



Lyoth Lane Lindfield

A Vision for the land north of Lyoth Lane,
Lindfield



CREATING TOMORROW TOGETHER

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1.0 Introduction

1.1 Wates Developments & the Professional Team

Wates Developments is an expert in land, planning and residential development throughout Southern England. Wates Developments is the primary investment arm of the Wates Group, which was founded in 1897, Wates is now one of the largest construction and development companies in the UK.

As a family owned business Wates shares a deep sense of responsibility to provide outstanding projects for customers which make a long-lasting difference to the communities in which it works. From delivering affordable housing, new schools, through to retail and commercial interiors, heritage sites and residential development jointly with partners, it is in a unique position to make a positive impact for the long-term.



Professional Team



1.2 Background

This document has been prepared on behalf of Wates Developments to introduce the proposals for the delivery of approx 35 new homes on the Land North of Lyoth Lane, Lindfield.

This document is broken down into the main components of the masterplan and how they have both influenced and been influenced by matters such as landscape character, biodiversity, access, connectivity and heritage assets.



Aerial view of the site from the west



View from Lyoth Lane looking north-west



Location Plan

1.3 Site & Context

Location

This Site is located 1.5km south east of Lindfield and 1.7km north-east of Scaynes Hill. The settlement of Lindfield is located on high ground to the south of the River Ouse. The village contains shops, businesses, pubs, schools (including Lindfield Primary Academy), a medical centre, churches and community groups catering for a wide range of needs. The village is well served by a frequent bus service to and from Haywards Heath. Other facilities/services in Scaynes Hill include a garage/petrol station, two churches and St Augustine's Church of England Primary School.

The site is located on the edge of Haywards Heath. Hayward Heath town centre is 2.5km away to the west. Haywards Heath is a main service centre and key settlement in the District which benefits from a comprehensive range of employment, retail, health (including the Princess Royal Hospital), education, leisure services and facilities. It also has excellent public transport facilities, including a main line railway station that provides regular services towards London and Brighton.

The Walstead Park development is located immediately north of the land at Lyoth lane and includes a 20 acre plus Country Park which is accessible via a pedestrian link off Lyoth Lane. The Walstead Park development, which includes a 20 acre plus Country Park, is due to commence and is accessible from the access off Lyoth Lane.

The Site itself is less than a 10-minute walk from Northlands Wood Primary School, a health centre and a Tesco convenience foodstore / chemist.

Site Description

The Site adjoins the eastern edge of Haywards Heath and southern edge of Lindfield. It comprises greenfield land well screened by tree cover and is bounded by Lyoth Lane to the south-west and Snowdrop Lane to the south-east.

Snowdrop Lane runs between to the south-east of the site, meeting at the junction with the A272/Lewes Road further south and joining the A23 approximately 10km to the west of the Site. Beech Hill bus stop is in close proximity to the Site, located circa 200m away along Northlands Avenue to the west providing a regular service to Haywards Heath, Crawley, Burgess Hill and Brighton.

The Site is located immediately outside the Built-up Area Boundary, that of Haywards Heath located to the south-west and that of Lindfield further north.

The Site is not located in a Conservation Area and there are no statutorily Listed buildings on-site. Grade II Listed Lyoth Cottage (Listing Entry: 1241037) is opposite to to the south-west.

The Environment Agency's Flood Map for Planning indicates that the Site falls within Flood Zone 1 and is therefore subject to a low risk of flooding from rivers or the sea.



Snowdrop Lane and Lyoth Lane looking south



Snowdrop Lane runs to the east of the site



Site view from Lyoth Lane looking north

1.4 Planning

Policy Context

The Site is situated under the administrative control of Mid Sussex District Council. The current Development Plan, comprises the following:

- Mid Sussex District Plan 2014-2031 and Policies Map (March 2018);
- Mid Sussex Site Allocations Development Plan Document (June 2022);
- Saved Policies of the Mid Sussex Local Plan 2004 (May 2004);
- Mid Sussex Small Scale Housing Allocations Development Plan Document (April 2008);
- Lindfield and Lindfield Rural Neighbourhood Plan (March 2016).

The Local Plan is under review and these sites are being promoted as potential allocations in the Local Plan Review



Planning Case

The development of the site could facilitate a number of benefits for Lindfield, Haywards Heath, and the wider area, aligning with the Council's vision for Mid Sussex as set out in the Reg 18 Local Plan Review (Nov 2022) to deliver: "A thriving, attractive and resilient District, which is a highly sustainable and desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future."

Using the Government's standard methodology for assessing housing need, the minimum housing need in Mid Sussex is, as set out in the Reg 18 Local Plan Review, to deliver 1,119 new homes per annum, which is significantly above the current District Plan's figure.

