

HAYWARDS HEATH

TOWN CENTRE MASTERPLAN



SUPPLEMENTARY PLANNING DOCUMENT JUNE 2007

Contents

EXECUTIVE SUMMARY PAGE 2

01 PAGE 4

INTRODUCTION

02 PAGE 12

CONTEXT: HAYWARDS HEATH TOWN CENTRE

03 PAGE 22

STRATEGIC PROPOSALS

04 PAGE 76

IMPLEMENTATION STRATEGY

APPENDICES PAGE 83

EXECUTIVE SUMMARY

This document is a Supplementary Planning Document (SPD) to guide the revitalisation and redevelopment of Haywards Heath town centre. It provides additional guidance to supplement Mid Sussex District Council statutory planning guidance as set out in their Local Plan and it will be used to help assess planning applications within the town centre.

This SPD is the result of a collaborative process between Mid Sussex District Council, Haywards Heath Town Council, West Sussex County Council, Thornfield Properties plc and the local community. Thornfield Properties plc are the Council's appointed development partner.

To ensure that the proposals contained within this SPD for the regeneration of the town centre were firmly based within the community and responded to local issues and concerns a visioning process was undertaken in 2004. This involved local stakeholders taking part in workshops to explore what was good, bad and needed to be changed in Haywards Heath to allow the town to continue to evolve and attract new families and businesses. The outputs from these workshops were then used to inform the development of the master plans and this resultant SPD.

This SPD sets out the policy context, background information on the town, a vision for how the town should develop over the next 20 years and seven objectives that new development should accord with to meet this vision.

The overall vision is encapsulated in the following:

REVITALISING TRADITION

A town of quality, which attracts and retains business and people through maximising its rail connections and offering a high quality of life with a strong community focus. A town that balances forward thinking with traditional values and that offers opportunities for all.

This vision will be delivered through the following seven strategic objectives:

OBJECTIVE 1

To promote the development of a linear town structure and consolidate future development around three distinctive nodes, with appropriate height and scale.

OBJECTIVE 2

To improve levels of accessibility and permeability within the town centre by providing safe, direct and attractive routes and by promoting new developments that encourage walking, cycling and the greater use of public transport.

OBJECTIVE 3

To upgrade the public realm throughout the town centre including maximising the opportunity arising from the reduction in traffic on South Road to create pedestrian friendly streets and public spaces.

OBJECTIVE 4

To recognise and cherish Haywards Heaths character and key assets of Victoria Park, Muster Green, The Heath and the Broadway.

OBJECTIVE 5

To provide a greater mix of uses within the town centre to increase and diversify its resident, visitor and workplace populations and in particular to include affordable housing within residential developments to help promote the social and economic sustainability of the town.

OBJECTIVE 6

To create opportunities for new retail and associated parking within the town centre that improves the quality and offer of the shopping experience.

OBJECTIVE 7

To create a sustainable town.

Information is also set out on phasing of development and planning obligations. A glossary provides definitions of planning and design terminology.

01

BACKGROUND

Haywards Heath is one of the three main towns in Mid-Sussex. It is an administrative centre that is the primary shopping and civic area for the central parts of the district. Although the town is performing relatively well economically it has come under pressure from competing facilities in particular the centres of Crawley and Brighton. Despite recent improvements, surveys have indicated that the majority of non-food shopping takes place outside the district and the overwhelming majority of the in-district shopping occurs by car.

In 2005 Mid-Sussex District Council in partnership with Thornfield Properties plc as the Better Mid Sussex Partnership, commissioned a team of consultants to prepare a master plan for the regeneration and revitalisation of Haywards Heath town centre in collaboration with the local community. This SPD sets out the master plan and associated development principles.



PURPOSE OF THIS DOCUMENT

1.1 This SPD provides additional guidance for Haywards Heath town centre and will be used to supplement relevant policies within the adopted Mid Sussex District Local Plan. In particular this SPD will supplement policies B1, B9, B11, H2, S1, S2, T4, T5 and the Haywards Heath chapter.

1.2 This document sets out the key spatial planning and design issues, principles and recommendations that Mid Sussex District Council will use to determine planning applications in Haywards Heath town centre master plan area as shown in Figure 1 Study Area.



ABOVE: Boltro Road, Haywards Heath



ABOVE: The Orchards Shopping Centre, Haywards Heath

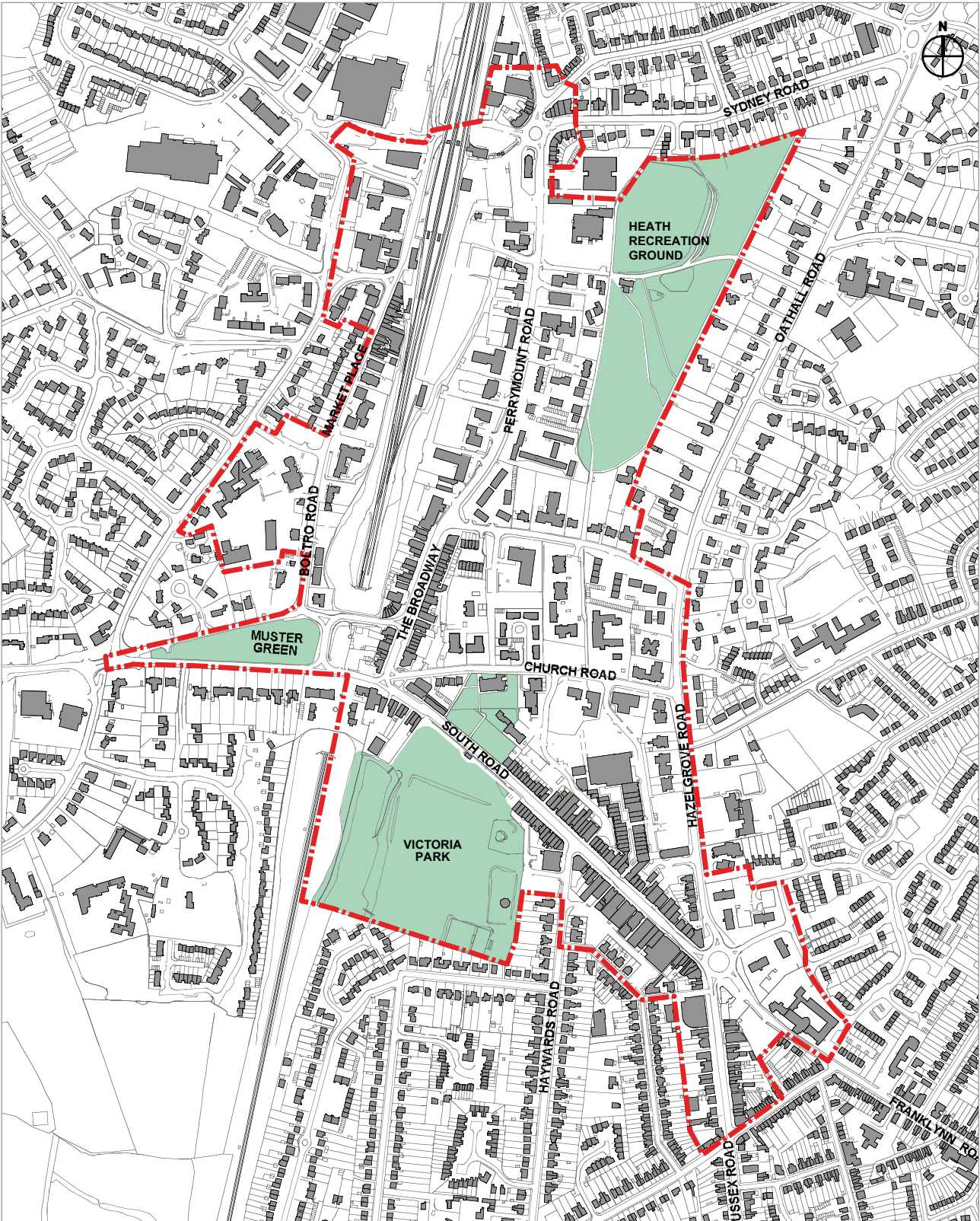


FIGURE 1: Study Area

THE NEED FOR REGENERATION AND REVITALISATION

1.3 Mid Sussex District Council recognise the importance of Haywards Heath in its Local Plan, and this is articulated through its Haywards Heath chapter, which whilst acknowledging the need for development restraint arising from environmental and infrastructure restrictions, seeks to optimise the potential of previously developed sites. In addition it seeks to enhance and improve the townscape, with particular reference to Conservation Areas and those areas of bland mid 20th Century development which lack character and identity.

1.4 Key aims, which the SPD has sought to provide further guidance on are;

- to safeguard the character, appearance and the setting of Haywards Heath;
- to achieve improvements to the primary road network of Haywards Heath;
- to improve the attractiveness of the town centre, particularly by the implementation of environmental improvements in South Road, following construction of the Relief Road;
- to safeguard and where possible enhance the character and appearance of the Conservation Areas and Areas of Townscape Character within Haywards Heath;

- to increase the amount of car parking within both the town centre and at the station;
- to maintain and where possible enhance the range and provision of shopping, community recreation and leisure facilities within the town, including the protection of existing areas of open space.

1.5 Regional policy also emphasises the importance of vibrant and attractive town centres, which contain a mix of uses to ensure sustainable development and to make them multi-use nodes, so cutting down on the number of journeys people need to make. Fundamental to this is the role of retail. Mid Sussex District Council commissioned a Retail Study in January 2005 (updated June 2006), to inform and guide retail planning in the district. The conclusions highlighted that it is critical for Mid Sussex town centres to improve their retail offer in light of growing competition in the wider sub-region. Where smaller centres have been unable to diversify their offer or create niche markets they have suffered.



ABOVE: The former bus station site

1.6 At present, Haywards Heath, Burgess Hill and East Grinstead retain only 37% of total comparison goods expenditure within the survey area, leaving 63% to leak to competing shopping destinations including Crawley, Brighton and Royal Tunbridge Wells. These centres all have proposals in the pipeline to considerably enhance their retail offer, thereby increasing the level of trade leakage from Mid Sussex District, and Haywards Heath town centre.

1.7 The assessment of Haywards Heath highlights a strong performing centre surpassing both East Grinstead and Burgess Hill in terms of the key vitality and viability indicators. Notably, the centre has a stronger provision of clothing/fashion retailers and key attractors, and the Orchards shopping centre provides an attractive and vibrant shopping environment. Retailer demand and prime retail rents have grown in recent years, and yields have remained static reflecting investor confidence in the centre. Haywards Heath has a stronger range of restaurant/café provision, and significantly, is attracting a strong proportion of higher income earners (AB/C1 category), in line with the survey area average.



ABOVE: Dolphin Road car park

1.8 The GVA Retail Study did, however, identify some areas of weakness and potential for improvements over the period to 2016 and beyond. There is no key anchor foodstore in the town centre, the train station is located some distance from the town centre boundary, and parking provision is limited. The town centre suffers from considerable congestion, particularly on South Road, the principal shopping area. The low vacancy rate reflects the lack of suitable space to meet the requirements from new regional and national multiple retailers seeking larger premises; the town does not have a cinema. Sussex Road comprises a weak secondary retail area, suffering from a declining physical environment and is in need of stronger connection to the primary retail area.

STUDY PROCESS

1.9 This SPD is the result of a collaborative process between Mid Sussex District Council, Haywards Heath Town Council, West Sussex County Council, Thornfield Properties plc and the local community. Thornfield Properties plc are the Council's appointed development partner.

1.10 The process began with visioning work carried out with key stakeholders in 2004. This identified problems, opportunities and aspirations from a community's perspective. A master planning exercise was then undertaken to respond to these issues through the creation of a physical framework. The master planning exercise involved further workshops with key stakeholders to explore the emerging master planning proposals.

1.11 This SPD builds on existing policies in the Mid Sussex Local Plan and the West Sussex Structure Plan. Other information sources include;

- Central Mid Sussex Area Transport Plan
- Small Scale Housing Allocations Submitted Development Plan Document
- Mid Sussex Community Strategy
- Mid Sussex Retail Study
- Extensive Urban Survey
- Development Brief Haywards Heath Station 1996

1.12 The master plan was then incorporated into a draft SPD in February 2006 and public consultation undertaken. Comments arising from the consultation were then considered with amendments to the master plan made accordingly.

1.13 As part of the SPD process a Sustainability Appraisal was carried out. This is to ensure that the proposals put forward in the SPD are fully considered in regard to how they contribute to sustainable development. The SA is a document that is subject to the same consultation process as the SPD and is freely available to the public.

1.14 Once adopted, the SPD and SA will be regularly monitored and reviewed against base line objectives to ensure that objectives are being met, the guidance remains relevant and that sustainable development is being delivered.

POLICY CONTEXT

1.15 A full summary of national, regional and local policy is set out in Appendix A. Set out below is a short policy context overview.

National and Regional Policy

1.16 Guidance at the national level through Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) inform the overarching policy context. PPS6 Planning for Town Centres was published in March 2005 and replaces PPG6: Town Centres and Retail Developments. The statement outlines the Government's key objectives of promoting vital and viable town centres, focusing on retail, leisure, commercial and arts and cultural uses as well as housing in mixed-use developments. This is to be achieved through applying the sequential approach, as set out in paragraph 2.4 of PPS6, which seeks to prioritise growth and development of existing centres rather than edge or out of town locations.

1.17 National guidance is interpreted at the regional level through the South East Regional Plan, published as Regional Planning Guidance 9 (2001-2016). This sets out key development principles for the region including increasing the attractiveness of urban areas, intensifying and strengthening existing towns and encouraging economic development. These policies are broadly reiterated in the draft South East Plan which covers the period up to 2026. Within this framework, the West Sussex Structure Plan 2001-2016 emphasises the need to maintain and enhance the quality of the existing town centres in policies NE9 and NE10.

Local Policy

1.18 The Mid Sussex Local Plan sets out the aims and policies to guide development in Haywards Heath Town Centre. The plan identifies Haywards Heath as the main shopping centre for its catchment areas and aims to 'improve the attractiveness of the town centre (and) to maintain and where possible enhance the range and provision of shopping, community, recreation and leisure facilities within the town' (p225). Policy S1 of the Local Plan supports development that maintains and enhances the range, quality and vitality of existing shopping areas in the town centre and resists out-of-town development which erodes the countryside. In particular, it supports additional retail development in the vicinity of the Orchards Shopping Centre.

1.19 The Local Plan defines a series of key projects in and around the town centre. The function of this master plan SPD is to coordinate and integrate these proposals within a comprehensive framework for the future of the town. The projects identified in the plan and addressed within this document include:

- Comprehensive development of land in and around the railway station with significant new office, leisure and residential uses and a major improvement to the railway station itself and intermodal transport interchange (HH8)
- New residential development at Boltro Road (which has now partially implemented) (HH10)
- A new site adjacent to the Orchards Shopping Centre for more retail development (HH13)
- Improved cycleways in the town centre (HH14)
- Additional town centre short stay car parking (HH15) and long stay car parking at the station (HH16)

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ABOVE: Haywards Heath Aerial view

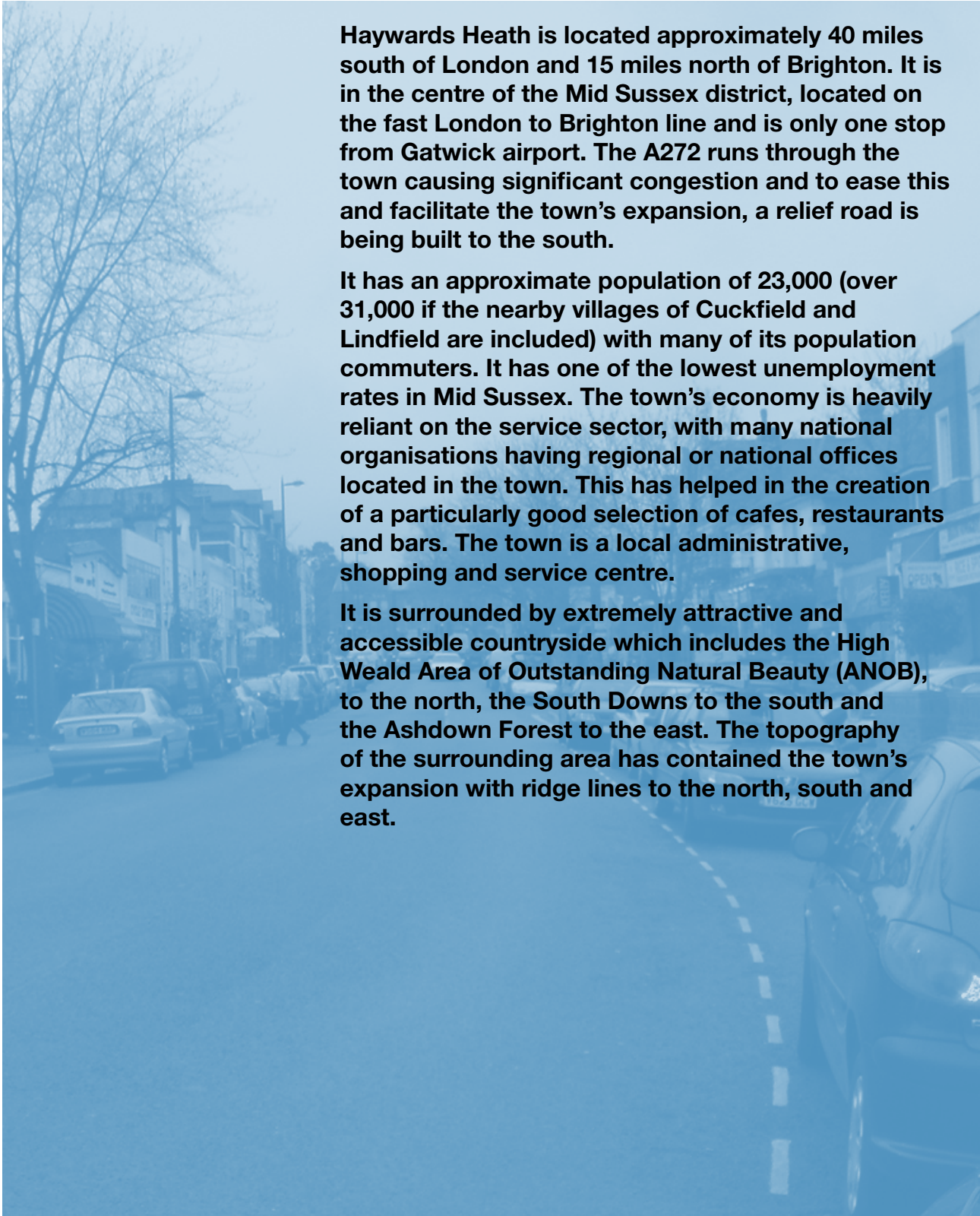
02

CONTEXT: HAYWARDS HEATH TOWN CENTRE

Haywards Heath is located approximately 40 miles south of London and 15 miles north of Brighton. It is in the centre of the Mid Sussex district, located on the fast London to Brighton line and is only one stop from Gatwick airport. The A272 runs through the town causing significant congestion and to ease this and facilitate the town's expansion, a relief road is being built to the south.

It has an approximate population of 23,000 (over 31,000 if the nearby villages of Cuckfield and Lindfield are included) with many of its population commuters. It has one of the lowest unemployment rates in Mid Sussex. The town's economy is heavily reliant on the service sector, with many national organisations having regional or national offices located in the town. This has helped in the creation of a particularly good selection of cafes, restaurants and bars. The town is a local administrative, shopping and service centre.

It is surrounded by extremely attractive and accessible countryside which includes the High Weald Area of Outstanding Natural Beauty (ANOB), to the north, the South Downs to the south and the Ashdown Forest to the east. The topography of the surrounding area has contained the town's expansion with ridge lines to the north, south and east.



HISTORY

2.1 Haywards Heath is a relatively modern market town, established during the latter half of the 19th century within an area, that was until then, largely farmland and heath land with a scattered population of less than 200, who resided in high density dispersed farmsteads, - typical of the medieval and post-medieval pattern of Wealden settlements. Little remains from these early times, except the two large houses of Great Haywards and Little Haywards which date back to the 15th century. Other important buildings of note that still remain are Boltro Farm House (Grade II) to the north of Muster Green and the Dolphin Pub, formerly the Sergison Arms (Grade II) which is of late 16th century origin. The name of Haywards Heath describes the heath on which the core of the town was built. A surviving remnant of which, east of the station, being purchased in 1887 for use as a public Heath Recreation Ground. Haywards is thought to date back to the 13th century from a derivation of 'hedge enclosure'. Legend also has it that the town took its name from Jack Hayward, a highway man, who made many daring raids on the heath.

2.2 In 1841 the London to Brighton railway line was opened and from this, and the opening in 1859 of the Sussex County Lunatic Asylum (later St Francis Hospital), the town grew rapidly. This was greatly assisted by an Act of Parliament in 1858, which enclosed the remaining part of the Heath, providing development land. In 1862 the town was officially recognised, although it remained as part of the Cuckfield parish until 1894 when a new civil parish was created with governance from Haywards Heath Urban District Council. In 1888, the original railway station was rebuilt as part of the Market Place development and this was then further redeveloped in 1932, with the present day building.



ABOVE: Haywards Heath exhibits a range of building types

2.3 The church of St Wilfrid's was built in 1863-5 (Grade II) and in response to the town's growth the Churchyard was extended in 1899. A Court House and Police Station were built in 1887-1888 with meeting space provided for by a public hall in South Road and the Boltro Road Assembly rooms in 1899. In 1974, the public hall was closed and replaced by the larger Clair Hall in Perrymount Road. Further public green space was provided by the Council in 1897, when they purchased Victoria Park, which prior to this had been used informally as a meadow.



