proposes a low-density, farmstead arrangement where dwellings are clustered around a carefully landscaped courtyard, with a character that respects the local vernacular.

The proposed homes will be designed in accordance with Government's sustainability requirements, with a range of measures to be implemented to reduce energy use and carbon emissions.

Housing Strategy

The masterplan proposes a variety of different house type designs, providing a range of sizes catering from 1 bed maisonettes to 4 bed houses, creating new homes for a diverse community, from first time buyers to the aging community alike. The internal layouts will be designed to meet and exceed National Minimum Standards and have considered market preference and modern ways of living.

Homes will be designed to allow for flexibility and adaptation to encourage residents to stay for longer, depending on life circumstances, from growing families to downsizers. The scheme ensures there is a wide range of choice.

The provision of affordable housing will be in line with policy. For residential development within Lewes District, a provision of 40% affordable housing is proposed. For homes within Mid-Sussex District, 30% affordable housing is proposed.

Parking & Refuse Strategy

Parking is provided on plot - either in garages or driveways to the side of properties. Overall parking provision is in accordance with the county guidance. Additionally, adequate provision for cycle storage is made for all properties to encourage use of alternative modes of transport to the car. Visitor parking along the streets has been accommodated to serve the development as a whole.

Adequate provision for cycle parking and refuse storage has been made, to be provided in either garages or the back gardens of all properties. This will ensure that bins are not left on the streets. Homes will be designed with adequate storage space to encourage recycling and composting to minimise overall waste.

All roads have been designed to adhere to adequate widths and turning to accommodate refuse collection vehicles.



Homes overlooking a framework of green and blue landscape corridors



Sensitive farmstead arrangement with dwellings clustered around a landscaped courtyard



Restoration of existing barn into community uses

Design & Access Statement: Illustrative Masterplan





Design Principles

Key design principles underpin the proposals for the Site, focusing on the following three themes:

Creating an integrated neighbourhood

The proposals will:



Increase local **housing choice** - providing a mix of dwelling types, tenures, and sizes which cater for a variety of households, including the elderly and those wishing to work from home;



Deliver a **play space** which is well overlooked, highly accessible as part of a wide range of opportunities to explore nature and the outdoors;



Promote **sustainable modes of travel** by creating low-speed, pedestrian and cycle-friendly streets with connections to existing routes to provide high active travel permeability;



Create a **distinctive and walkable** new place to live, with extensive accessible new green spaces and green corridors; and



Create a **new community space** by restoring an existing unused building into a flexible commercial and/or community use that can be enjoyed by new residents and the local community alike.

Achieving distinctiveness and identity

The proposals will:



Make use of **gateway and landmark designs** to create a sense of distinctiveness within the built form, which is achieved through the selection of facing materials, architectural detailing and activation of the public realm;



Create a strong framework of connected and **well-overlooked streets and spaces** - with carefully considered building lines and dual aspect corners;



Create a **unique identity** around the development through the choice of materials, which have been carefully considered to fit and transition with the existing settlement and country side; and



Vary residential density, pattern and form to create a range of memorable spaces and building groupings, such as the farmstead, that help people find their way around.

Establishing a strong green and blue infrastructure network

The proposals will:



Create a **connected and accessible** green space network founded upon the retention of existing landscape features and the provision of new green corridors;



Provide a range of green space character areas which encourage **physical activity and social interaction** (such as play areas, wild-flower meadows and tree planting);



Provide SuDS features that work positively with the existing landscape and contribute to **biodiversity gain** and habitat creation;



Incorporate **soft and native species of trees and planting** to complement the existing landscape assets on Site; and



Provide a place for wildlife to live and thrive, **achieving a net gain in biodiversity**.