The Representations have been made on behalf of Wates Development that indicate why the land at Lyoth Lane would be appropriate sites for allocation in the Local Plan Review and why the criticism levelled at the sites in the Site Selection Conclusions Paper do not stand up to scrutiny, these being primary heritage and access related.

The spatial strategy of the District Plan Review is in effect a continuation of the strategy adopted in the 2018 Local Plan, but with less development directed towards East Grinstead and Haywards Heath and some of the larger villages given the availability of sites 'capable of accommodating sustainable growth'; and more growth directed to those less sustainable settlements that can accommodate further growth of a quantum that would support the provision of new facilities/ services that would not only meet the needs of the new residents but those of existing residents,

and thus make them more sustainable places to live.

Within this context we note that whilst Lindfield is identified as a Category 2 Settlement given the level of services and facilities that exist within the village, which include a post office, banking facilities (bank and/ or cash point) and a convenience store, pre-school facilities, infant/ primary school, significant local employment opportunities within 5km, a village hall/ community centre, health centre / GP facility and a dispensary, and good provision of recreational facilities; it is only identified to take limited growth in the Local Plan Review, there being more development proposed at some of the lower order settlements than there is in Lindfield.

Lindfield is clearly a sustainable settlement in which to accommodate residential development, having been designated a Category Two Settlement

Given the site's location immediately adjacent to the built area of both Haywards Heath and Lindfield, it would serve as a natural extension to the existing built up area and would offer a sustainable location in which to provide both market and affordable housing. The Council recognises that for villages to continue to grow and thrive it is necessary to expand beyond the existing built-up area boundaries. The site are ideally positioned to provide additional housing that would help maintain and develop the range of shops and services in the village to meet local needs, thus enhancing the vitality and viability of the area.

Furthermore, residential development would enhance the Council's aspirations for sustainable economic growth, providing opportunities for people to live and work within their communities. This subsequently results in new and improved community, cultural,

educational, health, recreation, play and other facilities to create services and places that help to form strong local communities and encourage healthy lifestyles. These consequential impacts will ensure Lindfield becomes a more vibrant, attractive, and successful village.

The NPPF requires that local authorities consider appropriate opportunities to promote sustainable transport, safe and suitable access and that any significant impacts from development on the transport network can be mitigated. The Site lies within a relatively short walking distance of Beech Hill bus stop which provides a regular service to Haywards Heath, Crawley, Burgess Hill, and Brighton. In addition, the Sites are well integrated into the existing village providing connectivity with all relevant services and facilities.

These factors demonstrate that the Site is clearly a sustainable location to accommodate residential led development in accordance with the Council's wider spatial policies and overall vision for the district .



2.0 Site Assessment

Wates Developments have carried out a detailed assessment of the key planning and technical influences on the site. The following pages summarise the key considerations and findings of the work carried out to date and how they have influenced the illustrative masterplan.