ABOVE: Buildings dating back to the former cattle market era

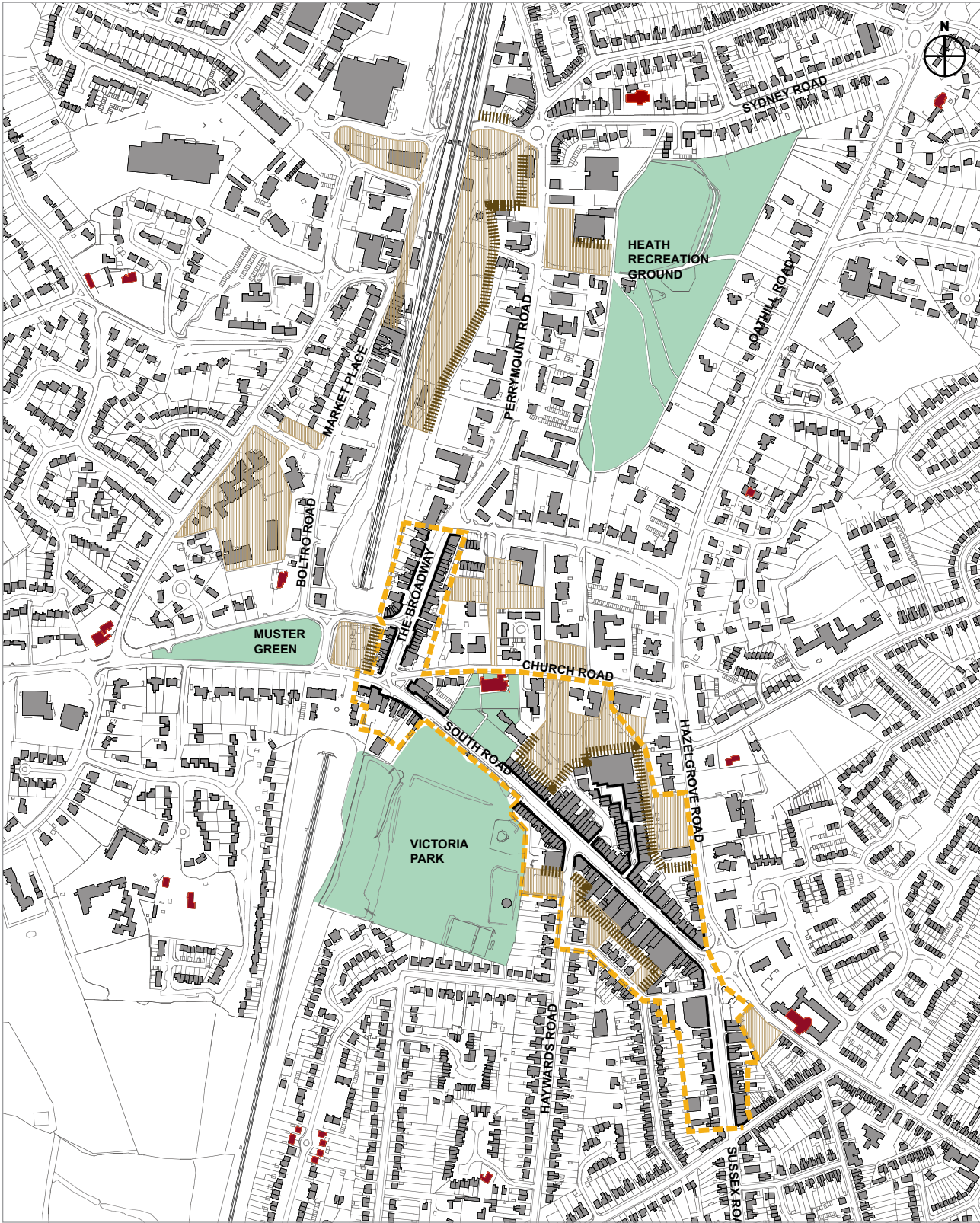
2.4 Whilst from the town's early days, commuting was a fundamental characteristic, the town's growth and prosperity was greatly assisted by the establishment of a corn market, and later a cattle market. This was located initially next to the Station Inn and then transferred to the purpose built Market Place in 1883, by 1900 this was one of the most important markets in South East England. This closed in 1989, and was redeveloped with a supermarket, car parking and Bannister Way.

2.5 In addition to the considerable residential development undertaken for commuters, Haywards Heath has also had a history of social housing, with an experimental settlement in the vicinity of America Lane constructed in the 1820s to provide low cost homes for people to become self sufficient. In the 1930s, Franklands Village was constructed as a model community with affordable homes for rent.

2.6 Throughout the 19th century, the town found its historic routes adequate for its growing needs but during the 20th century, additional, town centre road infrastructure was required. This has included two gyratory systems at Star Corner and Milton Road/Harland Road created during the late 1960s and early 1970s. It was at this time also that major residential development took place in the town for people wanting to be close to London but to not live in the city. Two light industrial estates were also built and much of the office development located along Perrymount and Boltro Road also dates from this time. In 1980 the Orchards Shopping Centre was opened, although it was initially known as Priory Walk.



ABOVE: Oaklands

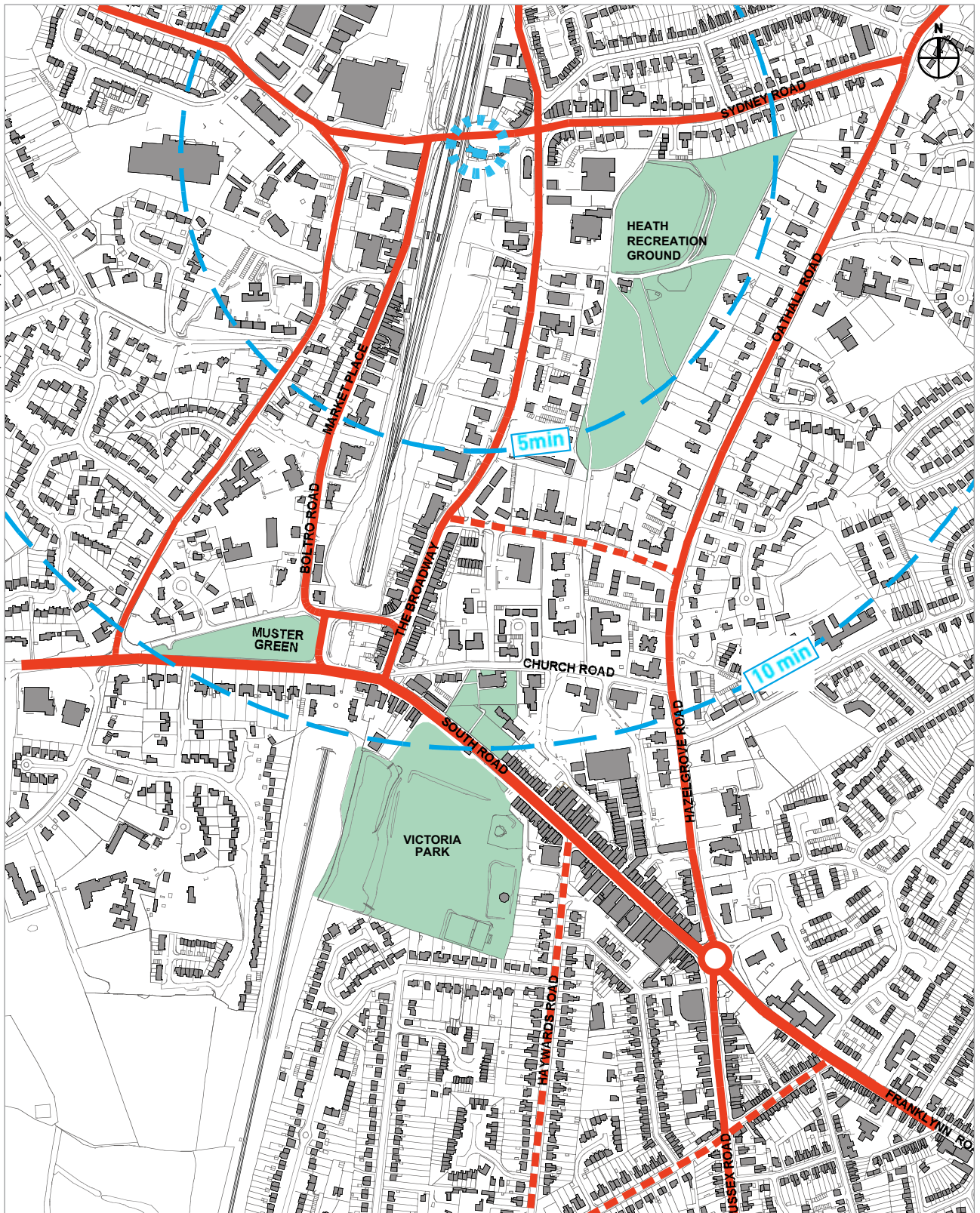


LEGEND

- Primary and secondary retail frontages
- Existing buildings
- Listed buildings
- Existing local plan town centre boundary
- Green public open space
- Poor quality urban edges
- Underutilised land

FIGURE 2: Townscape Analysis

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LEGEND



- Primary structuring routes
- - - Secondary structuring routes
-  Train station, 5 min and 10 min minimum walkbands
-  Existing buildings

FIGURE 3: Movement Analysis

URBAN DESIGN ANALYSIS

CHARACTER

A place with its own identity.

2.8 Haywards Heath has a very dispersed, linear urban structure with shops and services strung along Perrymount Road, The Broadway, South Road and Sussex Road. These are all routes pre-dating the town's establishment and correspond to routes which ran to and across the Heath. Other major roads of Muster Green, Franklynn Road and Hazelgrove Road also derive from these earlier times. This has in many respects created a town with no central focus, with the activity node of the station and Clair Hall located at one end of the town and the retail core at the other.

2.9 The expansion of the town was rapid during the 19th and 20th centuries and thus the majority of development dates from this time. From the 1860s villas, either as large detached or substantial semis, accommodated the middle classes and commuters and were located around Muster Green, the Church and The Heath. Housing for the working classes tended to be located to the north and east of the station as well as Sussex and Wivelsfield Roads.

2.10 By the beginning of the 20th century, the earlier scattered, character of the town was beginning to consolidate with repeated redevelopment of some of the larger detached villas. A retail cluster had developed around Sussex Road and South Road, with flats and offices above. The redevelopment of the station in 1932, boosted commercial development at the northern end of the town, with the parade of shops on the corner of Sydney Road and Perrymount Road surviving from this time. During the latter half of the 20th century, a commercial district has gradually evolved around the station through office development, which in the case of Perrymount Road, was at the loss of 19th century villas.



ABOVE: Attractive 20th century development

2.11 Generally within the town, post war development has been lacking in quality and character with anonymous residential estates and poor quality commercial development that is synonymous with towns throughout United Kingdom. A recent exception to this however, is the small residential development overlooking Victoria Park. These town houses are a welcome addition to Haywards Heath stock of contemporary architecture and set a standard for other new development to aim for. The town benefits from an abundance of good quality green spaces and these include Muster Green, Victoria Park and The Heath, which give the town a very green and open feeling. Muster Green is a particularly attractive area, with several listed buildings and is a conservation area.

2.12 Landmark buildings within the town include The Priory on Franklynn Road and St Wilfrid's Church, which is perched on the highest point of the town.



ABOVE: Victoria Park



ABOVE: Hayward Heath has some attractive Victorian buildings



CONTINUITY AND ENCLOSURE

A place where public and private spaces are clearly distinguished.

2.13 Along South Road and The Broadway continuity and enclosure is good. Elsewhere however, development is set back from the street and, around the rear of the Orchards Shopping Centre, and the town's surface car parks, it is very poor with no definition of space. Many of the built edges are also of poor quality, with a profusion of blank walls, service yards and low quality development, which gives streets and spaces an untidy appearance.



EASE OF MOVEMENT

A place that is easy to get to and move through.

2.14 Haywards Heath is relatively easy to get to and from, having reasonable road connections and a station on the main line between London and Brighton. Bus services are also quite good, certainly by comparison with East Grinstead and Burgess Hill. However, it is much more difficult to move about in. This is not so much because of congestion or safety issues, but of the historic pattern of development of the town which means, for example, that it is a long (about 15 minute) and predominantly uphill walk from the station to the shopping core. The local topography is generally discouraging to travel on foot and by cycle, even for short trips. Parking for the main shops is also problematical. The proposal to complete the A272 relief road to the south of the town presents the opportunity to make Haywards Heath a much more walkable place, and there are numerous other opportunities, related to new development, for improving the compactness of the town and making it easier to get about.



LEGIBILITY

A place that has a clear image and is easy to understand.

2.15 The dispersed nature of the town's structure, the severance caused by the railway and a highway layout consisting of some one-way streets makes it difficult for first time visitors to find their way around easily. Both road and rail gateways to the town are of a particularly poor quality, providing lack lustre arrival and welcoming experiences. The Muster Green gateway, despite being a beautiful green space surrounded by attractive Victorian housing, is greatly undermined by a gyratory system which sends traffic on an indirect and poorly articulated route into the town. Sussex Road gateway also performs poorly as the southern and western gateway to the town with poor quality architecture enclosing the space. Linkages between major urban elements are also poor and need to be improved.



QUALITY OF THE PUBLIC REALM

A place with attractive and successful outdoor areas.

2.16 The quality of the hard public realm within Haywards Heath is generally average. Although in generally acceptable repair, it lacks quality materials or attention to detail. Improvements have recently taken place along The Broadway with tree planting and hanging baskets and this area is popular with a developing character. The public realm along South Road and Sussex Road consists of wide footways which require improvement. This is exacerbated by the poorly regulated on street parking which makes the streets look scruffy and untidy. Linkages between the different elements within the town, particularly the green open spaces are also sub standard and need to be strengthened.



ADAPTABILITY

A place that can change easily.

2.17 Currently, there is limited scope within Haywards Heath town centre for dramatic change and development, due to the relatively small parcels of land available for redevelopment. The town also lacks a variety of larger shop units, which attract the larger regional and national multiple retailers. This means that potential regeneration opportunities within the town will occur incrementally with phased improvements to existing built fabric and modest scale redevelopments. The main exception to this is at the railway station where there are large parcels of under utilised land. This will allow the creation of a new quarter to the town, which could positively transform the character of this area of the town, expanding existing services and bringing more investment, jobs and uses.



DIVERSITY

A place with variety and choice.

2.18 Haywards Heath has a limited variety of shops and services and public spaces. Within the Orchards Shopping Centre, there is a mix of multiples and independents, but the shopping centre is relatively small with a restricted offer. South and Sussex Road have a fair amount of independent retailers but these tend to be small and offer low to mid market products. The town benefits from the leisure offer of Clair Hall, although the facilities are out dated and the town has no cinema. The Broadway provides a good mixture of dining and drinking establishments.

03

STRATEGIC PROPOSALS



The overall vision is encapsulated in the following:

REVITALISING TRADITION

A town of quality, which attracts and retains business and people through maximising its rail connections and offering a high quality of life with a strong community focus. A town that balances forward thinking with traditional values and that offers opportunities for all.

This vision will be delivered through the following seven strategic objectives:

OBJECTIVE 1

To promote the development of a linear town structure and consolidate future development around three distinctive nodes, with appropriate height and scale.

OBJECTIVE 2

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OBJECTIVE 3

To upgrade the public realm throughout the town centre including maximising the opportunity arising from the reduction in traffic on South Road to create pedestrian friendly streets and public spaces.

OBJECTIVE 4

To recognise and cherish Haywards Heath's character and key assets of Victoria Park, Muster Green, The Heath and the Broadway.

OBJECTIVE 5

To provide a greater mix of uses within the town centre to increase and diversify its resident, visitor and workplace populations and in particular to include affordable housing within residential developments to help promote the social and economic sustainability of the town.

OBJECTIVE 6

To create opportunities for new retail and associated parking within the town centre that improves the quality and offer of the shopping experience.

OBJECTIVE 7

To create a sustainable town.












Information is also set out on phasing of development and planning obligations. A glossary provides definitions of planning and design terminology.

MASTERPLAN

Haywards Heath Indicative Town Centre Masterplan

LEGEND

KEY INTERVENTIONS

-  Study area boundary
-  Listed buildings
-  Existing buildings
-  Green open space
-  Proposed new buildings
-  Active frontage
-  Area identified for future redevelopment
-  Upgraded public realm
-  Resurfacing of carriageway
-  New tree planting
-  Possible indicative access

KEY INTERVENTIONS

1. New station building including access from Market Place and an improved interchange including new bus stops, taxi parking, and stop and drop facilities.
2. Proposed Station Square with station related retail activities at ground floor.
3. Proposed new mixed use development, including residential, offices, leisure and car parking.
4. Structured long term parking to serve the station and community / leisure facilities after hours.
5. Redevelopment and re-provision of Clair Hall with associated car park within the Station Quarter.
6. Improved pedestrian link from The Heath to the Orchards and South Road.
7. Public realm improvements to the Broadway.
8. Proposed residential development - subject to the closure of Dolphin Road and the retention /reprovision of the existing car park.
9. Long term options for development over the railway lines to be explored.
10. Proposed residential development around a court with potential for a new link to the Broadway. Development should seek to retain existing Victorian facades.
11. Improved public toilets in the park with potential to integrate small cafe bar / coffee shop.
12. Proposed extension to the Orchards with a new and improved entrance onto South Road and new residential apartments above and potential for a rooftop cafe bar overlooking Victoria Park.
13. New structured car park.
14. Opportunity to refurbish St. Wilfrid's Church Hall to include new terrace subject to diocesan agreement.
15. Proposed extension to the Orchards with potential for a new food store at ground floor and parking and/or residential accommodation above.
16. Proposed town square with an active ground floor, to possibly include relocated Town Council offices and an improved entrance to Victoria Park.
17. New mixed use development with retail and residential accommodation facilitating a new link between South Road / the Orchards and town square.
18. Proposed new town houses fronting onto Gower Road.
19. Secondary residential square providing a new and improved link between Gower and South Roads.
20. Proposed mixed use development improving Sussex Square as the Gateway to the town centre.
21. Public realm improvements to Sussex Road.
22. Improved Sussex Road Gateway.
23. Potential redevelopment of the Oaklands Campus.

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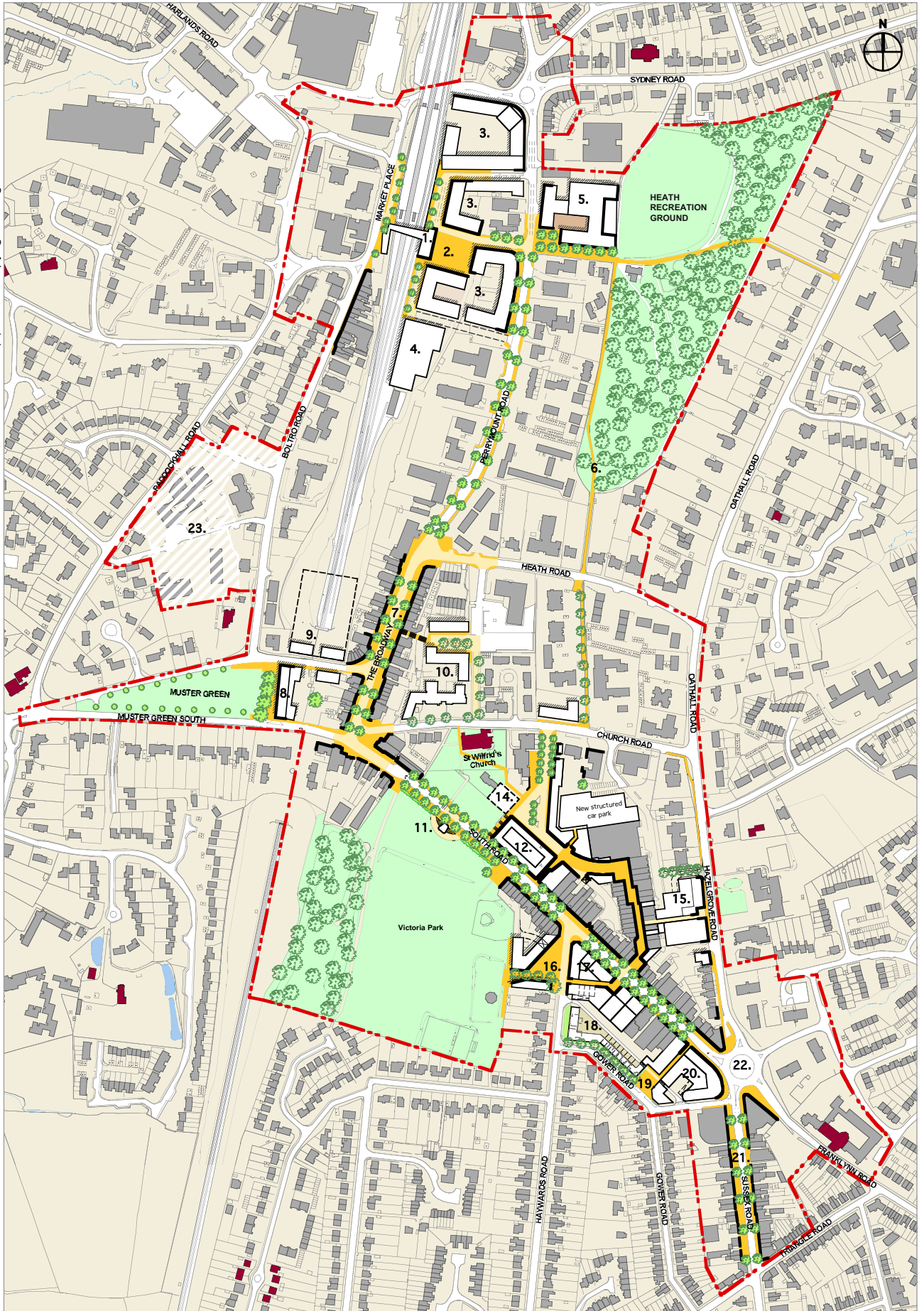


FIGURE 4: Haywards Heath Indicative Town Centre Masterplan

OBJECTIVE 1

To promote the development of a linear town structure and consolidate future development around three distinctive nodes, with appropriate height and scale.