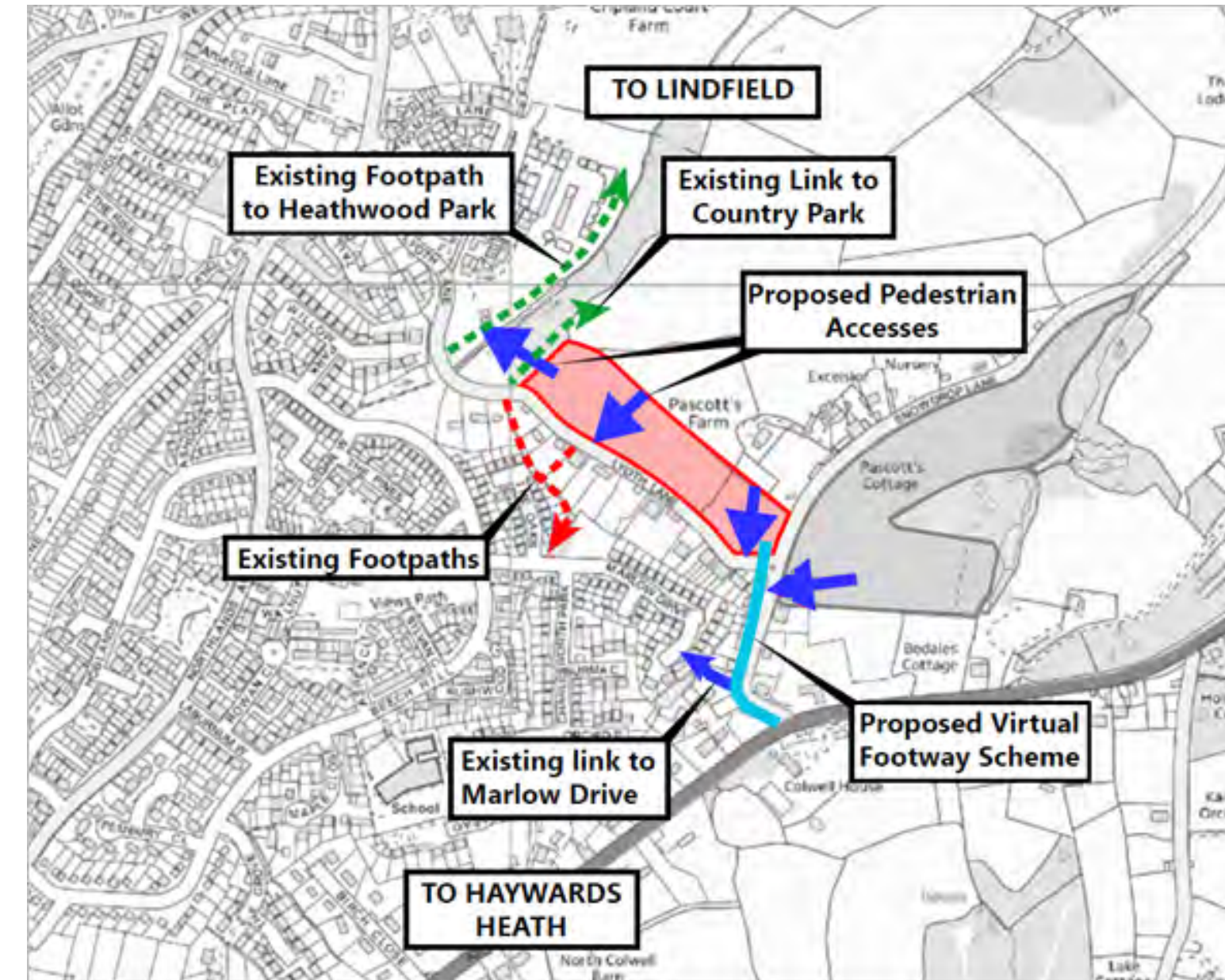
2.1 The Three Transport Tests

The site is well located to meet the 'three transport test' identified by paragraph 108 of the National Planning Policy Framework:

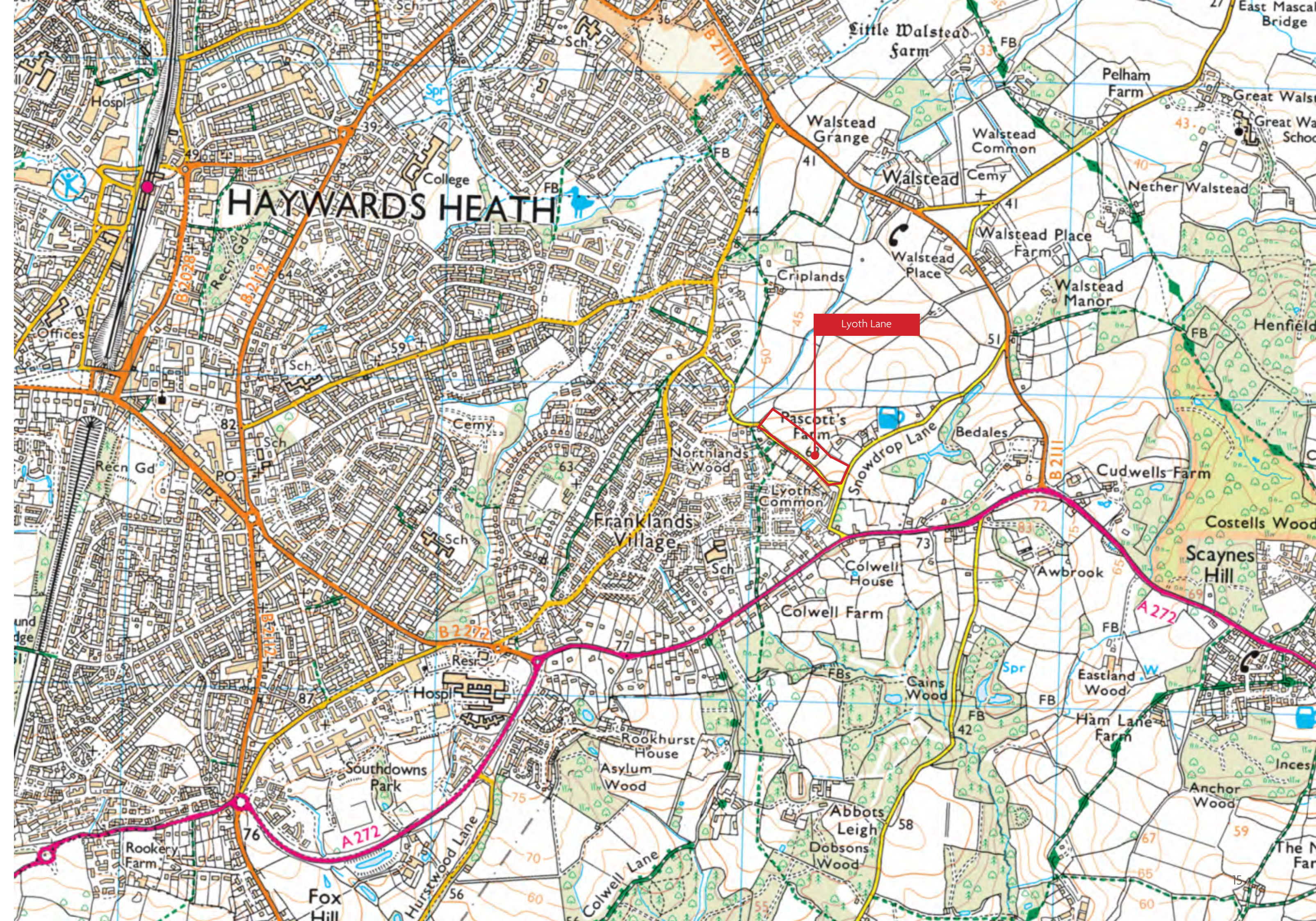
The opportunities for sustainable travel can be appropriately taken up. The site is well located to local facilities and services; adjacent/nearby residential schemes have been found acceptable in locational terms by MSDC/WSCC/Planning Inspectors; and the access strategy will provide safe and suitable connections to the surrounding area.

Safe and suitable access will be provided. Site access design drawings have been prepared in accordance with current design guidance and have been discussed with WSCC who have no in principle issues with the proposed arrangements.

The traffic impacts will be acceptable. The development will generate a modest level of traffic movement that can be acceptably accommodated by the existing local highway network around the site.



Local Connectivity



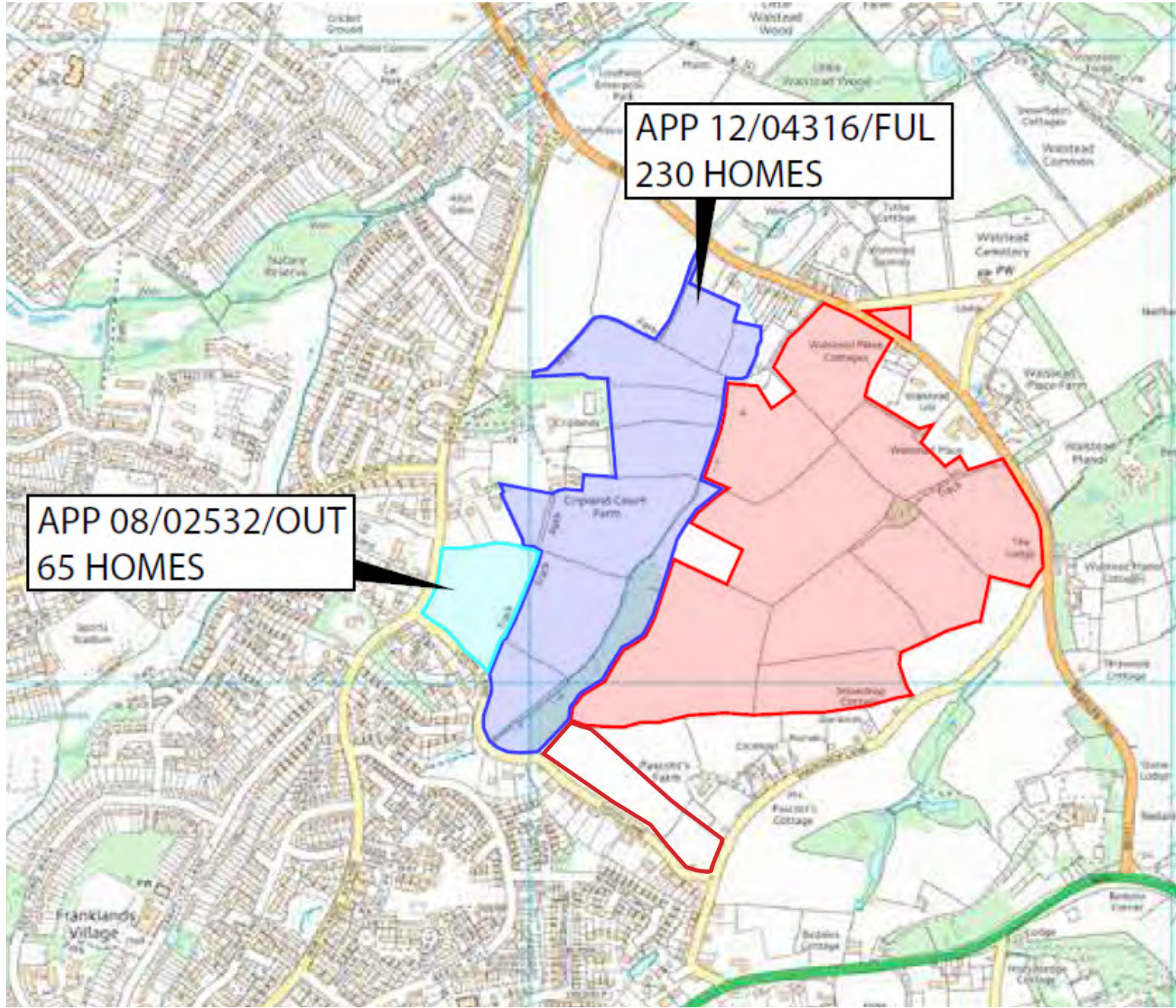
2.2 Taking up the Opportunities for Sustainable Travel