ISSUES

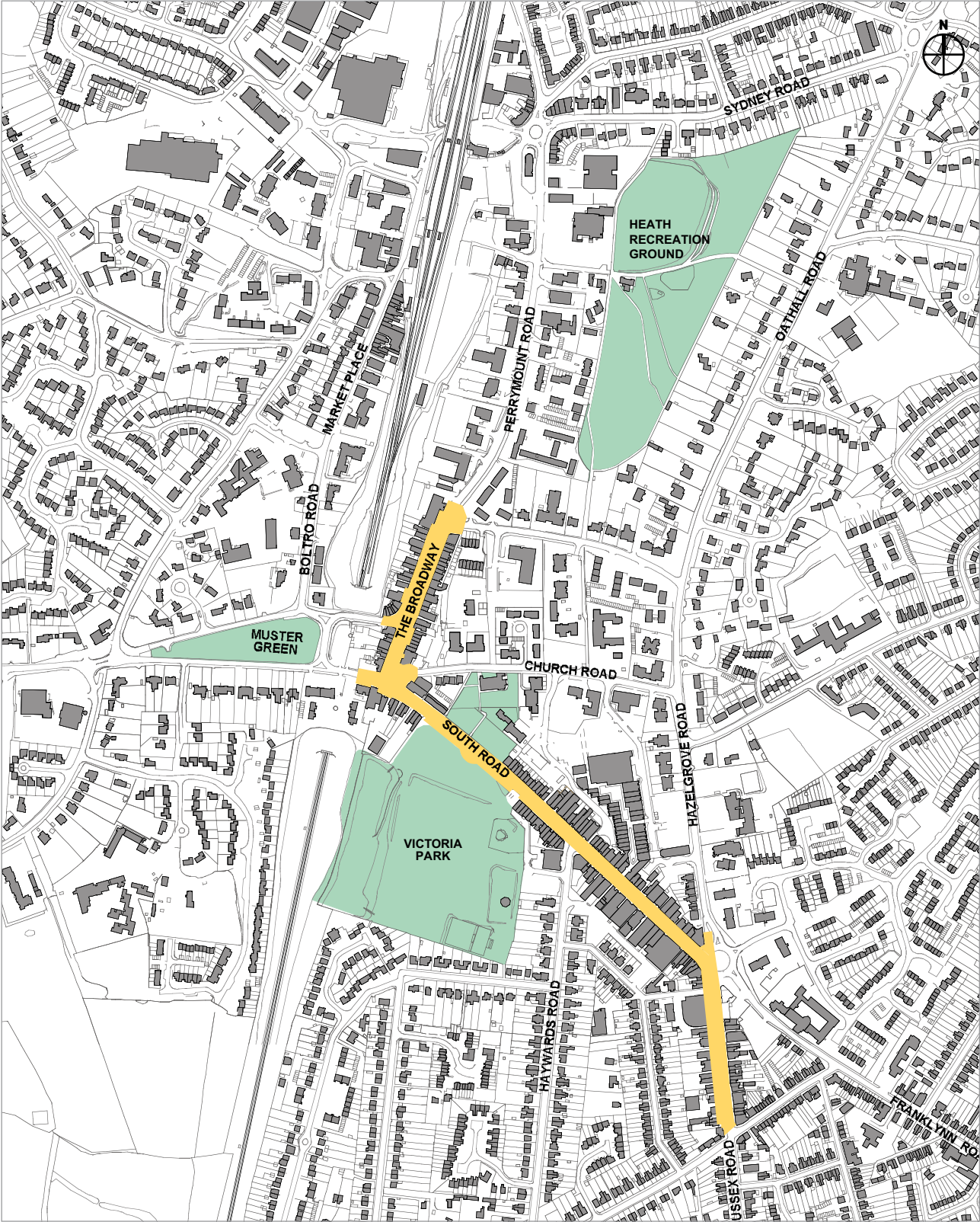
3.1 Haywards Heath has a dispersed, linear town structure, strung out along Perrymount Road, The Broadway and South Road. Existing development along these routes has three main focuses; the station located to the north of the town centre facing Commercial Square and Perrymount Road, a café and restaurant quarter centrally located in the town centre, on the junction of The Broadway and South Road and the primary retail area, to the south east of the town centre on South Road.

3.2 These nodes of development are separated from one another by significant distances, movement infrastructure, poor legibility and topography. This is undermining the ability of the town centre to function successfully by failing to provide a range of easily accessible different uses and activity generators which reinforce and support one another, allowing people to undertake multiple functions on one trip. Haywards Heath also lacks a 'heart' such as a town square which is identifiable as the centre of the town and community.



ABOVE: Haywards Heath has a dispersed linear structure

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LEGEND


 Main structuring routes and spaces

FIGURE 5: Existing Town Structure

GATEWAYS AND LEGIBILITY

3.3 The legibility of the town is poor with gateways lacking definition and not providing a positive welcome. Currently the town centre has three gateways, one at each node, which announce points of arrival and departure to the town as a whole. These are important elements in creating legibility. Routes between the three nodes are also indistinct and fail to clearly articulate the ‘right way.’

Station Gateway

3.4 The existing station gateway is extremely poor. This is a very busy station and identified as a regional hub. The building, facilities and layout are however, sub standard and do not present a welcoming, attractive experience that clearly articulates a message of town pride, nor does the station gateway provide information for visitors on how to continue their journey and access other areas of the town. The station’s forecourt suffers from severe congestion and its secondary pedestrian exit to Market Place is hidden away. There is also poor disabled access. In view of the importance of the rail station to the town as a primary access point, this gateway should be greatly upgraded to reflect the town’s importance as a business location.

Muster Green Gateway

3.5 Muster Green is a delightful gateway to the west of the town, which epitomises Haywards Heath’s green character. It is surrounded by attractive housing on two edges but the remaining edge is of much poorer quality that does not fully enclose the space of Muster Green and is further compromised by the existing highway layout.

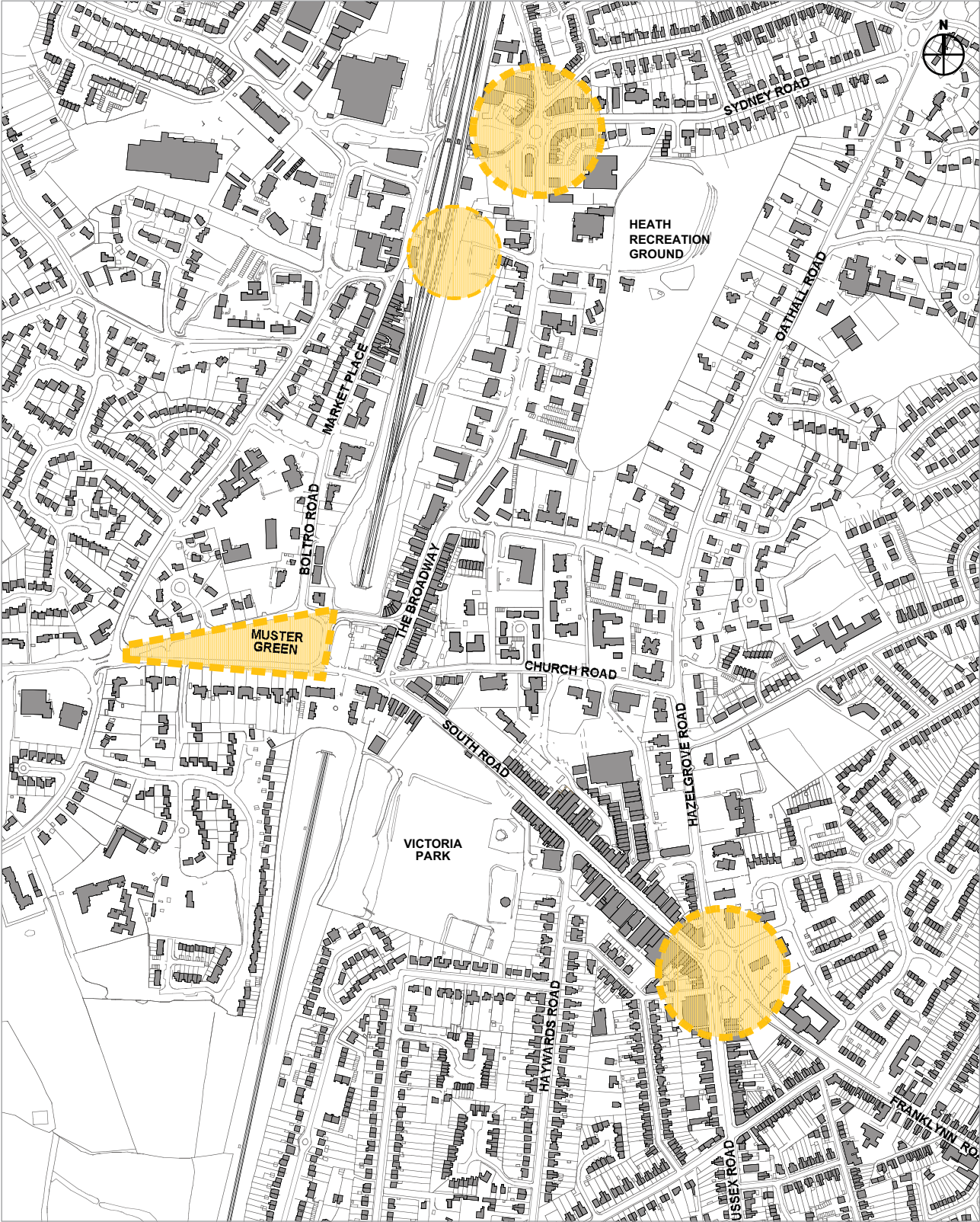


ABOVE: The Sussex Road gateway

Sussex Road Gateway

3.6 This gateway is a very uninspiring and anonymous arrival to the main shopping area, consisting of a heavily trafficked roundabout surrounded by bland architecture. Pedestrian facilities are poor with no direct crossing points. This gateway should be upgraded as far as possible within its constraints as a roundabout, to improve the links from the shops of Sussex Road to South Road by enhancing the pedestrian crossing facilities and undertaking public realm improvements.

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 Key Gateways

FIGURE 6: Gateways

A NEW ENHANCED TOWN STRUCTURE

3.7 To address these structuring issues, new development should work with the town's existing linear structure, building on the existing nodes to strengthen and consolidate them and to ease the linkages between them, thus facilitating movement and making the town's structure more legible. Gateways should also be strengthened and enhanced. To this end the three existing nodes should be restructured to create the following quarters:

- The Station Quarter, a new mixed-use development with an effective public transport interchange and ample car parking for both commuters and short stay.
- The Broadway, a predominantly café and restaurant quarter with new residential development.
- The Shopping Quarter, a consolidation and extension of existing shopping and parking to better integrate South Road and Sussex Road with an enlarged Orchards Shopping Centre.

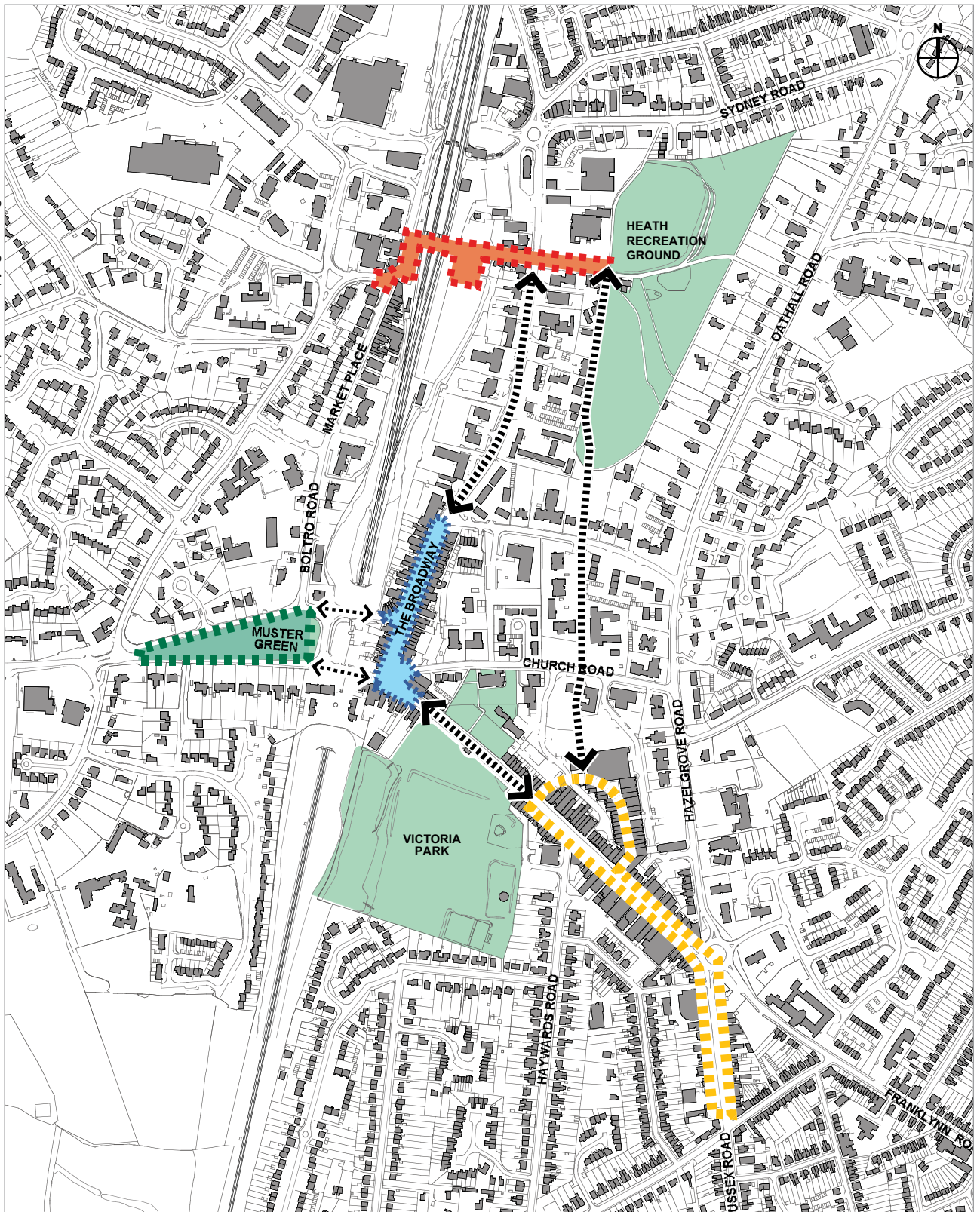


ABOVE: The station gateway is extremely poor




LEFT: Haywards Heath could accommodate taller buildings in the station quarter


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LEGEND

 Station and Office Quarter

 Muster Green Gateway

 The Broadway Quarter

 Reinvited Shopping Quart


 Key Routes

FIGURE 7: Proposed Quarters

Station Quarter

3.8 Haywards Heath Station is very important node within the regional and sub regional rail network. It has with good services to both London and Brighton. As a result it attracts a large number of commuters and boasts the second highest number of 1st class ticket holders to London in the country. Unfortunately the quality of the station and its associated forecourt does not do justice to the strategic importance and intrinsic value of the station to Haywards Heath. By delivering comprehensive redevelopment in this area, an important commercial and cultural quarter could be created in the town.

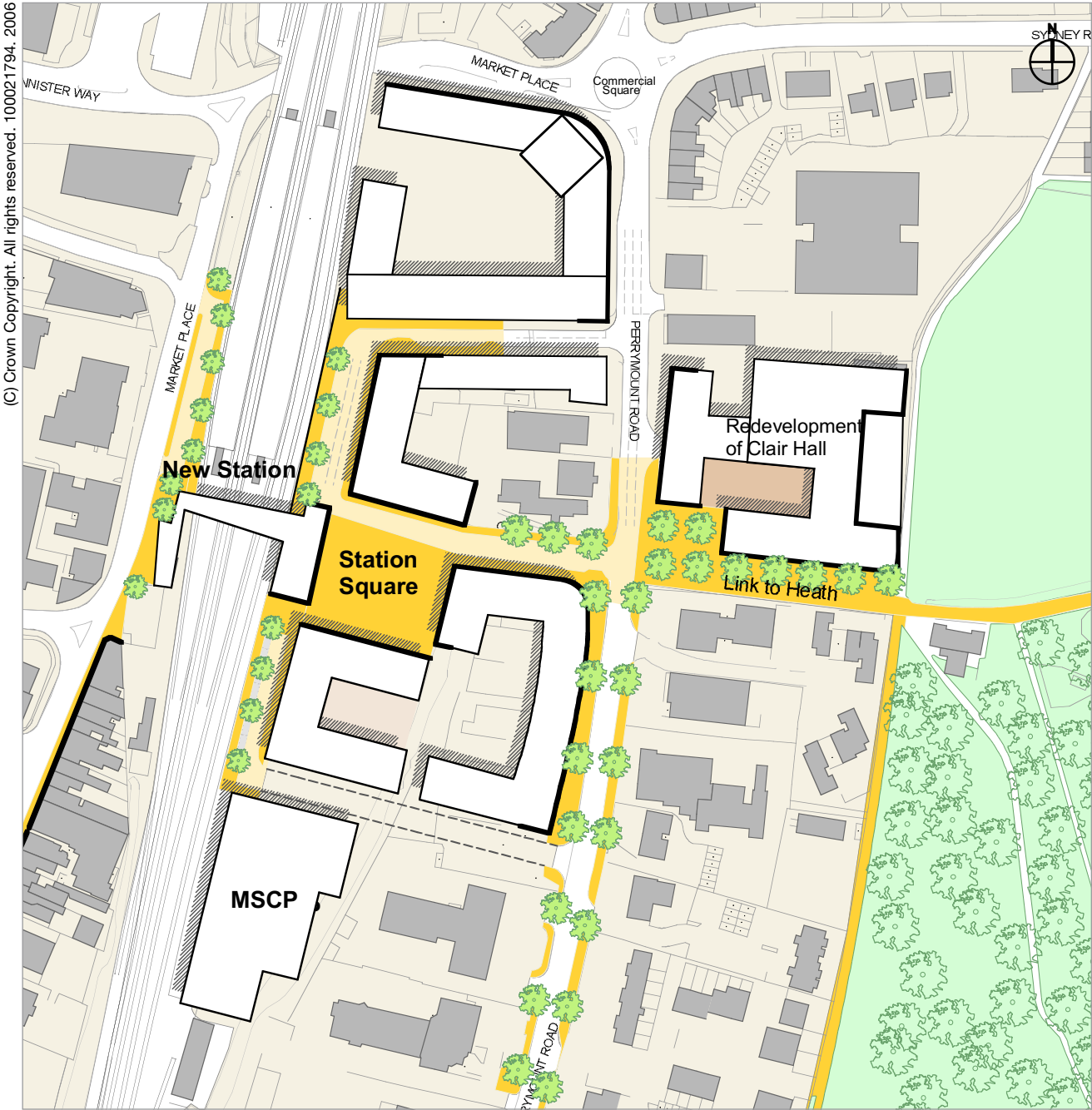
3.9 The redevelopment of the station ticket office and upgraded station facilities including car parking is sought thus enabling more efficient use of under utilised land. There is a significant amount of land which is available for redevelopment and proposals for a major development have been talked about for 30 years, but in the absence of a strategic plan, no progress has been made. In view of the long term failure of individual landowners to redevelop this site on a piecemeal basis, there is a need to take a comprehensive approach to redevelopment and bring forward the site as a whole. This may involve the use of Council Compulsory Purchase Powers to provide a structure and time frame for a long awaited project.

3.10 This is a major redevelopment opportunity in Haywards Heath town centre and could greatly contribute to the provision of new residential and commercial space. The redevelopment should consist of a new station ticket office relocated ideally to the southern end of the platforms to bring it closer to the Broadway and main shopping area and to allow a direct pedestrian link with The Heath.

3.11 The station improvement works should provide a new link connecting Market Place and the western side of the railway with the Perrymount Road and the proposed new station square. This link could form an additional crossing point over the railway for pedestrians and cyclists and would ideally be accessible to all members of the public. In front of the main station entrance a new square should be created to provide an appropriate welcome to visitors, and be used as a meeting place as well as allowing public transport interchange and pick up and drop offs. New development should surround the square, with active uses on the ground floors. Car parking should be re-provided in a structured or underground format, in the first phase of a development, by utilising the topography of the site.

3.12 Clair Hall, which is a low rise building, nearing the end of its economic life, presents the opportunity for a comprehensive redevelopment approach to the new Station Quarter. A review of the facilities required by the town and re-provision of the existing space and on-site parking, as a minimum, will enable the delivery of a viable scheme in the area as a whole allowing for the best use of land at Clair Hall itself and in the new Station Quarter.

3.13 In the absence of a strategic plan promoting the comprehensive development of the site and in view of the difficulties resulting from the fact that the site is in multiple ownership, this SPD provides a strategic plan which will promote comprehensive development.



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FIGURE 8: Station Quarter

The Broadway

3.14 The Broadway is a very positive asset in Haywards Heath and is the heart of the evening economy with restaurants spilling out onto the footway. It should be retained and enhanced through environmental improvements, such as new public realm to build on the recent tree planting works and any actions to facilitate and encourage its occasional closure to vehicles for temporary events. More significant interventions should consist of the sympathetic redevelopment of the South East Water offices behind the Broadway to the east (retaining the attractive façade if possible). Developers should seek to retain and incorporate the Victorian buildings within their proposals. The redevelopment of the Muster Green island site should also be considered. This consists of a surface car park and railway air vent. New development in this location should edge the site to properly enclose Muster Green and would require the closure of Dolphin Road (subject to detailed highway studies) to vehicles and the reprovision of the existing parking. Consideration should also be given to the investigation of the area adjacent to the road of Muster Green North and the air space over the railway. There maybe potential to deck over this space to provide car parking with built development fronting onto Muster Green North. This would require discussion with the rail authorities and some engineering investigations as first steps.