The adjacent image shows the provision of facilities and services in the local area. The site abuts the urban area and these facilities and services are within a distance where walking and cycling will represent genuine alternatives to travelling by car. Bus services are also available within walking distance on Marlow Drive and Northlands Avenue to the southwest of the site.

The in principle acceptability of residential development in this location has been established by nearby/adjacent permissions including:

- 65 dwellings on Gravelye Lane (ref: 08/02532/OUT) (the 'Kaleidoscope' site);
- 230 homes at Heathwood Park with access from Gravelye Lane (ref: 12/04316/FUL); and
- the red area app ref is DM/15/4457 - outline planning permission for 200 dwellings, a 9.54ha Country Park and land for a 1 Form Entry Primary School, together with associated access road, car parking, landscaping, and open space

The north western end of the site has a contiguous boundary with both the Heathwood Park and Land at Scaynes Hill Road sites and access rights have been reserved to enable pedestrian/cyclist connections to be formed. Therefore, the site can be connected to and through these permitted sites and onwards to the wider pedestrian/cyclist network.



Local Committed Development



Local Facilities

2.4 Access Strategy

To connect the site with the existing pedestrian/cyclist link that connects Lyoth Lane to Snowdrop Lane and with Marlow Drive, as well as the A272 footway, a virtual footway scheme on Snowdrop Lane is proposed. The initial design of this scheme follows the approach that WSCC has taken elsewhere in the County (e.g. at Bolney - see image). The proposed scheme involves minor widening of the Snowdrop Lane carriageway – so as not to adversely affect the character of the road – and the introduction of a marked area within the carriageway for pedestrians.

The access strategy also includes the provision of a priority T-junction with Snowdrop Lane to provide vehicular access. This has been designed in accordance with the guidance set out in the Manual for Streets (which is used by WSCC and will apply in this case) and has been informed by volumetric traffic count and speed surveys.

The proposed works to Snowdrop Lane also include reducing the size of the (unnecessarily large) Snowdrop Lane / Lyoth Lane junction.

An independent Stage 1 Road Safety Audit of the proposed access arrangements has been undertaken and the comments taken on board in the design of the scheme.