ABOVE: The Broadway

Shopping Quarter

3.15 The existing shopping area consisting of the Orchards Shopping Centre, South Road and Sussex Road are not well integrated with a poor quality retail circuit and the separate components dislocated by highways, car parks and service yards. Currently redevelopment opportunities are limited with no major sites for the retail core to expand into. Therefore existing land use needs to be more efficient, although further work needs to be undertaken to investigate whether there is enough space to satisfy long-term retail and parking requirements. Consideration should be given to the future expansion of the town centre.

3.16 The Orchards Shopping Centre is a small shopping mall, which has poorly utilised land at the rear facing onto Hazelgrove Road which is a mix of car parking and service yards. The built form is low grade with poor edges, exposed backs and illegible pedestrian and vehicular circulation. The block of development also lacks permeability. Redevelopment should seek to address the 'fronts and backs' issues, by creating new contiguous development to face onto public realm. More coherent circulation for both pedestrians and vehicles should be provided with greater permeability of the block and shopping floorspace should be encouraged. Car parking would need to be reprovided and extended which could be via the provision of new structure parking and / or by decking over existing development.

3.17 South Road has the potential to be a very attractive shopping 'High Street'. Redevelopment opportunities exist on the southern side of the road where existing development is low grade. This would also allow better use of the existing service yards and car parking between South Road and Gower Road which create a poor quality edge and under utilise land.



ABOVE: South Road

3.18 In redeveloping this block of land holistically, there is an opportunity to create a new public space on the junction of South Road and Haywards Road with the existing surface car park used to facilitate this proposal. Car parking lost through the creation of this new space should be reprovided within the area to the rear of South Road. This new space would be located on a new pedestrian route through the South Road block which would be part of a reconfigured retail circuit. The space would also create a greatly enhanced entrance to Victoria Park and provide a focus to Haywards Heath. The space should be enclosed with active frontage and to provide a more civic character, the relocation of the Town Council's offices to face on to this space could be considered. Sussex Road is a well proportioned road with fine grain development facing on to it. It consists of secondary retail with many good independent retailers. This shopping street should be enhanced through environmental improvements and strengthened by better integration with the Sussex Road gateway to facilitate pedestrian movement from South Road.

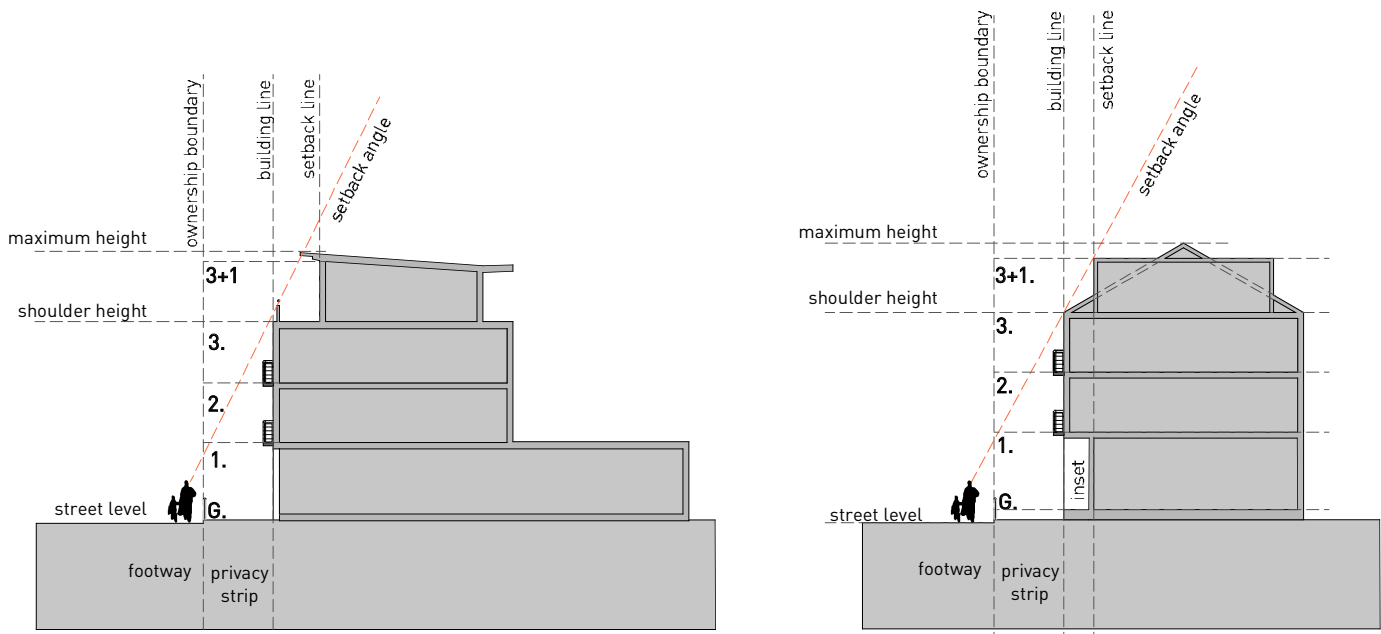


FIGURE 9: Section illustrating 3+1 set back roofs.

Building height and scale

3.19 The height of buildings within the town centre is generally two to four storeys, although along Perrymount Road the office blocks are between six-eight storeys high. Stockwell Court in Sussex Road is ten storeys, and is extremely prominent being of very low quality design and poorly integrated into the surrounding townscape, which is generally no higher than three storeys in this location. Haywards Heath could accommodate some taller buildings in the selected locations of the Station Quarter and Perrymount Road if they were of the highest quality design and were well integrated with immediate surroundings and the wider townscape.

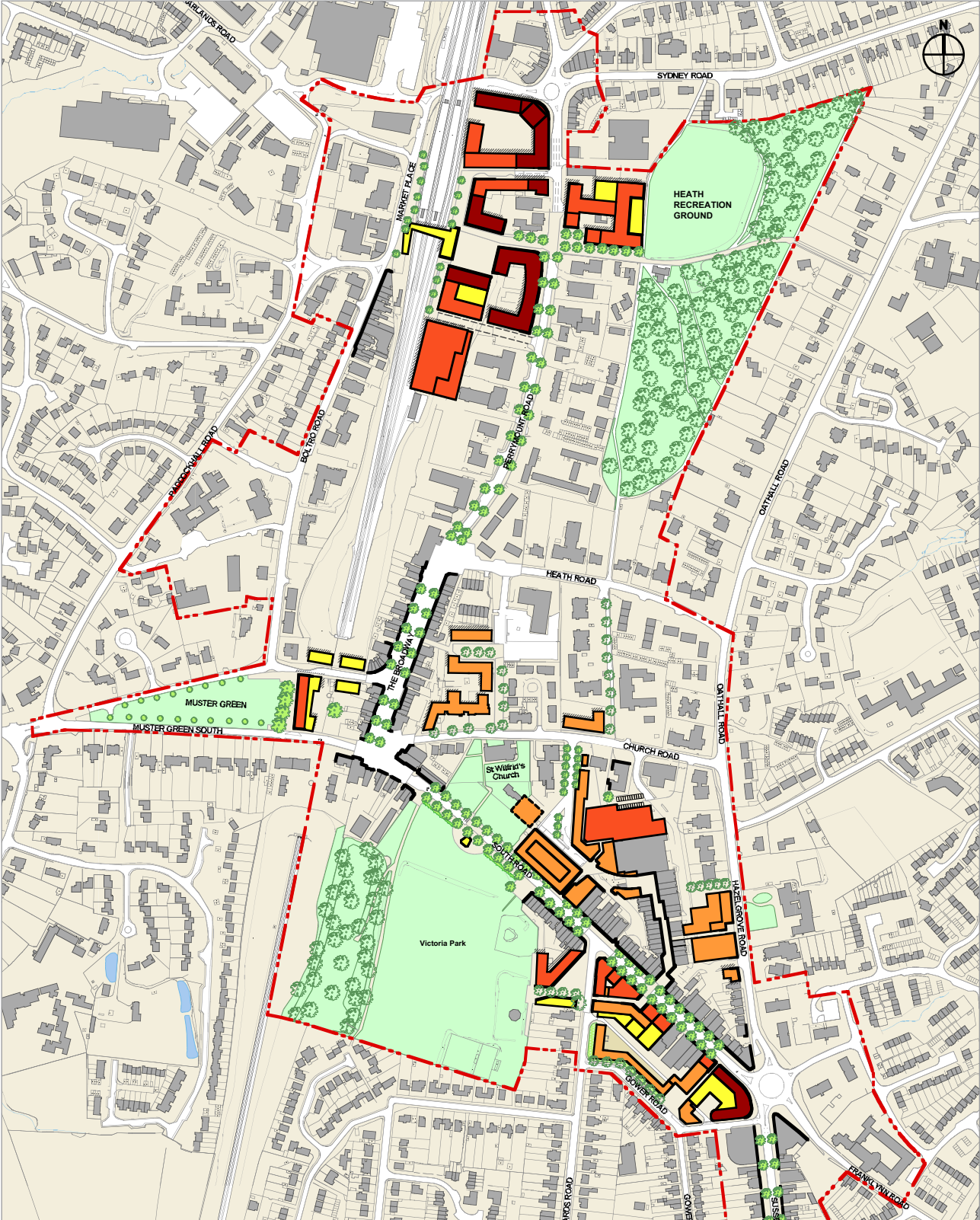
3.20 Redevelopment proposals should consider the scale, height and massing of existing and retained development and streets, with consideration given to the framing of views and vistas so that new buildings integrate and enhance the townscape. New built form throughout the town centre should generally remain in the height range of two to four storeys although in the Station Quarter and Perrymount Road, where the topography allows buildings to sit lower than surrounding form, there is scope for higher buildings of up to six storeys in the Station Quarter.

3.21 The tallest buildings should be carefully located to optimise their potential as landmarks, gateways, to identify key nodes or terminate vistas. Where new development is higher, it should increase incrementally from existing heights to integrate with existing and retained development. Upper storey set backs can help to integrate taller buildings into the townscape and create visually distinctive and attractive massing.

3.22 In creating new development it will be important that a varied roofscape is created, that steps up and down responding to cues such as the building's form and function and the layout, marking intersections, junctions and nodes. This helps to create character and identity and helps make a place legible.

3.23 New development should respect residential amenity including daylight, sunlight, and overlooking, including for surrounding existing residents with proposals demonstrating that privacy and a lack of overlooking have been fully addressed for all habitable rooms.

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LEGEND

- 5-6 Storeys
- 3+1 Storeys
- 2+1 Storeys
- 1-2 Storeys

FIGURE 10: Indicative Building Heights

DEVELOPMENT GUIDANCE

- The station gateway should be significantly upgraded to reflect the town's importance as a business location.
- The Muster Green gateway should be retained.
- The Sussex Road gateway should be significantly upgraded to better link the shops of Sussex Road with South Road
- New development should work with the town's existing linear structure, building on the existing nodes to strengthen and consolidate them and to ease the linkages between them, thus facilitating movement and making the town's structure more legible.
- The three existing nodes should be restructured to create the following quarters;
- The Station Quarter, a new mixed-use development.
- The Broadway, a predominantly café and restaurant quarter.
- The Shopping Quarter, a consolidation and extension of existing shopping and parking.
- New development should refer to the street, block relationship. Blocks should be edged with a continuous, common building line.
- The redevelopment of the whole station building to upgrade facilities and to use land more efficiently. The redevelopment should ideally consist of a new relocated station ticket office with, if feasible, a 24 hour pedestrian access from Market Place. A new station square to welcome visitors, create a meeting place, and allow a public transport interchange with pick up and drop offs. New development should surround and enclose the square, with active uses on the ground floors. Car parking should be re-provided, during the first phase of development, in a structured or underground form. Clair Hall presents the opportunity for a comprehensive redevelopment, providing, as a minimum, a re-provision of the existing facilities in a modern flexible form with on-site parking as part of the overall Station Quarter.
- The Broadway should be retained and enhanced through environmental improvements and the sympathetic redevelopment (with consideration given to the retention of the façades) of the South East Water offices, behind the Broadway to the east as well as the redevelopment of the Muster Green island site. New development in this location should edge the site to properly enclose Muster Green. Consideration should be given to the investigation of the air space over the railway to provide car parking with built development fronting onto Muster Green North.
- Consideration should be given to the future expansion of the town centre to satisfy long-term retail and parking requirements.

- Redevelopment of the Orchards Shopping Centre Shopping Centre should seek to address 'fronts and backs' issues, by creating new contiguous development to face onto public realm. More coherent circulation for both pedestrians and vehicles should be provided with greater permeability of the block. Shopping floorspace should be increased. Increased car parking will need to be reprovided and extended through the provision of new structure parking and / or by decking over existing development.
- Redevelopment of the south side of South Road to allow better use of the existing service yards and car parking between South Road and Gower Road.
- The creation of a new public space on the junction of South Road and Haywards Road and the existing surface car park. This new space would link the South Road block into a reconfigured retail circuit and create a greatly enhanced entrance to Victoria Park. (The relocation of the Town Council's offices to face on to this space could be considered).
- Sussex Road to be enhanced through environmental improvements and strengthened by better integration with the Sussex Road gateway to facilitate pedestrian movement from South Road.
- Building heights should generally range from two-four storeys with potential for buildings in the Station Quarter and Perry-mount Road to rise to six storeys.
- The tallest buildings should be located to optimise their potential as landmarks, gateways, to identify key nodes or terminate vistas.
- Where new development is higher, it should increase incrementally from existing heights to integrate with existing and retained development.
- A varied roofscape shall be required.
- Proposals will need to demonstrate that they respect residential amenity, including daylight, sunlight and overlooking.

OBJECTIVE 2

To improve levels of accessibility and permeability within the town centre by providing safe, direct and attractive routes and by promoting new developments that encourage walking, cycling and the greater use of public transport.

ISSUES

3.24 The primary issue related to access in Haywards Heath is that it should be more attractive to move about within the town by means other than the private car. The distances between key trip generators, such as the railway station and the shopping core, allied to the gradients that are commonly encountered, make walking and cycling, even for short distances, relatively uncompetitive, while buses are not currently perceived as being viable alternatives for intra-town trips.

3.25 There is currently little provision to assist walking and cycling. More seating on the main pedestrian routes and desire lines, especially where there are significant gradients (e.g. along Perrymount Road and Haywards Road), has been highlighted as a key priority. The provision of improved and new, well-lit walk routes, particularly between South Road and areas to the north, is also necessary. There is currently a dearth of attractively-located and secure cycle parking facilities at or near key destinations. Pedestrian and cycle signage to and from the main attractors could also be improved.

3.26 The main high street, South Road, is currently dominated by vehicular traffic, to the detriment of pedestrian accessibility (e.g. the ease of crossing the street) and of the general pedestrian environment (e.g. in relation to noise, air quality and road safety). Opportunities should be taken to downgrade the South Road as a vehicular distributor on completion of the relief road and significantly improve the public realm for pedestrians.

3.27 The opening of the Relief Road should allow the dismantling of the A272/Star gyratory system, at the west end of South Road. This currently offers a very poor welcome to the town for drivers approaching from the west, forces too much traffic into the southern end of The Broadway, and is very difficult to negotiate on foot and by bicycle.

3.28 The railway station provides access to frequent trains running on the London to Brighton main line, with typically around eight trains per hour in each direction. However, local access to the station is poor, and the station as a whole is a distinctly unprepossessing gateway for the town. The main forecourt, on the east side of the tracks, faces north, away from the town centre and towards a petrol filling station, and interchange with buses is quite remote. There is an access way to/from Market Place on the west side, but this is no more than the opening to a subway and is intended for ticket-holders only.

3.29 There is clear potential for the station access arrangements to be radically improved, and these should include the relocation of the main ticket hall and forecourt from the furthest point away from the town centre to a site on the east side of the tracks and providing direct access to/from Perrymount Road and also, via an improved link, to Market Place.

3.30 Local bus services are run by several operators, principally Metrobus and RDH. There are a small number of services that run right through Haywards Heath to and from other towns, but most either terminate at the Princess Royal Hospital to the east or the Perrymount Road/ Station/ Sainsbury's area to the north. Almost all services go through the town on the same route: between the station area and the hospital via Perrymount Road, South Road and Franklynn Road, providing a combined total of around nine buses per hour in each direction.

3.31 However, the multiplicity of route numbers, operators and bus types makes the existing system confusing to use, especially for those who rarely, or currently never, travel by bus. The full potential of existing services therefore remains to be fulfilled, while further improvements to the basics, such as frequencies, the quality of vehicles, and reliability would also be welcome.

Access

3.32 Providing access for all is fundamental to creating a successful place. This means designing streets and spaces for all members of society, including those with disabilities, the elderly and parents with small children and buggies. The Mid Sussex Southern Access Group represents these users and Mid Sussex District Council will seek their early involvement in consultation on planning applications.



TOP: Existing station forecourt
MIDDLE: A new station building is proposed
ABOVE: Walking is not currently an attractive proposition in Haywards Heath



ABOVE: New cycle facilities should be provided



ABOVE: Better pedestrian facilities should be provided

DEVELOPMENT GUIDANCE

- Following the completion of the Relief Road:
 - replace the A272/Star gyratory with a T-junction between South Road, Muster Green South and The Broadway. The existing link between The Broadway and Boltro Road could be controlled for pedestrians, cycles and vehicular access to immediately adjacent sites only;
 - reconfigure the layout of South Road, to 'lock in' the traffic reduction benefits of the Relief Road, such as by widening footways, providing more formal and informal pedestrian crossing opportunities, tree planting, changing materials and other aspects of the public realm to deliver psychological traffic calming and, as appropriate, by improving kerbside waiting and loading facilities; and
 - reconfigure the southern section of The Broadway, featuring greater pedestrian priority, enhanced settings for fronting developments and a generally improved public realm.
- Promote the replacement of the existing station ticket hall and main entrance at the north end of the platforms with a new building at the southern end of the platforms, with primary access directly from Perrymount Road through a new station square, where bus, taxi and drop-off/pick-up activity can be effectively and efficiently integrated in a high quality public realm. Much better secondary access to and from the western side of the tracks, for public use 24/7, should ideally also be provided. The best alignment may be that of the existing subway link between the platforms and Market Place.

DEVELOPMENT GUIDANCE

- Associated with the new station building and square, the existing surface station car parking should be re-provided within a new multi-storey facility, again to be accessed from Perrymount Road, however detailed access arrangements will need to be ascertained in the light of further studies.
- Implement a range of streetscape improvements on Perrymount Road to encourage pedestrian movement between the station and the main shopping area. These should include seating, signage, and public art, such as footway icons or other bespoke methods to promote wayfinding.
- Improve the legibility of local bus services for intra-town travel by branding all stops (and possibly buses) on the Perrymount Road – South Road – Franklynn Road spine as serving the town centre. The idea is that passengers should know that any bus they might board at any point along that route will travel along the whole of that spine (unless very clearly stated otherwise). This will need the co-operation of all bus service providers.
- Improve all bus stop facilities in the town, with all those along the central spine meeting a raised minimum standard of provision: to include a shelter, seating, excellent and clear service information and, in due course, real time information.
- Improve the pedestrian permeability of that part of the town centre between South Road and Church Road, in conjunction with the rationalisation of the surface car parking there into structured facilities, the creation of a shopping circuit/loop to and from different points on South Road via The Orchards Shopping Centre, and better lighting and other security facilities.
- As an extension of the above, a major effort should be directed at the creation of a new, direct, north-south pedestrian route between the shopping core and The Heath, using the current alignment of St Wilfrid's Way as a starting point.

OBJECTIVE 3

To upgrade the public realm throughout the town centre including maximising the opportunity arising from the reduction in traffic on South Road to create pedestrian friendly streets.

ISSUES

3.33 The built form of Haywards Heath along The Broadway and Sussex Road and along some stretches of South Road demonstrates good enclosure of public space with buildings fronting on to streets and servicing and other private uses accessed at the backs. In newer development, such as in the Orchards Shopping Centre, the station area and the rear of South Road and Gower Road, this breaks down with missing edges of development and private 'back' activities on show. Pieces of left over space are also prevalent. The public realm needs to be properly enclosed by continuous built form, with a common building line that provides active frontage and minimal blank walls to ensure good surveillance and security. A high quality public realm with a continuous built edge is particularly important in Haywards Heath, in view of the town's linear structure and the need to encourage and facilitate pedestrian movement between the three nodes.



ABOVE: The existing public realm needs to be improved to encourage walking

General enhancement measures

3.34 Throughout the town the public realm requires enhancement with the use of appropriate materials in a quality commensurate to location. This may require the use of stone or quality concrete pavers with stone aggregates. Materials used at the Broadway and the new Station Square should resist staining and be appropriate for use in dining and drinking areas. In locations with changes in gradient, alternatives to steps should be provided.

3.35 Where possible and particularly along pedestrian lanes, street lighting should be wall hung due to the narrow width. Paving should be smooth and easily cleanable with dropped kerbs and efforts should be made to reduce street clutter through the minimisation of guard railing, street furniture and sign poles and road markings.

3.36 Haywards Heath has little tree coverage in hard landscaped areas and street tree planting is encouraged to provide seasonal interest, shelter and shade, benefits to wildlife and to cool and cleanse the environment. Trees should, where practical be of native species to encourage bio diversity. Care is required though in the location of trees that they do not obscure CCTV cameras and sightlines and the species selection is appropriate. Perrymount Road, South Road and Sussex Road would particularly benefit from avenue tree planting using species of a sufficient scale to complement development. Further information on tree planting can be obtained from the Council's Arboricultural Officer.

A place that is safe and resistant to crime

3.37 New development should be designed following guidance as set out in 'Safer Places: The Planning System and Crime Prevention'. Buildings will front onto the public realm providing natural surveillance of streets and spaces. Street frontages will be continuous and special attention should be given to corners of blocks to ensure that these provide a positive contribution to the streetscape rather than offering a blank façade. New planting and the treatment to the edges of open spaces will ensure good visibility. Lighting will both contribute to the streetscape and to place making and ensure that streets and public spaces feel safe.