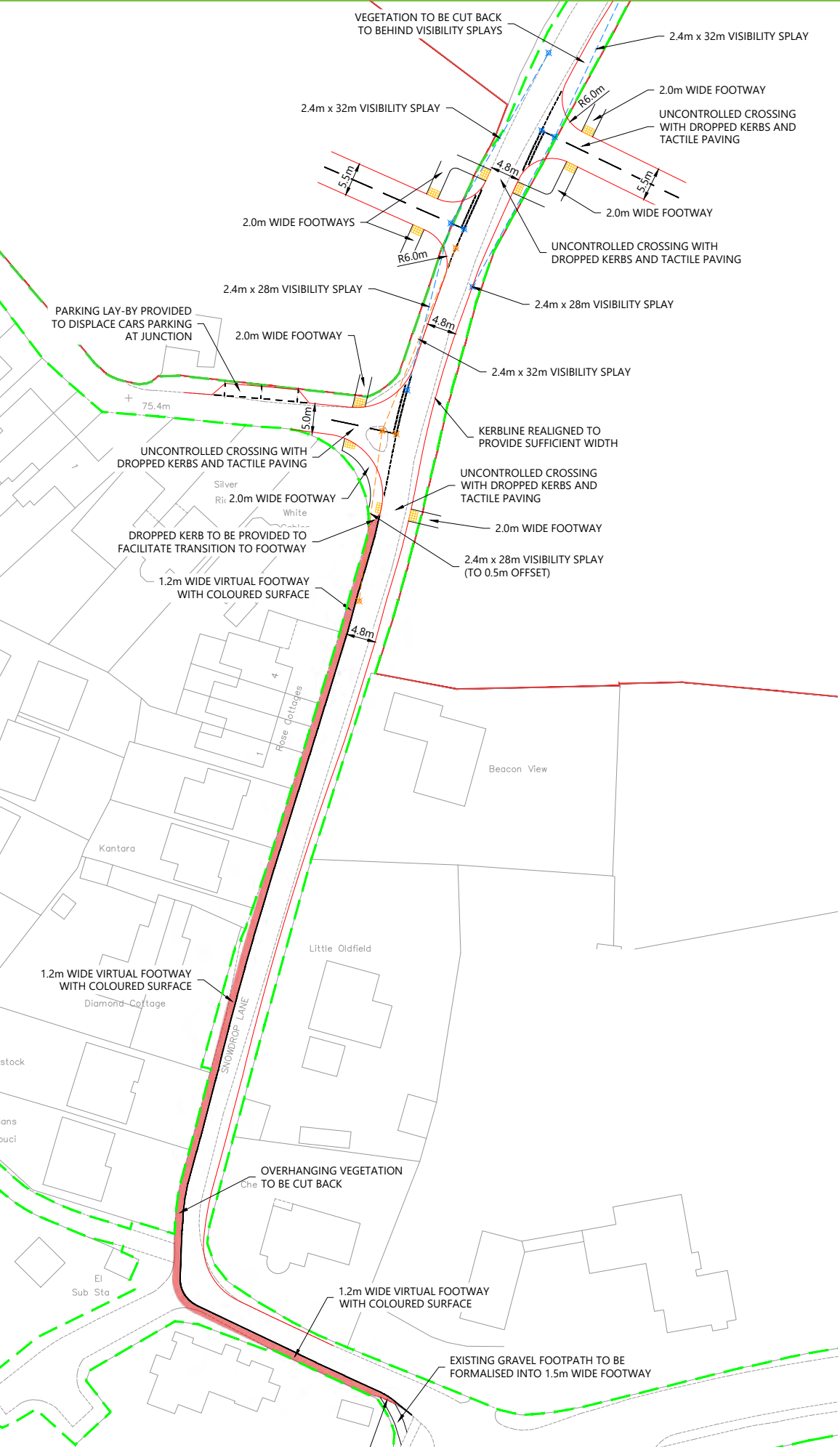
The proposed access strategy has also been subject to detailed discussions with WSCC. The principle of creating priority junctions on to Snowdrop Lane is agreed, as is the provision of a virtual footway scheme. WSCC has made some minor points of detail.

Traffic Impact

Snowdrop Lane is lightly trafficked – it currently carries circa 30 vehicles per hour (vph) in the peak hours. This will remain the case with development, with traffic flows remaining well below the threshold of 100vph, which the Manual for Streets below identifies as where shared surfaces (i.e. where pedestrians and cyclists share the carriageway with vehicles on an equitable basis) work well. The traffic impact will be modest and certainly will not be an issue that should prevent development of the site coming forward.



:Virtual Footway Example at Bolney



Access Strategy

2.5 Landscape

The site comprises hedgerow-bound pasture fields on the existing settlement edge, and there are consequently views of existing houses over these fields.

The site grades downwards towards the west, and is visually enclosed by existing hedgerows and trees to the north and east, as well as houses and vegetation to the west and south.

The site is not within any formal landscape or landscape-related designation.

In the Mid-Sussex Landscape Capacity Study (2014) the site is included in parcel 43, Haywards Heath Eastern High Weald. In relation to landscape sensitivity it is concluded that this area is of moderate sensitivity overall. In the analysis of landscape value it is concluded that parcel 43 is of moderate value. In conclusion the site is assessed as having medium landscape capacity, which is defined within the study as meaning that “there is the potential for limited smaller-scale development to be located in some parts of the character area, so long as there is regard for existing features and sensitivities within the landscape”.

In terms of the layout proposed, the development of the site will retain and hedgerows and trees on the development parcels and enhance the ecological value of grassland on those parts of the site which will remain open.



View north from Snowdrop Lane showing both sites



View south from Snowdrop Lane at junction with Lyoth Lane.



View North from Snowdrop Lane

2.6 Heritage

Matters relating to Heritage have been considered through reference to the Mid Sussex Conservation Areas documentation (2018), Designation descriptions for Listed buildings, historic maps and aerial photographs, and through the completion of a site visits during which the setting of key assets was assessed.

Key assets present in the vicinity of the site comprise the Grade II Listed Lyoth Cottage, which lies to the south of the western part of the site and the Lewes Road Conservation Area, which lies to the south of the eastern part of the site (Plate 1).

Lyoth Cottage lies to the south-west. This is an early 17th-century timber-framed dwelling which was extended in the early 20th century.

Early maps show that it was sited in a belt of orchard to the south-west of Lyoth Lane, which has largely since been removed through residential development and the creation of gardens. Reference to the Lindfield Tithe Map of 1848 suggests there was no historic functional or ownership connection with the site.

Whilst low in height and largely screened by a yew hedge, Lyoth Cottage does have some views northwards over the north-western area of the site (Plates 2 and 3).

The Old Cottage, potentially a non-designated heritage asset, lies to the north-west of Lyoth Cottage, west of the western corner of the site.

The illustrative masterplan has sensitively responded to the setting of the assets through the exclusion of built form from the north-western area of the site, north-east of Lyoth Cottage and The Old Cottage.

Taking account of the above, matters relating to heritage are not considered to be a constraint to the deliverability of the site for the quantum and nature of the development proposed.

The District Plan Site Selection Proformas suggest that a moderate to high level of harm would occur to Lyoth Cottage and The Old Cottage as a result of the development of the site. Considering that the masterplan has sensitively responded to the setting of the assets, and that there was no historic functional use documented, this level of harm is not considered to be justified, and it is considered that this site should be rated 'Neutral' for Listed buildings, rather than 'Negative'. This site is rated 'Very Positive' in terms of the Conservation Area.