South Road

3.38 The completion of the relief road is an opportunity to reclaim South Road for the pedestrian, whilst continued vehicular activity will ensure the road maintains a busy, vibrant character that allows easy access for all, the facilitation of short, quick visits to the Shopping Quarter and good levels of surveillance to give safety and security once the shops are closed. The existing footways are already wide, but these should be upgraded in quality materials to create smooth flat surfaces with quality new street lighting. Direct pedestrian crossings should be installed as a minimum on the major desire lines created by the new retail circuit. At the junction of South Road and Haywards Road, where the new public space is proposed, South Road should become shared surface to maintain slow traffic speeds and to knit the different shopping areas together. This would require careful detailing to ensure this change in priority is clearly signalled. On street parking along South Road will also help to slow traffic and maintain good activity levels.

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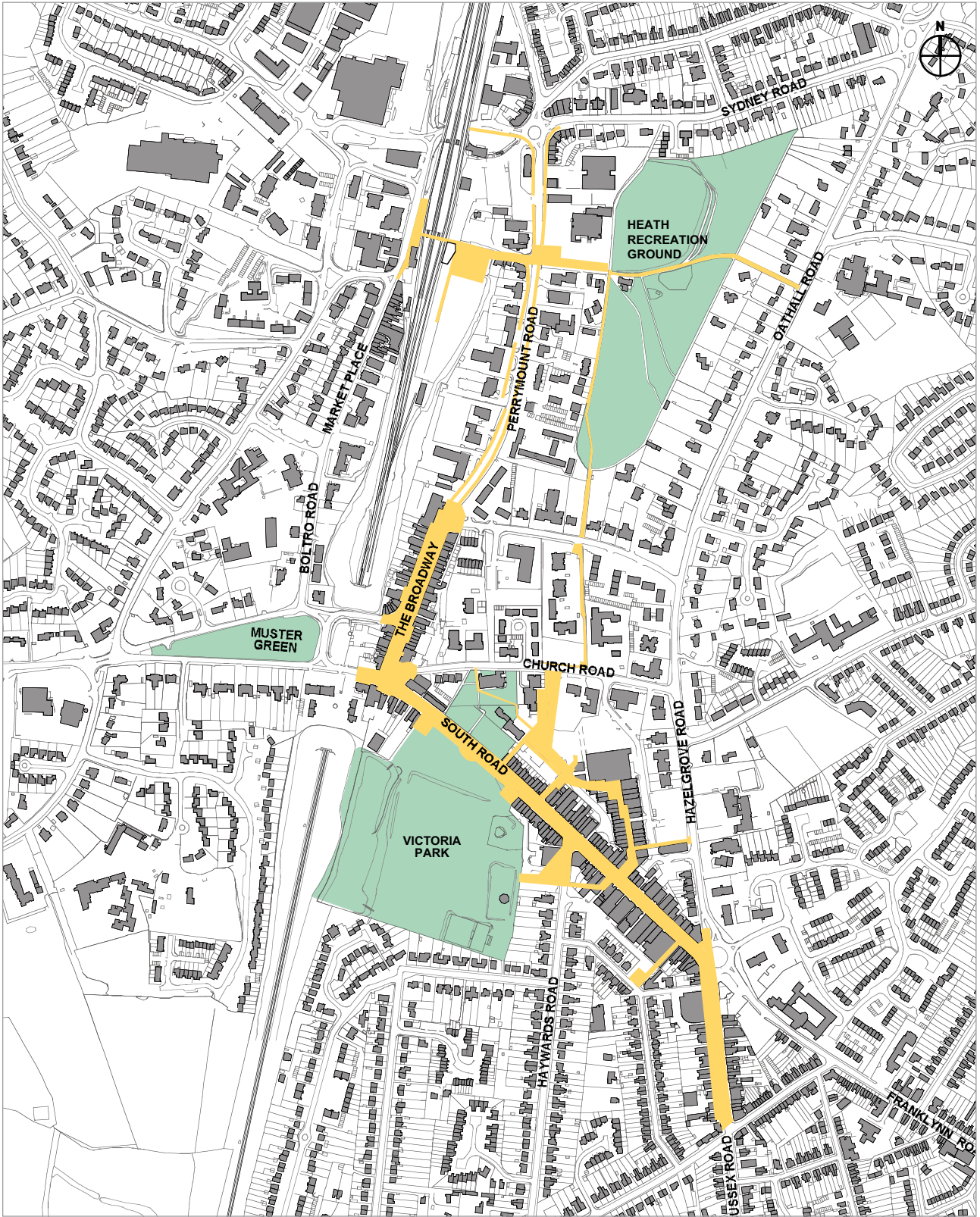


FIGURE 11: Improved Public Realm

Gower Road

3.39 New town house development on the north side of Gower Road will better enclose this street and safeguard its character as a quiet residential street. Whilst development must follow the line of the street, it should be set back to allow some greening and privacy for residents with on street parking. Traffic management measures should be introduced to ensure low traffic speeds. A new small residential square is proposed on a direct route between Gower Road and South Road to provide amenity space for local residents. Whilst pedestrianised, it is likely that service vehicles for South Road commercial premises will need to cross it.

Pedestrian link to The Heath

3.40 The pedestrian link from The Heath to the Orchards Shopping Centre should be enhanced to encourage movement through this largely impermeable block and to improve access to this attractive space. This route would largely consist of existing routes with a new entrance to the Orchards Shopping Centre accessed from Church Road. The route should be articulated with tree planting where possible.

New Spaces

3.41 Haywards Heath currently lacks a town square or civic space, which would be a focus of activity within the town and in which members of the community can undertake communal activities such as gatherings, the celebration of events, socialising and trade. Four new public spaces are proposed, one at the station, one on the junction of Haywards Road and South Road, one outside St Wilfrid's Church Hall and one off Gower Road. These would all be different sizes and characters and allow for a range of activities. In addition, the Council encourages the temporary closure of the Broadway for events and entertainment.



ABOVE: Haywards Heath would benefit from a civic space that would create a focus for activity within the town

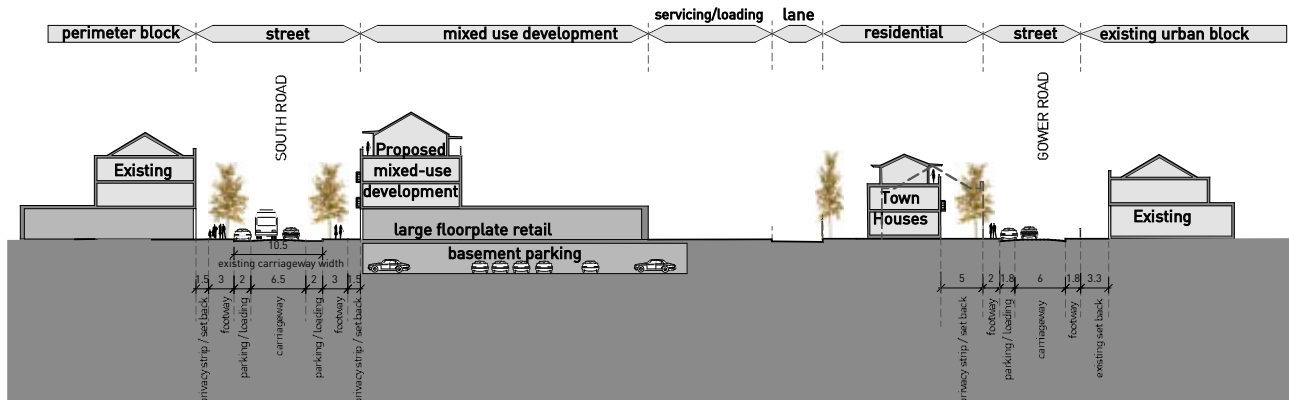


FIGURE 12: South Road and Gower Road section

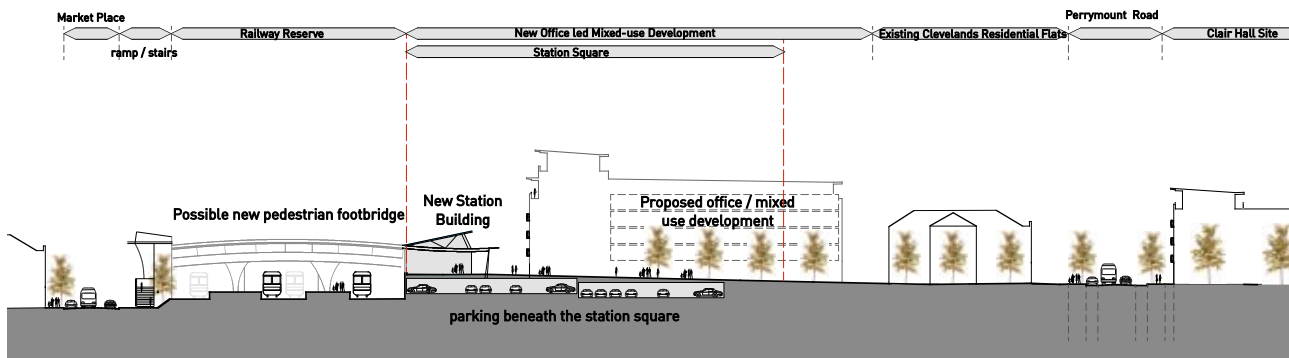


FIGURE 13: Station Square Section

Station Square

3.42 The new station square should be well-defined and enclosed by new development and at a scale that responds to the surrounding built form. The square should provide a high quality and welcoming arrival to the town as well as an attractive meeting point for members of the community and visitors. Currently the station provides a very poor quality arrival experience with little space for vehicular pick up and drop offs or interchange with buses and taxis. Appropriate wheelchair access to the platforms should be provided. The station square area would also need to function as an efficient transport interchange where inter-modal transfers can be made quickly and easily. Sub spaces around the square should accommodate other station related activities such as stop-and-drop and taxi facilities.

3.43 A key visual and physical link created on the axis of Clair Road between the station and the green space of The Heath is envisaged. This would connect into Haywards Heath green character and would provide a very strong positive impression for new visitors to the town. An option for this link would be a pedestrian route that connects with the existing footpath across Clair Meadow to Oathall Road and could be articulated through a row of tree planting and high quality hard landscaping. The provision of a building or buildings of architectural merit to replace Clair Hall with positive frontage would further reinforce the importance of this route and improve legibility by leading people from the station onto Perrymount Road and into the town centre.

3.44 The station square is envisaged as being of a high quality hard landscaped contemporary design that allows visitors to orientate themselves, access information and public transport as well as providing an attractive waiting environment and meeting point. Generous seating is required with the use of steps and walls to be considered for informal seating. Public art should also be a key component in the square's design. The space should be well lit at all times with surrounding active uses such as retail to ensure good surveillance and security. The use of shared surfaces would provide vitality and movement whilst encouraging slow traffic speeds and good access for all.

3.45 It is envisaged that this square would be lively throughout the day with cafes and convenience retail activating the square and serving the station and the needs of the surrounding offices. Cultural activities such as performance and outdoor exhibitions could also be encouraged here, possibly as part of a redeveloped Clair Hall facility. This would help create an identity for the Station Quarter.

Haywards Road/South Road Square

3.46 The redevelopment of the South Road/ Gower Road area provides a prime opportunity to create a new contemporary public space, which would greatly aid the reconnection of the shopping on the southern side of South Road to the Orchards Shopping Centre and create a new, direct link with the wonderful green space of Victoria Park. The square should be surrounded by active ground floor uses and be lined on one side by Haywards Road to ensure a high level of activity and surveillance and to maintain views through to South Road.

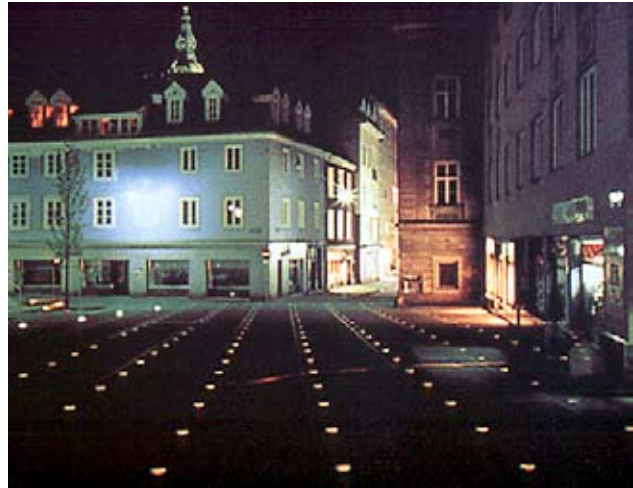
3.47 The square should be constructed of high quality natural materials. Public art should be integral to its design. Plentiful seating should be provided, including informal seating through the use of steps and walls. Street furniture should be minimal, although adequate provision of litter bins should be made with lighting wall hung.

St Wilfrid's Church Hall Space

3.48 This space should optimise the views across Victoria Park to the Downs beyond, which are visible from this local high point. This would be facilitated by a new pedestrian link, from this space to South Road that would run along the edge of the churchyard. The space would be shared surface to allow for servicing and access to the Orchards Centre structured car park. It will be surrounded by active frontage and be part of the pedestrian link to The Heath. The church hall will need to be integrated into the proposals.

Gower Road Square

3.49 This space would be a small, hard landscaped, residential space, primarily pedestrianised, although access for service vehicles is likely to be required for the commercial premises on South Road.



ABOVE: New public spaces are proposed

DEVELOPMENT GUIDANCE

- The public realm needs to be properly enclosed by continuous built form, with a common building line that provides active frontage and minimal blank walls to ensure good surveillance and security.
- The enhancement of public realm throughout the town centre to give smooth flat and easily cleanable surfaces using appropriate quality materials.
- The reduction of street clutter and the use of wall hung lighting where possible for pedestrian lanes and the town square.
- The planting of street trees using where practical, native species.
- New development should be designed following guidance as set out in 'Safer Places; The Planning System and Crime Prevention.'
- South Road should be reclaimed for the pedestrian, whilst continuing vehicular activity along it. To include the installation of direct pedestrian crossings on the major desire lines, the use of shared surface at the junction with the new public space and on-street parking.
- New town house development on Gower Road will safeguard its character as a quiet residential street, and on street parking.
- The creation of an enhanced pedestrian link from The Heath to the Orchards Shopping Centre to be articulated with tree planting where possible and high quality hard landscaping.
- The creation of a new station square lined with active ground floor uses. Cultural activities such as performance and outdoor exhibitions could also be encouraged here as part of a redeveloped Clair Hall facility. To be a high quality hard landscaped contemporary design with shared surface, that is well lit, with generous seating and public art. Appropriate wheelchair access should be provided to the platforms. The station square should also function as an efficient transport interchange. Sub spaces off the square could accommodate other station related activities such as stop-and-drop and taxi facilities. The use of underground car parking should be investigated.
- The creation of a strong visual and physical link between the station square and the green space of The Heath.
- The creation of a new contemporary public space to be located on the junction South Road/Gower Road and Haywards Road to create a new direct link to Victoria Park. The square should be constructed of high quality natural materials lined with active ground floor uses. Public art should be integral to its design and tree planting. Street furniture should be minimal, although plentiful seating should be provided and adequate provision of litter bins. Lighting should be wall hung as and where appropriate.
- The creation of a new space outside St Wilfrid's Church Hall to optimise the views to the Downs. This would be facilitated by a new pedestrian link to South Road. The space would be shared surface, surrounded by active frontage and be part of the pedestrian link to The Heath.
- The creation of a new, hard landscaped residential space off Gower Road, that would be primarily pedestrianised, although providing access for service vehicles.

OBJECTIVE 4

To recognise and cherish Haywards Heath's character and key assets of Victoria Park, Muster Green, The Heath and the Broadway.

ISSUES

3.50 Haywards Heath is a relatively new town that has grown from a small rural settlement dramatically over the past 150 years. This has left a legacy of some attractive Victorian buildings throughout the town, but within the town centre there are few buildings with individual merit, although St Wilfrid's Church provides a local landmark and the Priors is an attractive listed building of note. The restaurants and bars of The Broadway, although not individually of great merit, also contribute an important element of the town's character.



ABOVE: Victoria Park is a key element of Hayward Heath's character



ABOVE: The Broadway contributes to Hayward Heaths character

Built form

3.51 Unfortunately the vast majority of the town centre is unremarkable, with generally unattractive or bland development from the 1960s onwards, which provides no character or identity. Without Hayward Heath's excellent green spaces, the town would have little to distinguish it from others throughout the UK. New development should seek to provide high quality, contemporary design that could help forge a new physical identity that reflects the strong community pride found in the town and the wish for the town to be forward thinking and high quality.

3.52 New development should exhibit a fine grain and vertical rhythm. This fine grain creates structured variety and encourages activity through plentiful doors and openings. A fine grain built form also gives greater robustness and thus sustainability by allowing more selective redevelopment opportunities than that provided by large floorplate development. Where large floor plates are required, such as for larger shops and structured car parking fine grain development should be wrapped around these structures. New development should be designed by a variety of architects to ensure diversity with the use of local architects encouraged. Buildings that reflect the vernacular will also be particularly encouraged. However, high quality design and appropriate design will be an absolute prerequisite of gaining planning permission.

3.53 Where redevelopment of existing buildings is not viable, the Council encourages the refurbishment, (including cladding) of buildings to enhance their appearance. Stockwell Court as well as commercial offices on Perrymount Road are specifically identified for improvement.



ABOVE: South Road has the makings of a good, vibrant 'high street'

Green spaces

3.54 The strongest element of Haywards Heath's character though is provided by its wealth of green spaces: Muster Green, Victoria Park and The Heath. These are great assets to the town and should be cherished. Unfortunately though, each of these spaces suffers from some problems that do not allow their full potential to be appreciated.

3.55 Muster Green is cut off from the town centre by the gyratory system and poor pedestrian connections. Victoria Park lacks legible gateways and is not integrated as well as it could be with South Road. The Heath is hidden away behind a skin of residential properties with many of the local residents not aware that it exists. This tucked away location has contributed to The Heath suffering from poor levels of overlooking and surveillance with the result of attracting anti-social behaviour. Development of the Station Quarter in accordance with the guidance in this SPD will open up views and access to the Heath, increasing its accessibility and discouraging anti-social behaviour.

3.56 The highway proposals to remove the gyratory system as set out in Objective 2, should greatly facilitate pedestrian access to Muster Green. Direct pedestrian crossings should also be installed on major desire lines.

3.57 The public realm adjacent to Victoria Park should be enhanced using high quality paving. The unattractive public toilet structure should be removed, with consideration given to the commissioning, perhaps by way of an architectural competition, of an iconic pavilion building which could be a café, flower shop and re-provide the public toilets. The new public space proposed in Objective 3 will also greatly improve legibility and access to Victoria Park by providing a high profile main entrance.

3.58 The proposed new pedestrian links from the new station square and the Orchards Shopping Centre Shopping Centre to The Heath as set out in Objective 3 will greatly raise the profile of this hidden green space and make it more accessible and surveilled to help combat anti-social behaviour. It will be important also that in the redevelopment of Clair Hall, active frontage should face on to The Heath thus allowing greater surveillance.



TOP: Victoria Park

ABOVE: New street tree planting is encouraged

DEVELOPMENT GUIDANCE

- New development should seek to provide high quality, contemporary design that could help forge a new physical identity that reflected the strong community pride found in the town and the wish for the town to be forward thinking and high quality whilst still retaining traditional values.
- New development should respond to the characteristics of fine grain and a strong vertical rhythm.
- Where large floor plates are required, such as for larger shops and structured car parking fine grain development should be wrapped around these structures.
- The use of a variety of architects, local architects and built form that reflects the vernacular are all encouraged.
- The refurbishment, (including cladding) of buildings to enhance their appearance.
- Haywards Heath's green spaces of Muster Green, Victoria Park and The Heath are recognised as great assets to the town and should be cherished, whilst the problems each space suffers from should be addressed.
- The highway proposals to remove the gyratory system as set out in Objective 2, should greatly facilitate pedestrian access to Muster Green. Direct pedestrian crossings should also be installed on major desire lines.
- The public realm adjacent to Victoria Park should be upgraded using quality materials. The public toilet structure should be removed, with consideration given to the commissioning of an iconic pavilion building which could be a café, flower shop and to reprovide the public toilets. The new square proposed in Objective 3 will greatly improve legibility and access to Victoria Park by providing a high profile main entrance.
- The proposed new pedestrian links from the new station square and the Orchards Shopping Centre to The Heath as set out in Objective 3 will raise this green space's profile and make it more accessible and surveilled. The redevelopment of Clair Hall in conjunction with that of the Station Quarter with active frontage facing on to The Heath should further allow for greater accessibility and surveillance.

OBJECTIVE 5

To provide high quality and dense mixed-use development within the town centre that helps to increase and diversify its resident and workplace populations and in particular to include affordable housing within residential developments to help promote the social and economic sustainability of the town.

ISSUES

Residential

3.59 Haywards Heath linear structure has ensured that the town centre has retained a residential population with houses and apartments well integrated throughout the town centre. However, around the station there is very little residential accommodation and notwithstanding the private flats on the upper floors of the Orchards Shopping Centre, within the main shopping area by far the biggest use is retail. This means that the town centre lacks activity after normal shopping hours, with the resultant lack of safety and security provided by natural surveillance. The station area also provides particularly bad surveillance with the large surface car parking areas.

3.60 There is a fairly good variety in terms of different types of residential accommodation in the town but the high property prices mean that many young families and first time property buyers are unable to find affordable accommodation within the town. This is creating problems of recruitment for local businesses and can make it difficult for local people to remain within the town. New residential development is encouraged in the town centre at these suggested locations;

- apartments on the upper floors of a redeveloped southern edge of South Road and town houses on Gower Road,
- apartments on the upper floors of the redeveloped surface car park on Haywards Road,
- town houses and or apartments on the former surface car park at Muster Green island and fronting onto Muster Green North,
- apartments on the upper floors of development at the Orchards Shopping Centre/Church Road,
- apartments as part of mixed-use development within the Station Quarter



IMAGES: New development should be high quality

3.61 Affordable housing will be required in accordance with Mid Sussex Local Plan policy.

3.62 The types and mix of new housing will be informed by the Housing Requirements Study 2004. This indicated a need for:

- One bedroom apartments, two and three bedroom houses and bungalows or other homes suitable for disabled people, for open market sale.
- More affordable housing of all sizes, and recommended that within the affordable housing provision a tenure balance of 75% affordable rented to 25% intermediate tenure, such as shared ownership, should be achieved. The exact tenure balance and mix will be considered on a site by site basis and take account of the latest Registered Social Landlord (RSL) requirements.
- More accommodation for younger newly forming households and for older people and people with disabilities. A proportion of affordable homes should be suitable for a wheelchair user on suitable sites.

3.63 All affordable housing should meet the Housing Corporation's requirements and the Council's own standards as set out in the Adopted Supplementary Planning Document. It is also important that accommodation is appropriate for people at all stages of their lives and that it is fully accessible including for those with disabilities, the elderly and parents with small children and buggies. The Mid Sussex Southern Access Group represents these users and Mid Sussex District Council will seek their early involvement in consultation on planning applications.



IMAGES: Housing in a range of typologies is sought

Oaklands Campus

3.64 The Council are to undertake a study which investigates the suitability of the accommodation at the Oaklands Campus for the District and County Council. If this study suggests that their accommodation requirements cannot be met at Oaklands, and therefore should be located elsewhere in the town, then the Oaklands Campus would be most likely identified for residential development.

Commercial

3.65 Haywards Heath has a thriving commercial, industrial economy and the District and Town Council consider this is important to the future prosperity and sustainability of Haywards Heath and wish to encourage the retention and expansion of these employment uses. However, much of the office accommodation built since the 1960s along Perrymount Road is becoming outdated and needs refurbishment or redevelopment. This is encouraged, along with the redevelopment of the station site to create an enhanced range of commercial accommodation appropriate for corporate and regional headquarters to retain expanding businesses in the town and attract re-locations and new businesses to the town.

3.66 The town currently lacks conference facilities and a hotel aimed at the business market, a possible site for this could be as part of the new Station Quarter.

3.67 The area around the redeveloped station is identified for major new commercial and residential development as part of a mixed-use scheme. The type and amount of commercial space will be market led but should complement the high density residential and other uses proposed as part of the Station Quarter redevelopment.

Leisure

3.68 Haywards Heath has a very successful restaurant and café quarter at The Broadway and this has helped to establish a buoyant evening economy which has a wide appeal to a range of ages. However, a leisure offer that is more orientated to families and older persons is sought that consists of a broader range of restaurants, cafes and cultural/recreational activities and could include a new multi-screen cinema, a new performance venue to replace the outdated Clair Hall and possibly a bowling alley. New leisure uses such as the cinema and bowling alley could be accommodated within the new Station Quarter, where they would underpin and broaden the offer provided by the Broadway and would also benefit from the car parking facilities of the Station Quarter. This would work particularly well in the evening, and would help maintain activity and vitality.

3.69 New restaurants, cafés and bars should also be part of the mixed-use Station Quarter. A varied mix of food and drink establishments is encouraged to ensure vitality around the square, particularly for the larger operators that require larger floorplates not currently available at The Broadway, although here as elsewhere the safeguarding of residential amenity will be required. Outdoor tables and chairs are encouraged to bring this activity out on to the square.

3.70 A new rooftop café is encouraged as part of the Orchard Shopping Centre development. This should take advantage of the views across Victoria Park to the Downs beyond.

3.71 Clair Hall provides Haywards Heath with a performance and meeting space and community facilities that are used by a wide range of groups for a wide range of events, including the showing of occasional films. The facilities are outdated and not considered credible by the community. Redevelopment of the facilities is now required. It is proposed that a new Clair Hall would remain in the vicinity, in view of the need for a town centre location to provide easy accessibility for all and its civic function which underpins a town centre's role. A redeveloped Clair Hall, along with the proposed cinema would also provide a key component to the cultural offer of the Station Quarter. The parking at the adjacent Station Quarter would also be complementary and adequate parking for users of a new Clair Hall is required with a proportion on site.

Community

3.72 The library at Haywards Heath is located on the Oaklands Campus within the town centre. Although recently extended, using the adopted floorspace standards as set out in the Council's Development and Infrastructure SPG the library has inadequate accommodation for the current population. To address the proposed increase of population the library will require accommodation of 1500sq m with 900sq m on the ground floor.

3.73 Age Concern is currently located at Clair Hall, but would require the re-provision of their accommodation when Clair Hall is redeveloped. This could be as part of the Clair Hall redevelopment or in another town centre location which provided an attractive, green environment such as that provided by The Heath and was easily accessible by public transport and appropriate car parking

3.74 The Citizens Advice Bureau (CAB) is currently located on the Oaklands Campus. If new civic accommodation is to be developed for the District and County Councils following the review carried out by the Council, the CAB would wish to be part of this; otherwise they would remain on the Oaklands Campus.

3.75 New public toilets with disabled and baby changing facilities are required within the town centre. Possible locations are at the , the proposed square on the junction of Haywards Road and South Road and Victoria Park or as part of an extended Orchards Shopping Centre.

3.76 The Council will seek to ensure that a range of community and leisure facilities will be provided for the town which respond to the population's age, gender, ability and needs. The Council will seek to ensure that facilities are accessible to all and affordable.

Provision for Youth and Younger children

3.77 Currently the town has the following dedicated facilities for young people (other than bars and pubs) ;

- the Albermarle Centre at the north eastern end of the town, this is the town's Youth Centre and is open four nights per week for indoor activities and drop in advice sessions.
- Olympos - Haywards Heath is a large Leisure Centre and provides a wide range of indoor sports activities and swimming facilities.
- The planned new Arts facilities at the Central Sussex College's campus will likely also provide opportunities for young people.
- Current cinema provision is provided at Clair Hall but this does not operate to the same extent and frequency as commercially operated cinema facilities.
- About half of the developed area of Haywards Heath is within the distance threshold of at least one teenage area, apart from the northern fringe of the town.

3.78 Districtwide research carried out for the Council's PPG 17 assessment in 2006, indicated the need to create larger and more impressive informal outdoor areas, such as an adventure play park and enhanced skate-park within the town centre localities. Further, recent research work has also identified the following issues and needs facing young people around the town, although any solution will need to be developed in consultation with the young people.

3.79 Further enhancement of outdoor areas to allow young people to "hang out" and perhaps practice various sports or movement skills. The area should include a ball court, an enhanced skateboard area and shelters. These areas should be situated to ensure a degree of surveillance could be maintained.

- Increased commercial leisure provision e.g. cinema or ten pin bowling
- Development of young persons information facilities in the town centre to create more facilities for drop in advice in a setting, which is informal in nature such as a meeting facility.
- The PPG17 assessment suggests the need for additional facilities within the town to complement those already in place.

3.80 There is also anecdotal evidence that transport links with the rural communities from outer lying areas to the town need improvement.

3.81 In addition provision for the 13 –18 age range is generally better than for younger children and therefore further development on play is required. This could be possibly through integration within the public realm, and in particular the proposed new town squares, which present an opportunity for informal and 'attractive' play. A need for the improvement of the quality of green-spaces has also been identified.

DEVELOPMENT GUIDANCE

- New residential development is encouraged in the town centre.
- The types and mix will be informed by Housing Requirements Study.
- Affordable housing will be required in accordance with Mid Sussex Local Plan policy.
- The retention, expansion of commercial and industrial uses will be encouraged.
- Outdated commercial accommodation should be refurbished or redeveloped to create an enhanced range of commercial accommodation appropriate for corporate and regional headquarters.
- New conference facilities and a hotel aimed at the business market are sought, a possible site for this could be as part of the new Station Quarter.
- The new Station Quarter is identified for a new mixed-use scheme.
- A more family orientated leisure offer is required that consists of a broader range of restaurants, cafes and cultural/recreational facilities.
- A multi-screen cinema and possibly a bowling alley is sought for a town centre location such as in the new Station Quarter.
- A varied mix of food and drink establishments is encouraged to ensure vitality for Station Quarter, particularly for the multiple operators that require larger floor-plates although here as elsewhere, the safeguarding of residential amenity will be required.
- Outdoor tables and chairs are encouraged to bring this activity out on to the square.
- Clair Hall should be redeveloped to re-provide updated meeting and function facilities, and is proposed to remain in the vicinity of the Station Quarter.
- During any redevelopment works of the Clair Hall facilities, consideration would need to be given for temporary accommodation within the town centre during construction works.
- The library should be further extended to provide 1500sq m with 900sq m on the ground floor.
- Age Concern would require the re-provision of their accommodation when Clair Hall is redeveloped. This could be as part of the Clair Hall redevelopment or in another town centre location which provided an attractive, green environment and was easily accessible by public transport.
- If new civic accommodation is to be developed for the District and County Councils following the review carried out by the Council, the CAB would wish to be part of this; otherwise they would remain on the Oaklands Campus.
- New public toilets with disabled and baby changing facilities. Possible locations are the proposed square on the junction of Haywards Road and South Road and Victoria Park, or as part of the extended Orchards Shopping Centre
- Further enhancement of outdoor areas to allow young people to “hang out”, to include a ball court, skateboard area and a shelter for young people.
- The provision of facilities for drop in advice for young people.
- The integration of play opportunities within the public realm and in particular new town spaces.

OBJECTIVE 6

To create opportunities for new retail and associated parking within the town centre that dramatically improves the quality and offer of the shopping experience.

ISSUES

New Retail

3.82 Haywards Heath leaks a significant proportion of its retail spend into the surrounding towns of Brighton, Crawley, Horsham and Tunbridge Wells, due to a limited offer and accessibility and parking issues. There is in particular a lack of a town centre foodstore and also of good quality fashion names for both men and women. Currently the core of the retail activity within Haywards Heath is concentrated in the Orchards Shopping Centre and South Road where there are a mixture of multiples and independents. Along Sussex Road and The Broadway independents are by far the majority. Whilst many of the independents provide specialist and high quality services and products that help create Haywards Heath's unique character, many of the multiples are undersized and lack scope for expansion.

3.83 In order to further investigate these issues, Mid Sussex District Council commissioned a Retail Study in 2005, to help inform, its LDF process, including the Haywards Heath Town Centre SPD. The key findings in respect of Haywards Heath are set out below.

3.84 The Retail Study recommends the enhancement and consolidation of shopping and leisure facilities within Haywards Heath over the LDF period based on identified qualitative deficiencies and growing competition in the wider sub-region. The centre should aim to enhance the range of retailers, key attractors and speciality retailers whilst protecting limited parking provision. It identified a major restriction to the increase in retail as the shortage of buildings with larger floor plates, which would attract the larger multiples as well as the provision of adequate car parking spaces. The town centre though, has limited opportunities to address this within the existing confines of the town centre boundaries. These limited opportunities consist of redeveloping the car parks adjacent to the Orchards Shopping Centre and the southern side of South Road.

Convenience Goods

3.85 Haywards Heath town centre does not have a key major anchor foodstore, although there is a 'top-up' Marks & Spencer food hall, a Tesco Express foodstore in the Orchards Shopping Centre and a discount Iceland foodstore. The proportion of convenience goods retailers is below the national average highlighting a significant vulnerability in the town centre in terms of its vitality and viability. Convenience goods expenditure is instead directed towards the out-of-centre Sainsbury's on Bannister Way, thereby missing the potential for linked trips in the town centre.

3.86 The Study concludes that there is an opportunity in Haywards Heath to enhance the town centre's market share through the development of a quality anchor foodstore over the forthcoming LDF period. However, the Retail Study strongly recommends that any foodstore development in Haywards Heath over the LDF period is directed towards the town centre. There is already strong competition from Sainsburys, Bannister Way, close to the station and Tesco, Jane Murray Way in Burgess Hill, and any further out-of-centre foodstore development will have serious implications for the vitality and viability of the town centre. If no town centre sites are deemed to be viable, the Study emphasises that this should not justify out-of-centre development despite identified capacity over the LDF period. New town centre foodstore development and the importance of linkages with the core shopping area will warrant detailed consideration.

3.87 Likewise, the Study recommends against the extension of the out-of-centre Sainsbury on Bannister Way for non-food purposes. At present, the comparison goods element is limited and any extension would have serious implications for the health of the town centre. Such development would divert trade away from the town centre and prevent the opportunity for linked trips with retailers elsewhere in the town centre.

Comparison (Non-Food Goods)

3.88 Following a survey, as part of the GVA Retail Study, it was identified that Haywards Heath accounts for only 32% of total available comparison goods expenditure in the centre's core catchment area. Focusing on the total survey area, Haywards Heath retains 11% of total available comparison goods expenditure. Residual comparison goods expenditure from the core catchment area is travelling to a number of alternative shopping destinations including Brighton, Crawley, London and Burgess Hill.

3.89 It is therefore necessary, and important, for Haywards Heath to increase comparison goods trade retention over the LDF period, particularly if proposals come forward in Burgess Hill. On this basis it is crucial that development proposals are of sufficient scale and quality to appeal to some of the key retailers in the middle market sector. If this can be delivered and occupiers secured for these larger units then it is reasonable to expect the town to attract a greater share of its requirements for the town.

Impact of Proposals

3.90 An assessment of the ability of Haywards Heath to support new retail development of the scale proposed by the masterplan has been made, to allow the economic consequences of this scale of development to be considered – for Haywards Heath and other centres in the wider catchment area. Adopting a proposed floor area of 6,000sq m net with an estimated likely turnover of the new comparison goods floorspace in the region of £35.5m, this equates to an average turnover of £6,000 per sq m net. The turnover figure is likely to be lower, however, as an element of the floorspace is likely to comprise a medium sized foodstore, and any impact on adjoining centres will be more conservative. For the purposes of comparison, the Town Centre North Crawley Retail Assessment (May 2006) has identified the current turnover of Crawley to be £430m.

3.91 It is considered that this is a realistic turnover taking a design year of 2011, provided the centre can enhance the quality and scale of retailing in the centre. A compromised scheme in terms of retail offer and quality will not result in the necessary critical mass needed to change peoples shopping habits and uplift the market share of Haywards Heath.

3.92 The impact on existing centres is highlighted in the economic modelling. It should be noted that the impact calculated will be on the centre's trade draw from the Mid Sussex survey area, and not on the total town centre turnover. The full impact on total town centre turnover will therefore be substantially conservative compared to that highlighted in our assessment. The improvement in the quality of comparison goods retailing in Haywards Heath will have an impact on higher order centres as shoppers will have an improved offer in closer proximity and choose not to travel further afield. As such, the most significant impact will fall on Crawley, Central London, Horsham and Royal Tunbridge Wells.

3.93 Based on the impact assessment, it is clear that Haywards Heath can support the level of floorspace proposed, with minimal impact on existing centres. Furthermore, it is considered that the impact figures identified are worst case scenario. The Retail Study has identified surplus capacity of £9.4m of comparison goods expenditure by 2011 identified entirely through population and expenditure growth. Theoretically, this expenditure is therefore available to support a proportion of the new retail floorspace without having any impact on existing floorspace.

3.94 The impact assessment has identified minimal impact on existing retail floorspace in Haywards Heath as would be expected from a new development drawing existing shoppers. It is critical therefore that any new development is effectively linked into the established core, and planned in such a way as to reinforce the centre as a whole also taking into consideration the rural setting, scale and historic nature of the town centre.



ABOVE: New shopping is proposed

3.95 The current configuration of the Orchards Shopping Centre is poor with the circulation leading to the dead ends of surface car parking and exposed service yards and there is effectively no retail circuit. A small, predominantly food Marks and Spencer is the anchor store. Many of the other units within the Orchards Shopping Centre are small. To address these issues the Orchards Shopping Centre should be remodelled and extended. This should consist of the creation of two high profile and attractive entrances onto South Road opposite the proposed square on the junction of Haywards and South Road. This would be a significant improvement on the existing access that currently exists as a poor quality lane with a steep gradient and create a key part of the new retail circuit. Within the centre, some of the existing small units should be consolidated into larger units and service areas rationalised. On the surface car parks at the rear of the Orchards Shopping Centre new large floor plate units should be developed including space for a medium sized quality food store. Redevelopment of the Orchards Shopping Centre should consider the inclusion of a row of shops on the northern side of South Road adjacent to the church to ensure a comprehensive design solution that addresses exposed backs and maximises the potential from the topography. As part of the new Shopping Quarter redevelopment servicing activities should be rationalised and regulated.



FIGURE 14: South Road



ABOVE: Independent stores will be encouraged

3.96 Currently South Road has some extremely poor quality commercial accommodation on the southern edge, which is hampering the ability to attract larger, more varied stores. By redeveloping the southern side of South Road this would create a new shopping area which should contain a mixture of multiples and independent shops with medium and large sized floor plate including larger units. This new shopping area would connect into Gower Road and Haywards Road and by extending across South Road into the Orchards Shopping Centre, would allow the creation of a new retail circuit. Any redevelopment of this area would require provision of appropriate car parking.



Independent Shops

3.97 Haywards Heath has a range of independent shops found in the Sussex Road and South Road and The Broadway. The retention and expansion of these shops in Haywards Heath is critical in ensuring the town's competitiveness through providing a distinctive offer that is very different to that found in surrounding towns and helps to inspire strong customer loyalty. A successful town centre requires a good mix of local independent stores with the larger regional and national multiples. The provision of additional larger stores will draw trade back into the town centre; trade that is currently being lost to outlying towns. This offers an economic opportunity for existing traders to benefit from spin off investment. In order to maximise the benefit of new investment to existing retailers, an active town centre management programme should be created with the appointment of a dedicated manager. The management programme would include measures to improve the promotion and marketing of the town centre as part of a pro-active approach to encouraging visitors and shoppers. New accommodation for smaller, more specialist and independent traders could be created around the proposed square on the junction of Haywards and South Roads, where the units are likely to be smaller.

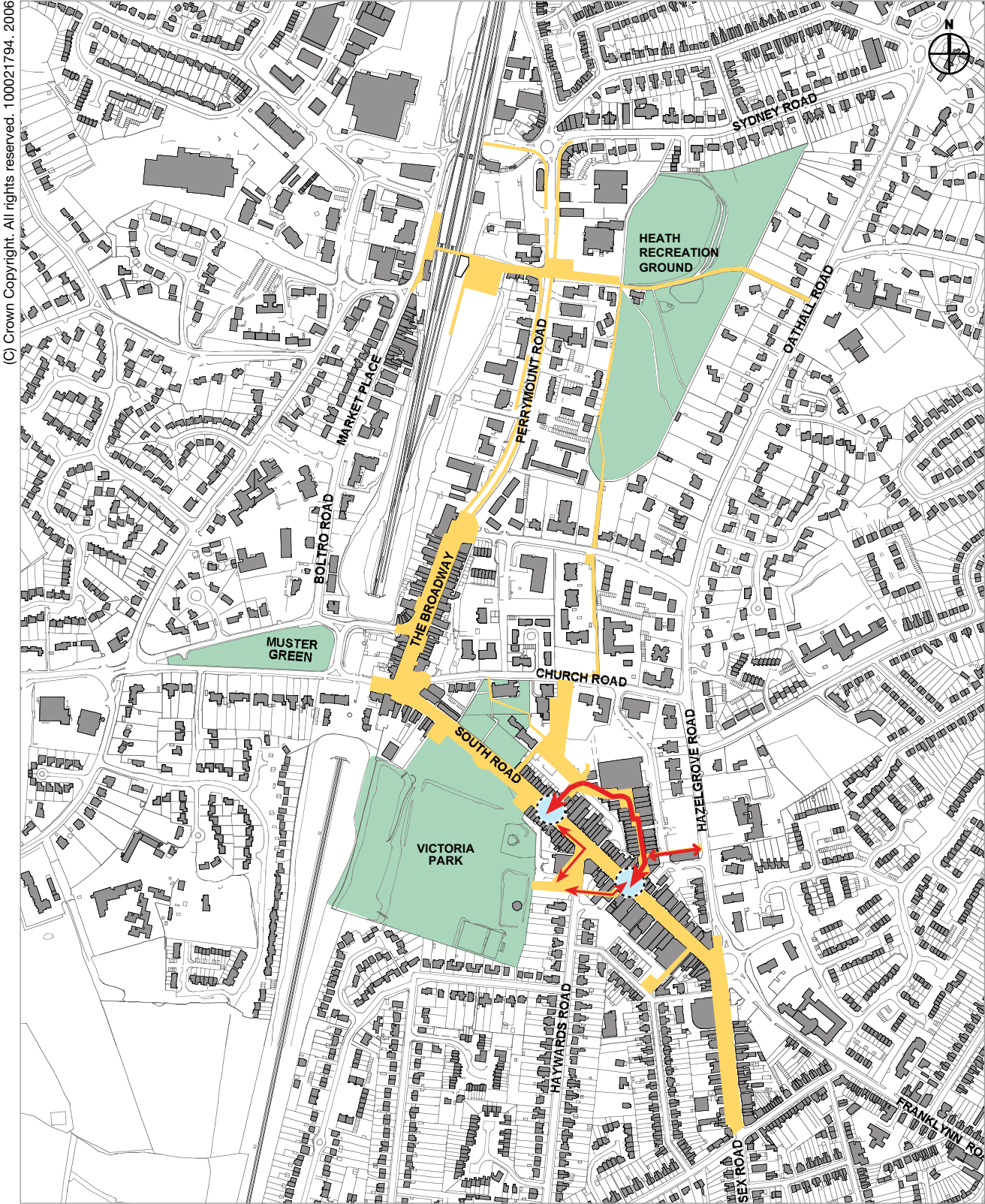


FIGURE 15: New Retail Circuit

Parking

3.98 Currently there is a severe lack of town centre parking and through the redevelopment of the town centre there is likely to be greater demand for parking spaces. A major issue in this regard is the layout of and access (by car and on foot) to the two surface car parks serving The Orchards Shopping Centre, between Church Road and South Road. The opportunity presents itself to rationalise these facilities and also to replace surface parking with structured parking.