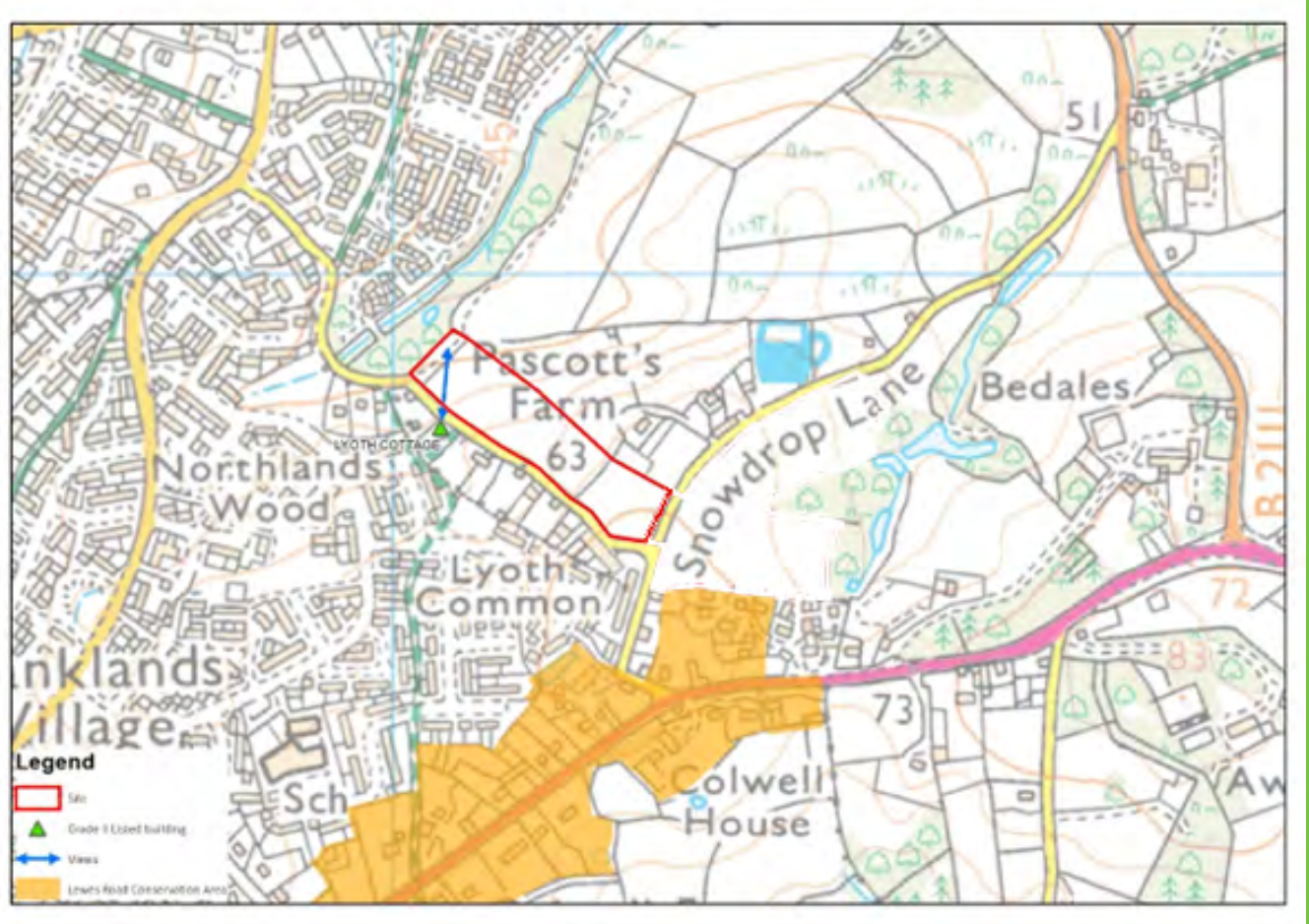


Plate 1 – Designated heritage assets



Plate 2 - Looking south-west to Lyoth Cottage from Lyoth Lane



Plate 3 - Looking south to Lyoth Cottage across the north-western area of the site.



3.0 Design

This section presents the design development of the illustrative masterplan, taking into account the key considerations from the site assessment.

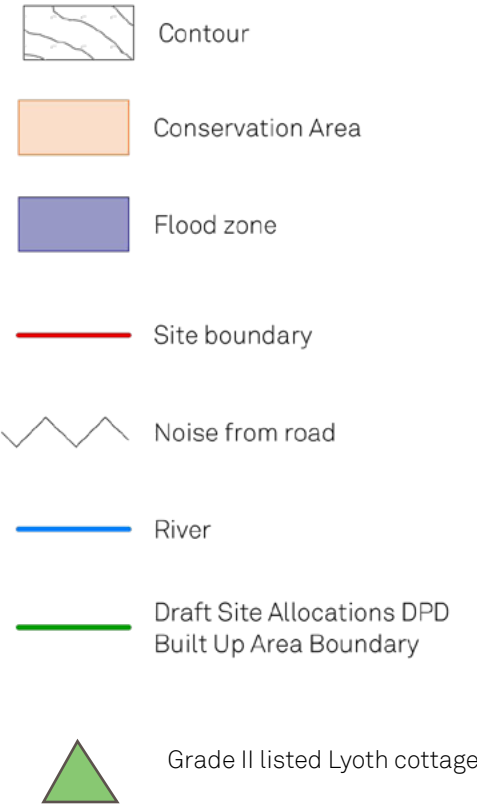
3.1 Site Considerations

Site Constraints:

- Existing trees and hedgerows are well established
- Site contours require careful consideration of road gradients
- Proximity to listed building

Site Opportunities

- Unobstructed site, with good enclosure generally
- Well located into the settlement of Lindfield and Haywards Heath
- Opportunity of significant provision of well connected open space
- Contours work well for surface drainage strategy
- Opportunity for pedestrian connectivity across the site and beyond



Constraints Plan



3.2 Design Development

The design iterations below show adjustments to the site to address the adjacent grade II Lyoth Cottage. The iterations gradually increase the amount of public open space, resulting in a much improved setting for the cottage and large open space to the north west of the site with public footpath connections beyond.



3.3 Sustainability

The following strategy will achieve Net Zero Carbon at the design stage. This is defined as a 100% reduction in regulated emissions, going beyond the 2025 Future Homes Standard.

Our masterplan will provide a new, low carbon community in Bolney. The scheme is underpinned by sustainable priorities through Carbon Emission Reduction and Sustainable Design.



Fabric First

The development will be designed in line with LETI design standards, ensuring the buildings are highly energy efficient, airtight and tackle thermal bridging to reduce heating demands



Efficient Ventilation

Ventilation with with heat recovery units will continuously supply fresh air to the homes, reducing heat losses and ensuring high indoor air quality



Air Source Heat Pumps

Air Source Heat pumps provide low carbon heating eliminating the need for fossil fuels on-site and ensuring the development is ready for the net zero carbon economy



Photovoltaics Panels

PV panels will harvest solar energy and provide renewable electricity for the development to achieve 100% reduction in CO2 emissions



Carbon Offsetting

Carbon emissions will offset by tree planting



Low Carbon Materials

Low Carbon Materials here possible, materials will be chosen which have low embodied carbon and are sourced locally

Lyoth Lane
Lindfield

3.4 Siteplan

- 1 Public Open Space with connections to public footpath network, potential for BNG improvements
- 2 Existing trees and hedgerows retained and enhanced
- 3 Upto 35 highly sustainable homes new homes
- 3 Site entrance off Snowdrop Lane

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Wates
DEVELOPMENTS



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