3.99 Currently, on occasions when the first car park of choice is found to be full, it is often unclear to drivers if there are any suitable alternatives within easy reach, and therefore unnecessary queuing at the original location results. A co-ordinated approach to the management of all the town's main public off-street car parks is required.

3.100 Any redevelopment of the town centre will require the re-provision of existing parking and additional parking in accordance with Local Plan policy and the prevailing car parking standards. New parking provision needs to be provided in safe, secure and well managed environments. Well designed structure car parks can deliver significant parking using less land than surface car parks, although blank walls will not be acceptable.

3.101 Proposed new development should be attended by the provision of new publicly-available off-street parking, which should, if possible, be provided within structure and wrapped by/embedded within the new development. The numbers of new spaces to be provided should be worked out on the basis of the quantum of new development of different types and the associated predictions of the new car trips generated. These calculations should fully consider the opportunities for improving the accessibility of new development and the town centre as a whole by non-car modes.



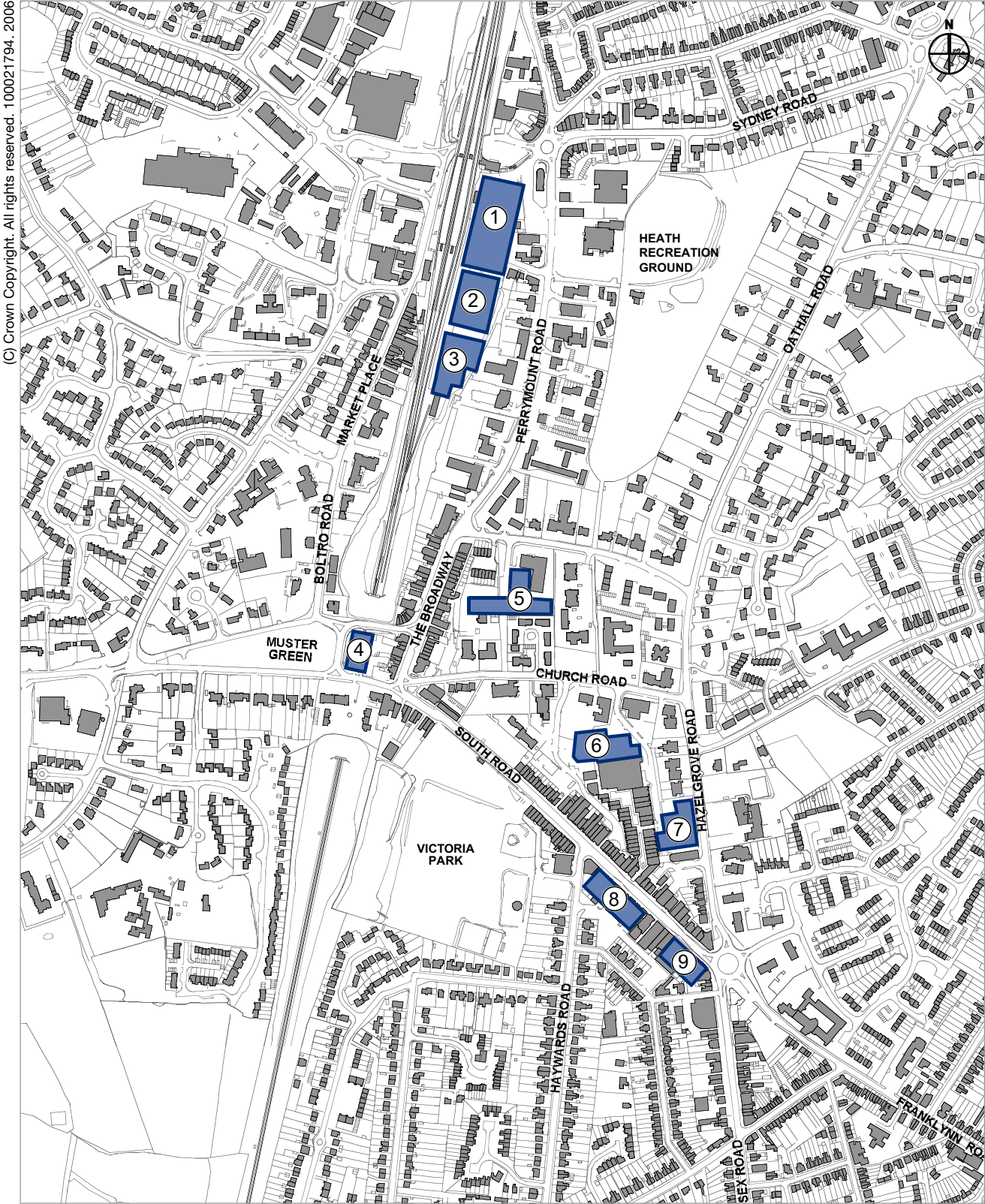
Parking should be wrapped with new development

3.102 The station surface car park provides 625 spaces and is an inefficient use of space. Although in any redevelopment of this site, Network Rail would require the re-provision of car parking spaces. Current thinking is that it is likely that 850 commuter's car parking spaces will be required, with in addition, other short stay parking spaces. The redevelopment of this site, to create a new Station Quarter, should seek to use the change in levels of the site creatively and innovatively to address access and servicing issues. The possibility of using the topography to accommodate underground car parking should be investigated together with structured car parking.

3.103 In any redevelopment of the Muster Green car park, parking would need to be re-provided to address the needs of the users of the Broadway, and specifically for the evening economy.

3.104 The provision of car parking in the air space above the rail tracks accessed from Muster Green North should be investigated. This would require decking over the railway tracks. As a first step a feasibility study should be commissioned although it is acknowledged that this is likely to be a long term aspiration.

3.105 On street, short stay car parking will be continued on South Road to encourage passing trade.



LEGEND


 Strategic locations for car parking

FIGURE 16: Indicative Parking Locations

DEVELOPMENT GUIDANCE

- Redevelopment of the southern side of South Road to create a new shopping area to connect into Gower Road and Haywards Road and extend across South Road into the Orchards Shopping Centre to create a new retail circuit. The development to include a mixture of accommodation to address the requirements of multiples and independent shops, with a mixture of floor plates sizes, including larger units and the provision of appropriate car parking to deal with the current shortfall and additional development area.
- Remodelling and extending of the Orchards Shopping Centre. To consist of the creation of two high profile and attractive entrances onto South Road to connect into the proposed South Road development and create a new retail circuit. The consolidation of the existing small units into larger units and service areas rationalised. New large floor plate units should be developed including space for a medium sized quality food store. Remodelling works should consider the inclusion of the row of shops on the northern side of South Road adjacent to the church, to ensure a comprehensive design solution.
- New shop units around the new public space adjacent to Victoria Park could be for smaller, more specialist and independent stores.
- Support for independent shops through an active town centre management programme.
- As part of the new Shopping Quarter redevelopment servicing activities should be rationalised and regulated.
- Any redevelopment of the town centre will require the re-provision of existing parking and additional parking in accordance with prevailing car parking standards. New parking provision needs to be provided in safe, secure and well managed environments.
- A programme of progressively converting the larger public off-street surface car parks into structured parking should be adopted, as development opportunities arise. This programme should begin with the rationalisation of the Church Road and Hazelgrove Road car parks, as part of the remodelling and extension of the Orchards Shopping Centre.
- Proposed new development should be attended by the provision of new publicly-available off-street parking, which should, if possible, be provided within structure and wrapped by/embedded within the new development. The numbers of new spaces to be provided should be worked out on the basis of the quantum of new development of different types and the associated predictions of the new car trips generated. These calculations should fully consider the opportunities for improving the accessibility of new development and the town centre as a whole by non-car modes.
- New development should seek to use changes in level creatively and innovatively to address access and servicing issues. Underground car parking should also be investigated.
- A new town-wide system of Variable Message Signing (VMS) for the larger public off-street car parks should be installed to assist in eliminating much of the inefficiency, congestion and frustration that stems from drivers finding their first car park of choice to be full and having little or no information about alternatives.

- Subject to further discussions with Network Rail, it is likely that the new station will require the provision of 850 commuter car parking spaces. Short stay parking will also be required and car parking for the commercial, residential and leisure space provided as part of the Station Quarter development.
- The provision of car parking in the air space above the rail tracks accessed from Muster Green North should be investigated.
- In any redevelopment of the Muster Green car park, public parking would need to be reprovided to address the needs of the users of the Broadway, and specifically for the evening economy.
- On street parking is proposed along South Road to encourage passing trade.
- Implement a programme of installing new cycle parking facilities very conveniently placed for the key trip attractors, such as the shops, the railway station (in conjunction with Network Rail), re-provided Clair Hall and The Broadway. All such facilities should be secure, with excellent natural surveillance, and if possible covered.

OBJECTIVE 7

To create a sustainable town



Sustainable development is about getting a better quality of life for everyone

ISSUES

3.106 Sustainable development at its most simple is about creating a better quality of life for everyone, now and for future generations. The Bruntland Commission drew up the most widely used definition on Sustainable Development in 1987: 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' Sustainable development is a broad concept, which in its entirety needs to be considered from a strategic land use, planning and urban design level down to detailed design, construction and use.

3.107 Haywards Heath as a town with a variety of uses, which include employment, shopping and leisure with a train station and bus service already addresses some fundamental principles of sustainability. However, it is important that new development builds upon this strong basis and improves those elements of Haywards Heath that do not at present contribute to sustainable development. This needs to be considered at the design and layout scale by using the principles of urban design as set out in Objectives 1-7. In particular far more could be done to improve sustainability in regards to transportation and the construction of new and affordable housing in a range of types within the town centre, which would cut down upon the need to travel and help social cohesion through maintaining communities.

3.108 In addition to the urban design and planning of the town, the architectural design and construction of the new development can make a major contribution to the creation of a more sustainable environment. In both new build and refurbishment, current, (and incoming) Part L building regulations will provide the minimum requirement for energy efficiency and significant improvements can easily be made over and above these regulations. Consideration should also be given to the maximum use of renewable energy sources whilst minimising energy demands and ensuring the minimisation of waste, in line with Mid Sussex Local Plan policies.

3.109 It is also important that developers work in partnership with the key stakeholders (local community and planning authority) to avoid confrontation and to achieve a mutually consensual approach. Adequate resources must also be provided to ensure high design standards, this will include the use of skilled design professionals throughout the design and construction process who can undertake comprehensive analysis and respond to the site context.

3.110 Further information is set out in the Council's adopted Sustainable Construction SPD 2006.

DEVELOPMENT GUIDANCE

- **Design and construct to recognised standards.**

Cabe, in partnership with the House Builders Federation and the Civic Trust are promoting 'Building for Life' to encourage quality house development. This identifies a set of priorities for house builders to commit to which will help to create sustainable communities and development. English Partnerships have developed Millennium Community Standards to promote sustainable development and construction and the Building Research Establishment (BRE) have created BREEAM (the BRE Environmental Assessment Method) this measures environmental performance for buildings. The code for sustainable homes is the residential version of this for new and renovated homes, and must be applied as a condition of housing association development to a minimum of Code Level 3.

- **Undertake an energy assessment**

An assessment of the energy demand of the proposed redevelopment should be undertaken. This sets out how essential energy needs should be met through applying the following order of preference; using less energy, using renewable energy and supplying energy efficiency. Proposed heating and cooling systems should be selected in the following order of preference; passive solar design, high standards of insulation, solar water heating, combined heat and power, for heating and cooling, preferably powered by renewables, community heating for heating and cooling: heat pumps, gas condensing boilers and gas central heating.

- **Minimising the need for artificial light and optimising solar gain**

A block depth of between 9-13m provides a naturally lit and ventilated space and the buildings should be orientated to benefit from the natural path of the sun, although this should not prejudice good urban design principles. Generally the more sun the better, although the potential for overheating and glare will need to be considered in the building design.

- **Minimising running costs and utilising solar power**

Photovoltaic (pv) cells convert solar radiation directly into electricity. This system does not emit greenhouse gases and can lower running costs, either for individual homes or for the landlord where blocks are concerned.

Solar thermal technology delivers hot water, rather than electricity, with a short pay back period. Careful and early consideration needs to be made if planning to use both solar thermal and a combined heat and power.

- **Collect, store and use rain water**

Retained rainwater could be used for landscape watering and non-potable water uses, e.g. flushing of toilets. This minimises mains water usage and can help cut down on surface drainage and pipe work infrastructure.

Sustainable drainage is essential. It will help reduce the pollution of ground water and watercourses, and help reduce the impact of the built environment on flood risk. Such measures should include porous surface products, including paving, car parking areas etc. and where geological conditions permit, soakaways (natural depressions in the landscaping).

- **Ground source heat**

Underground energy sources could be used for heating and cooling systems. The underground temperatures at a depth of 10m are approximately 14°C. Heat pumps can exploit this difference for both heating and cooling purposes.

- **Wind**

Harness the potential of wind to naturally ventilate buildings and as a possible energy source. Buildings should also be designed and positioned to minimize funnelling and to respond to microclimates. Building integrated wind turbines can also generate electricity.

- **Minimise waste**

Seek to reuse building materials in construction, as well as the use of recycled and secondary aggregates, including those generated on site. Provision should always be made for the on-site storage of such materials during the construction process. This can reduce costs and will reduce resource consumption and transportation of materials, with the knock-on benefit of reduced disruption for residents. Prefabricated elements can also help to reduce construction waste and costs. As advocated by PPS10, all new developments will expect to be supported by site waste management plans. Building design should also include for deconstruction as well as change in use, guided by Lifetime Homes standards. Consideration can also be given to community gardening, the associated inclusion of organic composting systems/wormerys within the development and the provision and integration of recycling bin areas in new developments.

- **Maximise locally sourced renewable materials**

Locally sourced materials minimise the impact of transport and support the local economy.

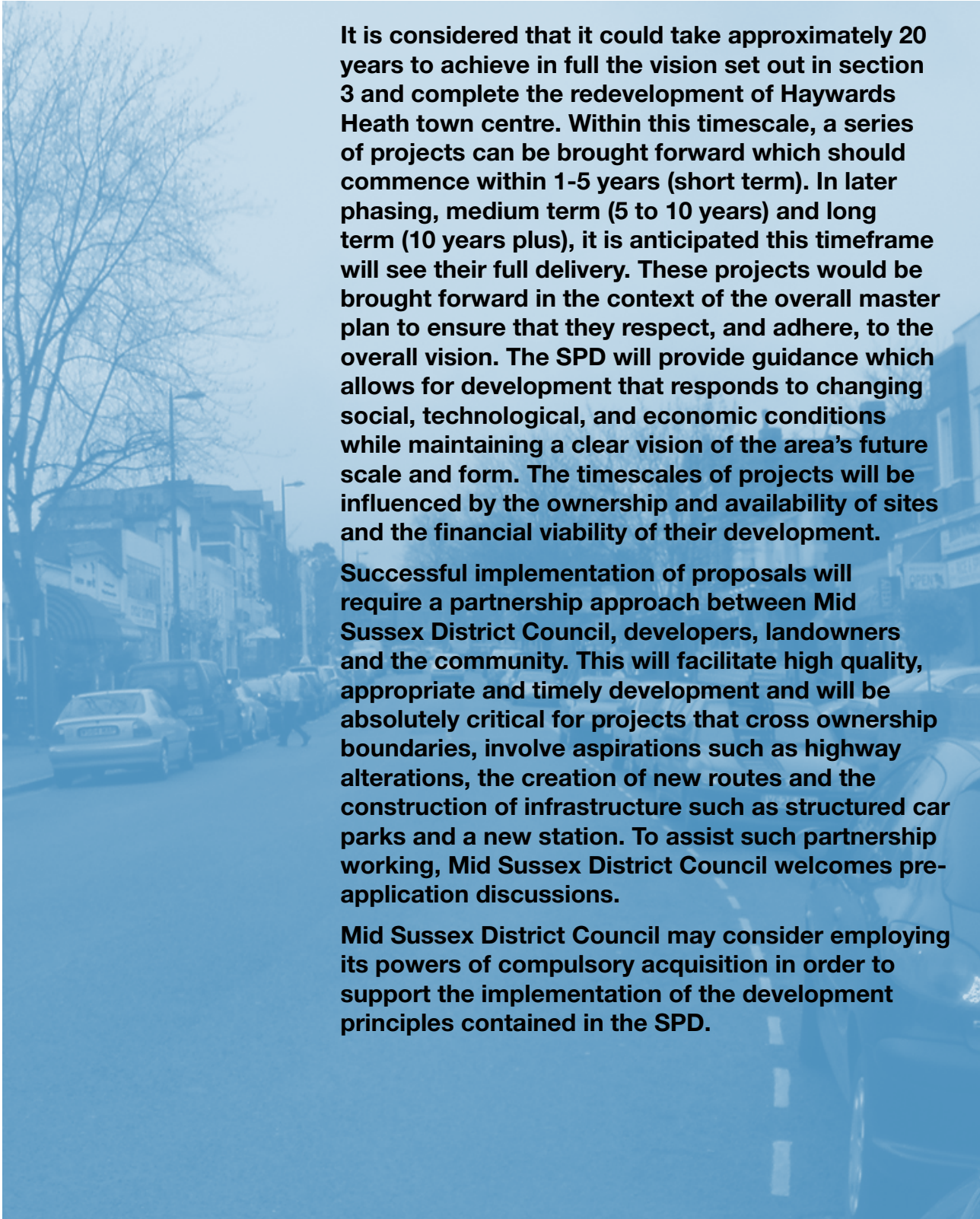
- **Specify appropriate materials**

Materials should be prioritised which have low embodied energy, are non-hazardous in manufacture and use and which have a reduced environmental footprint, including in terms of pollution (such as volatile organic compounds [VOCs], chlorofluoro-carbons [CFCs] etc).

All timber should be Forestry Stewardship Council (FSC) accredited, with full Chain of Custody where possible. Materials with a high-recycled content and low embodied energy should be considered.

04

IMPLEMENTATION STRATEGY

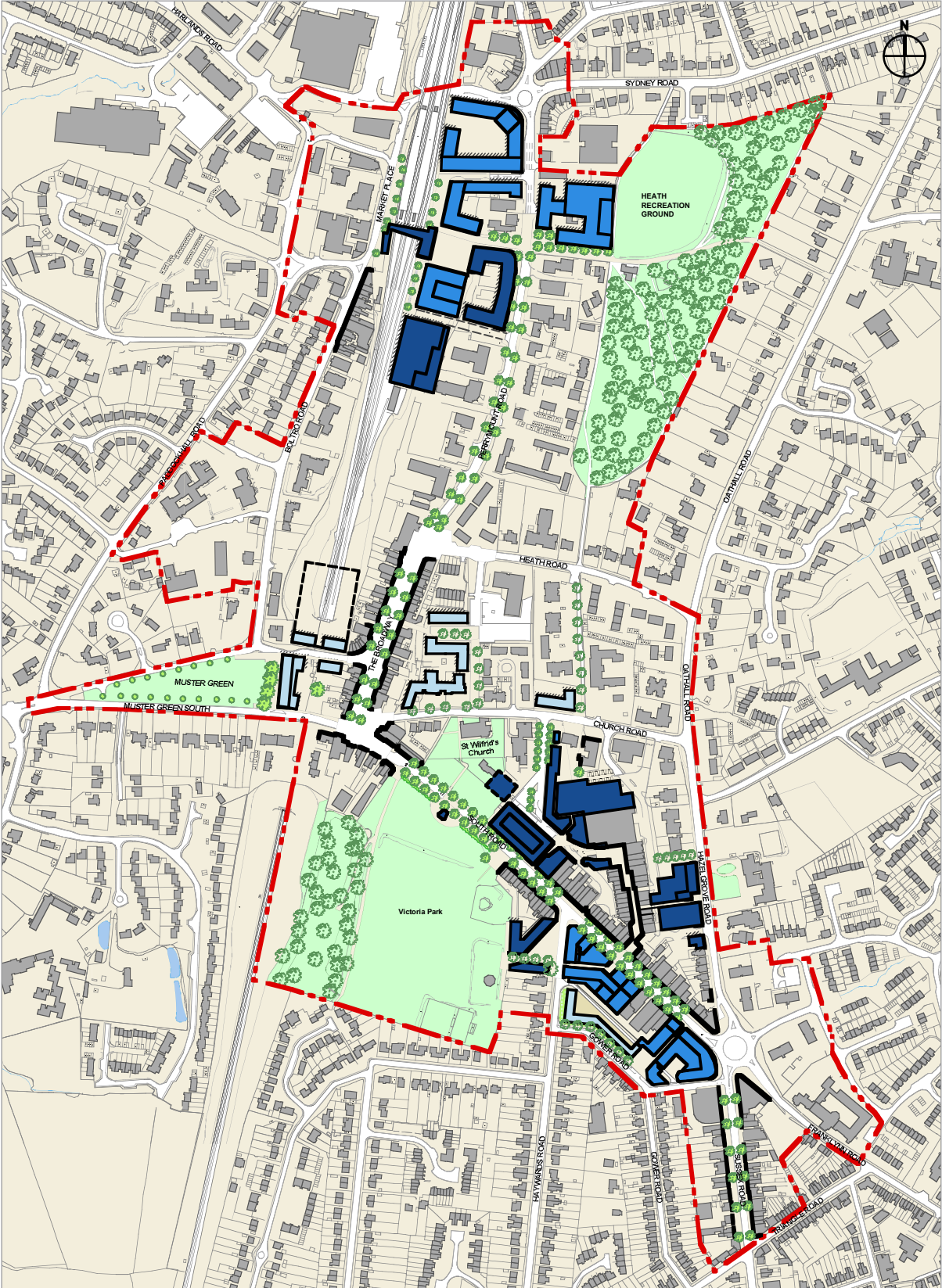


It is considered that it could take approximately 20 years to achieve in full the vision set out in section 3 and complete the redevelopment of Haywards Heath town centre. Within this timescale, a series of projects can be brought forward which should commence within 1-5 years (short term). In later phasing, medium term (5 to 10 years) and long term (10 years plus), it is anticipated this timeframe will see their full delivery. These projects would be brought forward in the context of the overall master plan to ensure that they respect, and adhere, to the overall vision. The SPD will provide guidance which allows for development that responds to changing social, technological, and economic conditions while maintaining a clear vision of the area's future scale and form. The timescales of projects will be influenced by the ownership and availability of sites and the financial viability of their development.

Successful implementation of proposals will require a partnership approach between Mid Sussex District Council, developers, landowners and the community. This will facilitate high quality, appropriate and timely development and will be absolutely critical for projects that cross ownership boundaries, involve aspirations such as highway alterations, the creation of new routes and the construction of infrastructure such as structured car parks and a new station. To assist such partnership working, Mid Sussex District Council welcomes pre-application discussions.

Mid Sussex District Council may consider employing its powers of compulsory acquisition in order to support the implementation of the development principles contained in the SPD.

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LEGEND

- Short term (1-5 years)
- Medium Term (5-10 years)
- Long term (10-20 years)

FIGURE 17: Indicative Phasing Plan

PLANNING APPLICATIONS

4.1 Major planning applications submitted for development within Haywards Heath town centre will be expected to include the following information;

- Planning Statement
- Environmental Impact Assessment (EIA) if and as appropriate subject to screening procedures.
- Transport Assessment, including a parking survey, and as assessment of the traffic related effects.
- Travel Plan
- Access and Design Statement
- Landscape Plan, Tree Survey and Tree Schedule
- Site waste management Plan
- Ground Investigation Report
- Statement of Community Consultation

4.2 Applicants should also provide comprehensive and detailed information including plans, drawings, photomontages, artist impressions and models (if appropriate) to enable the planning application to be easily understood by officers, members and the public.

Planning Obligations

4.3 Planning obligations will be sought for development in Haywards Heath town centre to ensure that the necessary infrastructure and facilities are provided at the time of development. Obligations will also be negotiated with the aim of reducing the negative impacts of development on the local community. Mid Sussex District Council considers that planning obligations are an important tool in achieving positive planning. The approach to Planning Obligations will be:

a) A clear understanding of what is required at each phase of development in terms of planning obligations and community benefits.

b) The adoption of a review mechanism on increased viability, linked to individual phases of the development for an increase in affordable housing and/or other community benefit provision.

4.4 Further information is set out in the adopted Planning Obligations SPD 'Development and Infrastructure' 2006.

Monitoring and Review

4.5 To ensure that this SPD is, and remains a positive planning tool that effectively helps to guide development, in accordance with the vision and objectives set out within it over the next 20 years, it will be important that the document is regularly monitored and reviewed. This will be undertaken by Mid Sussex District Council approximately every three years.

PHASING

The following schedules set out the indicative programme of the major development opportunities included within the master plan.

Short 1-5 Years
 Medium 5-10 Years
 Long 10-20 Years

MSDC Mid Sussex District Council
 WSCC West Sussex County Council
 PRI-SEC Private Sector

GENERAL TOWN CENTRE

Time scale	Studies	Lead Agents	Works	Lead Agents	Comments
Short	Commission parking study and develop a parking strategy to be integrated with new development	PRI –SEC/ MSDC / WSCC			To be initiated as part of the town centre scheme studies
Short	Traffic modeling of proposed changes to the movement network	PRI- SEC/ MSDC/ WSCC			To be initiated as part of the town centre scheme studies
Short	Develop public transport strategy to integrate with the Station Quarter - consult in detail with service providers.	PRI - SEC/ MSDC / WSCC/ Network Rail			To be initiated as part of the station quarter scheme proposals
Short	The Orchards Shopping Centre and South Road Study - commission design for development proposals including structured car parking	PRI - SEC			To be initiated as part of town centre scheme proposals

Time scale	Studies	Lead Agents	Works	Lead Agents	Comments
Short	Design Public realm improvements to South Road with provision for on street parking, tree planting and new lighting	PRI - SEC/ MSDC/WSCC			Proposals to link in with completion of relief road and promotion of town centre scheme for Orchards/South Road area
Medium			Public realm improvements to South Road with provision for on street parking, tree planting and new lighting	PRI - SEC/ MSDC/WSCC	This would be linked to the completion of the Relief Road
Short	Design proposed development on Haywards Road and South Road	PRI - SEC/ MSDC			Release of the site would be linked to car parking strategy
Medium		PRI - SEC/ MSDC	Proposed development on Haywards Road and South Road		This would be linked to car parking strategy
Medium	Design public realm improvements to Broadway	MSDC/ WSCC			
Medium	Commission highway studies to consider feasibility of reconfiguring Dolphin Rd gyratory	MSDC/ WSCC			Timing would be linked to completion of the Relief Road
Short	Carry out feasibility study for building over the railway line north of Muster Green North	PRI – SEC/ MSDC/WSCC/ Network Rail			

STATION QUARTER

Time scale	Studies	Lead Agents	Works	Lead Agents	Comments
Short	Prepare comprehensive scheme proposals and commission transport study in conjunction with development proposals to consider public transport and parking requirements	PRI-SEC/MSDC			To be initiated as part of the station quarter scheme proposals.
Short	Clair Hall study - Assess current facility and re-provision requirements	MSDC			To be initiated as part of the station quarter scheme proposals.
Short		PRI-SEC	Commence construction of new station car park and station facilities	PRI-SEC	

APPENDICES

A

GLOSSARY

Accessibility – the ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Active frontage – making frontages ‘active’ adds interest, life and vitality to the public realm. Active frontage should consist of the following:

- Frequent doors and windows, with few blank walls
- Articulated facades with bays and porches
- Lively internal uses visible from the outside, or spilling onto the street

Activity node – concentration of activity at a particular point.

Built form – see ‘form’.

Context – the setting of a site or area, including factors such as traffic, activities and land used as well as landscape and built form.

Density – the floor space of a building or buildings or some other unit measure in relation to a given area of land.

Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.

Desire line – An imaginary line linking facilities or places which people would find it convenient to travel between easily.

Enclosure – The use of buildings to create a sense of defined space.

Fine Grain – see ‘grain’.

Floorplate – The surface area of a building.

Form – the layout (structure and grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Gateway – A structure, building or group of buildings that defines an entrance/exit to an area.

Grain – the pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area’s pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

Height – the height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

Human Scale – the use within the development of elements, which relate well in size to an individual human being and their assembly in a way, which makes people feel comfortable rather than overwhelmed.

Landmark – a building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Landscape – the character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

Landscape Design – involves the collective organisation of human activities, natural processes and physical components in the process of shaping external space. It encompasses both the built environment, and is allied with urban design in sharing the purpose of creating varied, distinctive and engaging places.

Layout – the way buildings, routes and open spaces are placed in relation to each other.

Legibility – the degree to which a place can be easily understood and traversed.

Massing – the combined effect of the height, bulk and silhouette of a building or group of buildings.

Mixed-Uses – a mix of uses within a building, on a site or within a particular area.

Movement – people and vehicles going to and passing through buildings, places and spaces.

Natural Surveillance – the discouragement to wrongdoing by the presence of passers-by or the ability of people to be seen out of surrounding windows.

Node – a place where activity and routes are concentrated often used as a synonym for junction.

Perimeter Block – this is the term given to street blocks where the buildings follow a continuous building line around the block and contain private space within backyards or courtyards. This is opposed to individual buildings that sit in the middle of plots. Buildings face the street and can accommodate a diversity of uses. The private areas enclosed to the rear may contain car parking, servicing and open space.

Permeability – the degree to which an area has a variety of pleasant, convenient and safe routes through it.

Public art – permanent or temporary works of art visible to the general public, whether part of a building or freestanding; can include sculpture, lighting effects street furniture, paving railings and signs.

Public realm – the parts of a village, town or city (Whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Scale – the impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person.

Sometimes it is the total dimensions which give it its sense of scale and at other times it is the size of elements and the way they are combined.

Structured Parking - Car parking provided within a structure such as a multi-storey or underground.

Sustainable Development - as defined by the Bruntland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.'

Urban design – the art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.'

View - what is visible from a certain point.

Walk able neighbourhood/ environment - a neighbourhood that designed for ease of walking. The quality of the routes should be designed to give walking priority and discourage car use. People should be able to walk to local facilities e.g. newsagent, bus stop, health centre, primary school etc.

Waste Management Plan - A plan required at application stage that sets out how waste from a proposed development shall be disposed of during the lifetime of the development

B

POLICY CONTEXT

NATIONAL POLICY

PPS 1: Delivering Sustainable Communities

This sets out the overarching planning policies on the delivery of sustainable development through the planning system. Guidance is given on planning for social cohesion and inclusion, protection and enhancement of the environment, the prudent use of natural resources and achieving sustainable economic development. It emphasises the importance of a plan led system and the integration of sustainable development into development plans. Spatial planning is promoted, which goes beyond traditional land use planning to integrate policies for the development and use of land with other policies and programmes, which influence the nature of places and their functionality. Design is strongly promoted and states that 'Good design is indivisible from good planning'. Community involvement is recognised as vitally important to planning.

Good Practice Guide for PPS1: By Design: Urban Design in the Planning System

PPS 1 acknowledges By Design as good practice guidelines for planning authorities to assess the achievement of high quality and inclusive design. It identifies seven objectives of good urban design that need to be considered within the context of an environment. These objectives allow the analysis of the factors that contribute to successful streets, spaces, villages, towns and cities and are as follows;

- Character - A place with its own identity
- Continuity and Enclosure - A place where public and private spaces are clearly distinguished.
- Quality of the public realm - A place with attractive and successful outdoor areas.
- Ease of movement - A place that is easy to get to and move through.

- Legibility - A place that has a clear image and is easy to understand.
- Adaptability - A place that can change easily.
- Diversity – A place with variety and choice

Companion Guide to PPS1: Safer Places; The Planning System and Crime Prevention

The aim of this guide is to demonstrate how good planning can contribute to crime prevention, the creation of safer places and well-designed, sustainable communities. It establishes seven attributes of sustainable communities that are particularly relevant to crime prevention:

- Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
- Structure: places that are structures so that different uses do not cause conflict;
- Surveillance: places where all publicly accessible spaces are overlooked;
- Ownership: places that promote a sense of ownership, respect, territorial responsibility and community;
- Physical protection: places that include necessary, well-designed security features;
- Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and sense of safety at all times; and
- Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

PPS 3: Housing

Published in November 2006, PPS3 sets out the Government's objectives for housing. It seeks to ensure that the planning system delivers high quality housing that is well designed and built to a high standard and that a mix of market and affordable housing is provided. Housing developments should be in suitable locations with good access to a range of community facilities, jobs and services.

The guidance advises that good design is fundamental to the development of new housing which contributes to the creation of sustainable, mixed communities. Good design should contribute positively to making places better for people and inappropriate design which does not improve the character and quality of an area should not be accepted. The guidance advises that imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment.

Developments should be easily accessible, well connected to public transport and community facilities and should also enable good access to amenity space and private outdoor space.

This guidance has a continuing focus on brownfield land, stronger environmental standards, a new emphasis on family homes and stronger emphasis on affordable housing.

Good Practice Guide for PPG 3: Better Places to Live By Design

Published in 2001, this now accompanies PPS3. This good practice guide lays out the development principles for successful housing.

- Movement A movement framework which is safe, direct and attractive to all users
- Mix A rich mix of housing opportunities
- Community A sense of neighbourhood and community ownership
- Structure A coherent structure of buildings, spaces, landscape and routes for movement

- Layout Street layout and design which is appropriate to use and context
- Place Attractive and clearly defined public and private spaces
- Amenity Pleasant gardens and private amenity space
- Parking Convenient but unobtrusive car parking
- Safety A safe and secure environment
- Space Well planned homes which provide space and functionality
- Adaptability Housing which is robust and adaptable to changing requirements
- Maintenance An environment which can be well maintained over the long-term
- Sustainability Housing designed to minimise resource consumption All
- Detail Well considered detailing of buildings and spaces

PPS 6: Planning for Town Centres

PPS6 Planning for Town Centres was published in March 2005 and replaces PPG6: Town Centres and Retail Developments. The statement outlines the Government's key objectives of promoting vital and viable town centres, by planning for the growth and development of existing centres; and focusing development in these centres. The wider policy objectives seek to:

- promote social inclusion;
- encourage investment to regenerate deprived areas;
- promote economic growth of regional, sub-regional and local economies;
- deliver more sustainable patterns of development, through high-density, mixed-use development and sustainable transport choices; and
- promote high quality design to improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, and provide a sense of place and a focus for civic activity.

The policy statement focuses on retail, leisure, commercial and arts and cultural uses in town centres. The importance of housing in most mixed-use multi storey developments is acknowledged, however reference is made to more detailed policy guidance provided in PPG3

Local authorities are advised to actively plan for growth by making more efficient use of existing land and buildings, including redevelopment, within existing centres. This should be achieved by increasing the density of development. It is essential for town centres to provide a high-quality environment if they are to remain attractive and competitive. Well designed public spaces and buildings, which are comfortable, safe, attractive and durable are key elements which can improve the health, vitality and economic potential of a town centre.

PPS 12: Local Development Frameworks

Local planning authorities should prepare supplementary planning documents taking into consideration the process of continuous community involvement in accordance with the statement of community involvement. The process for preparing a supplementary planning document is similar to the process for development plan documents but simplified. There is no requirement for the preparation of preferred options but there should be community involvement on a draft during its preparation and participation under Regulation 17.

PPG 13: Transport

This guidance emphasizes the key role land use planning has in delivering the Government's integrated transport strategy. The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and

- Reduce the need to travel, especially by car.

PPG 15: Planning And The Historic Environment

The guidance sets a framework for planning to reconcile the need for economic growth with the need to protect the historic environment. It recognises that the historic environment is by its nature irreplaceable, but that in practice it cannot be preserved unchanged. The guidance calls for the identification of what is special in the historic environment and the capacity for change, and for an assessment of the impact of development on the historic environment to be taken fully into account along with other considerations. The guidance emphasises that conservation of the historic environment and sustainable economic growth are complementary objectives.

PPG 16 Archaeology and Planning

It sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It also emphasises the importance of evaluating the impact of development proposals on historic environment assets. It gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions. It describes the importance of archeology and that they are a finite and non-renewable resource. It emphasizes the importance of appropriate and positive planning and management of archeology through the use of the development plan and development control.

PPG 17: Planning for Open Space, Sport and Recreation

Highlights the importance of open spaces, sports and recreation in people's quality of life. It identifies the need to protect open space of high quality, or of particular value to the local community and assess existing and future needs for open space, sport and recreation through robust assessments. Quantitative and qualitative audits of existing open space, sports and recreational facilities should also be undertaken, thus enabling Local Authorities to develop strategies and policies and locally derived standards. Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. There is a presumption against the development of open spaces unless they are clearly surplus to requirements. However, poor quality or under-use is not a good reason for allowing development. LPAs should use planning obligations to better meet needs by land swaps, or qualitative improvements in facilities.

Good Practice Guide for PPG 17: Assessing Needs and Opportunities

This guide sets out a method for undertaking local assessments of need and audits of provision, to help deliver accessible, high quality and sustainable open spaces and sports and recreation facilities which meet local needs and are valued by local communities. It seeks to build upon good practice and takes account of the recommendations of the Government's Urban Green Spaces Taskforce. Relates to Best Value regime and management and maintenance of publicly- owned open space or sport and recreation facilities.

PPG 24: Planning and Noise

Emphasises that the impact of noise can be a material consideration in the determination of planning applications. It notes that it will be hard to reconcile some land uses, such as housing, hospitals or schools, with other activities which generate high levels of noise, but the planning system should ensure that, wherever practicable, noise-sensitive developments are separated from major sources of noise.

PPS 25 Development and Flood Risk

Published in December 2006, this sets out the Government's policy on development and flood risk. It aims to strengthen and clarify the key role of the planning system in managing flood risk and contributing to adapting to the impacts of climate change. It sets out the policies for planning authorities to ensure that flood risk is properly taken into account at all stages of the planning process, prevent inappropriate development in areas at risk of flooding and direct development away from areas at highest risk. Where development is exceptionally necessary in such areas, policy aims to make it safe without increasing the flood risk elsewhere, and where possible reducing flood risk overall. It set out the principles to appraise, manage and reduce flood risk through a partnership approach with the Environment Agency and other operating authorities. It supports a risk based approach to proposals for development in or affecting flood risk areas as well as a sequential test on development control decisions. It introduces the requirement for a Flood Risk Assessment to accompany major applications.

Development and Flood Risk: a Practical Guide Companion to PPS25. "Living Draft"

Published in February 2007, this draft practice guide offers guidance and good practice case studies on how to implement PPS25.

REGIONAL AND LOCAL POLICY

Document	Status	Key Policies
RPG9: Regional Plan for the South East 2001	Adopted	RPG9 sets out key development principles for the region including increasing the attractiveness of urban areas, intensifying and strengthening existing towns and encouraging economic development, amongst other aims. It recognises that there is considerable pressure for growth in Mid Sussex
South East Plan	Submitted for examination. Expected final approval early 2008.	The plan subdivides the region into sub regions. Haywards Heath falls within the Gatwick subregion 9. The aim for this region is to capitalize on the presence of Gatwick airport and its good links to London and Brighton and develop a better balanced and more diverse economy.
	Draft Part I (Core Regional Policies) submitted to government July 2005. Part II to be submitted Spring 2006.	Section D8 of Part I focuses on town centres and puts forward policies that reflect PPS6. It recognises the importance of the South East's town centres, the relationships and links between them and the importance of London. It recognises the importance of dynamic and successful town centres on the achievement of sustainable development. Policies focus on the distribution of growth to middle and lower order centres to achieve a balanced network. Recognition is given to the mix of functions of town centres and that reference should be made to the distinctive character of town centres. All town centres should be developed as multi use nodes to minimise journeys.
West Sussex Structure Plan 2001-2016	Adopted 2004	Policies NE8 and NE9 emphasise the need to maintain and enhance the quality of the existing town centres.
West Sussex Local Transport Plan 2000	Adopted	Widening transport choice, improving road safety, reducing the growth in unsustainable transport and promoting access to services and facilities for all.
Sussex Extensive Urban Survey Report 2004 -2007	For information	A series of historic character assessment reports undertaken for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and funded by English Heritage.
	For information	A series of historic character assessment reports undertaken for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and funded by English Heritage.

Document	Status	Key Policies
Mid Sussex Local Plan	Adopted 2004	<p>The Local Plan aims to encourage high standards of design, local residential development in the most sustainable locations – focusing on the three towns, reducing the need to travel and the enhancement and promotion of existing town centres. The town centres should become more vital and viable, ‘through improved access, pedestrianisation, management and diversification and seeks to broaden and retain the range of shopping facilities’ (p11). New shopping development focused in existing centres wherever possible. The relevant general policies of the Local Plan are below:</p> <p>G3: Provides for supporting infrastructure, including highways, utilities and social infrastructure such as libraries, schools and open space.</p> <p>B1: High Standards of design, construction and layout is sought in new buildings</p> <p>B5: Deals with access to and between buildings for disabled people.</p> <p>B9: The design and layout of new development should minimise the potential for crime</p> <p>H4: Provides for affordable housing on housing sites where 15 or more dwellings are proposed or which exceed 0.5 hectares in size. It states that the proportion of affordable housing is negotiable but will generally be 30% of the total number of dwellings to be provided within the development.</p> <p>S1: Allocates new shopping development at The Orchards and promotes enhanced shopping facilities in the town centre to enhance its vitality and viability.</p> <p>S2: States that new retail developments (over 500m² gross floorspace) will be permitted where adequate provision is made for: access by public transport, bicycle and foot; external access for people with special needs; safe and well lit parking; servicing; landscaping; and recycling facilities as appropriate.</p> <p>S3-4: States the conditions in which financial and professional services and food and drink establishments will be permitted with primary (S3) and secondary (S4) shopping frontages.</p> <p>T4: All new development should be situated and designed in such a way as to minimise the need for travel and encourage the use of public transport, cycling and walking</p>

Document	Status	Key Policies
Mid Sussex Local Plan	Adopted 2004	<p>T5: Refers the reader to the Supplementary Planning Guidance on car parking standards and states the conditions in which reduced on-site parking will be acceptable</p> <p>T6: States that cycle parking will be required in any new public car parks and in, or close to, private car parking areas, in connection with development proposals.</p> <p>HH1: Lists the eight Areas of Townscape Character in Haywards Heath where the townscape merits additional protection.</p> <p>HH4: Provision of Haywards Heath Relief Road.</p> <p>HH8: Haywards Heath station area identified for comprehensive, mixed development including new or refurbished station, transport interchange, new car park, residential accommodation and other uses.</p> <p>HH13: States that a site for shopping development is allocated adjacent to the Orchards/Church Road.</p> <p>HH15: Identifies where additional town centre car parking is proposed.</p> <p>HH16: States that additional long-stay car parking will be provided as an integral part of the comprehensive redevelopment of land adjoining Haywards Heath station.</p>
Mid Sussex Local Development Scheme	Adopted 2005, revised March 2007	The scheme is a statutory document which sets out the management plan for producing Local Development Documents over the coming three years. This includes a series of Town Centre Master Plans produced in partnership with Thornfield for the three major towns in the District. These should "set out detailed guidance on development opportunities with overall master plans for the regeneration and revitalisation of the town centres. This will be a SPD and will have the status of an LDD
Small Scale Housing Allocation Development Plan Document	Submitted for approval May 2006	Sets out Housing allocations for Greenfield and previously developed sites. Includes the following applicable site in Haywards Heath; Mid Sussex District Council offices, Oaklands Road.
Development and Infrastructure SPD	Adopted 2006	Provides guidance on planning obligations and affordable housing
Sustainable Construction SPD	Adopted 2006	Provides guidance on sustainable construction