

Haywards Heath

Historic Character Assessment Report

September 2005



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Mid Sussex District Council and the Character of West Sussex
Partnership Programme



Sussex EUS – Haywards Heath

The Sussex Extensive Urban Survey (Sussex EUS) is a study of 41 towns undertaken between 2004 and 2008 by an independent consultant (Dr Roland B Harris, BA DPhil MIFA) for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and was funded by English Heritage.

Guidance and web-sites derived from the historic town studies will be, or have been, developed by the local authorities.

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Cover photo: Former head office of The Haywards Heath & District Building Society, 33 Broadway, as re-fronted 1938.

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1 INTRODUCTION

1.1 Background to the project

This report is an archaeological, historical, and historic urban character assessment of Haywards Heath. It is part of the Sussex Extensive Urban Survey (henceforth Sussex EUS) that examines 41 towns across the ancient county.¹

The Sussex EUS forms part of a national programme of such surveys initiated by English Heritage in 1992. The national programme is already well underway, with roughly half the English counties having been completed or currently undergoing study.

As the surveys have progressed, the approach has developed. In line with recent surveys, the Sussex EUS includes more modern towns, such as Haywards Heath, the main significance of which stems from the 19th and 20th centuries. Another recent innovation is the introduction of the characterization concept, comparable with the map-based techniques adopted by historic landscape characterization. This approach was developed in Lancashire (2000-4), and is further refined in Sussex.

The Sussex EUS has been funded by English Heritage, and supported in kind by the commissioning authorities: East Sussex County Council, West Sussex County Council, and Brighton and Hove City Council. A wide range of stakeholders (including district and borough councils, and Areas of Outstanding Natural Beauty) has supported the project.

In West Sussex the Sussex EUS forms part of the *Character of West Sussex Partnership Programme*,² aiming to provide guidance and advice on the protection and enhancement of all aspects of character in the county. Other historic environment projects come under this umbrella:

- Historic Landscape Characterisation (HLC) of Sussex
- Intensive Urban Survey of Chichester and Fishbourne
- Local Distinctiveness Study of West Sussex.

1.2 Aims and objectives

1.2.1 Aims

The aim of the Sussex EUS is to deliver a unique and flexible tool to aid the understanding, exploration and management of the historic

qualities of 41 of the most significant towns in Sussex with a view to:

- archaeological and historic environment research and management.
- informing strategic and local policy.
- underpinning urban historic land and buildings management and interpretation.
- encouraging the integration of urban historic characterization into the wider process of protecting and enhancing urban character.

1.2.2 Objectives

Key objectives of the project include the:

- synthesis of previous archaeological and historical work.
- creation of a Geographic Information System (GIS) that maps and allows the analysis of archaeological events, monuments and urban plan components using information obtained from a variety of sources.
- analysis of the origins and development of each town by establishing and examining its principal plan components and existing standing structures.
- identification of county-wide Historic Character Types and attribution of the types to different areas within each town.
- preparation of a Statement of Historic Urban Character for each town, to include assessment of archaeological potential and Historic Environment Value.
- identification of gaps in the understanding of the past occupation and historical development of character of each town through the development of a Research Framework.
- advice to local authorities on the development of guidance derived from the town studies.

1.3 Outputs

The principal outputs of the project comprise:

- Historic character assessment reports. Documents (of which this is one) that, separately for each town, summarize the setting and pre-urban activity; synthesize current archaeological and historical research; describe the development from origins to the present day; assess the surviving historic character and historic environment value; and set out a framework for future research on the historic environment of the towns.

- Geographical Information System (GIS) for the historic environment of each town. The GIS underpins the analysis and mapping of the town reports, and is available to local authorities as a unique tool to support their decision making. The EUS-generated GIS data includes historic buildings and archaeological data, and mapping of areas for which Historic Character Type, historic land use, and Historic Urban Character Areas have been defined. The GIS data will be maintained and updated by the West Sussex County Council *Sites & Monuments Record* (SMR) and the East Sussex County Council *Historic Environment Record* (HER).
- Informing historic environment management guidance specific to each local planning authority, for the 41 EUS towns and Winchelsea, produced under the new Local Development Frameworks, and subject to formal consultation procedures.
- Background papers for the Sussex EUS project. Documents that include the project design, a summary of the methodology and an overall bibliography.

1.4 The structure of this report

1.4.1 The Setting

This introductory section describes the topography, geology, communications, and pre-urban archaeology of the town.

1.4.2 History

The history of Haywards Heath in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today.

1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on maps of the town, or the area later occupied by the town, from 1843 onwards. Again, this section follows a chronological structure, and focuses on aspects of the material evidence of the town's past that relate most closely to the historic environment today.

1.4.4 Statement of Historic Urban Character

Whereas sections on history and archaeology (above) explore the development of Haywards Heath over time, this part of the report considers and defines the physical evidence of the past in today's townscape. It does this by means of a character-based approach, operating at three different scales: areas of common Historic Character Type; larger and topographically familiar Historic Urban Character Areas; and the whole town. Assessment is made of the Historic Environment Value of each of the Historic Urban Character Areas, taking account of the archaeological potential.

1.5 Principal sources

Haywards Heath has been the subject of little archaeological and historical interest. The principal sources drawn on during the writing of this report are listed below. Many other sources have been used too, and full references have been given by use of endnotes.

1.5.1 History

Haywards Heath lacks an authoritative historical study, such as the *Victoria County History*,³ but its 19th-century origins mean that local histories, with their focus on more recent periods, are largely adequate. Most notable has been the research by **Wyn Ford** on the period up to 1900.⁴

1.5.2 Archaeology

There has only been one archaeological investigation – an unpublished evaluation – within the EUS study area for Haywards Heath: **Beech Hurst Gardens** – 2003.⁵

The **West Sussex Sites & Monuments Record** (SMR) database has been invaluable for identifying such unpublished sites, and for providing the pre-urban archaeological context.

1.5.3 Historic buildings

Haywards Heath's scatter of pre-town historic buildings and its post-railway architecture have not been the subject of study. English Heritage's statutory list of historic buildings is of use, though many of the descriptions date from the 1950s and were necessarily produced without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from such sources, identifying hitherto ignored buildings of historic interest.

1.5.4 Geology and topography

The contextual discussion of the solid and drift geology has principally derived from 1:50,000 British Geological Survey digital data. Ordnance Survey Historic 25" maps for Epochs 1-4 (1874 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The 1843 Tithe Map (*West Sussex Record Office*) captures Haywards Heath at a large scale just after the London-Brighton railway had been built (1841), but before the town began. This map has been digitized and rectified to fit the National Grid to allow comparison with other maps and data. RAF vertical air photo coverage of 1947 provides a useful snapshot in time, as does the modern equivalent flown for West

Sussex County Council in 2001. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

1.6 Area covered by the report

The Sussex EUS assessment of Haywards Heath covers the extent of the town c.1900.

Haywards Heath is one of five towns in Mid Sussex District that have assessments such as this. The others are Burgess Hill, Cuckfield, East Grinstead, and Lindfield. Although Lindfield adjoins Haywards Heath, the two settlements remain quite distinct and, thus, each has its own report.

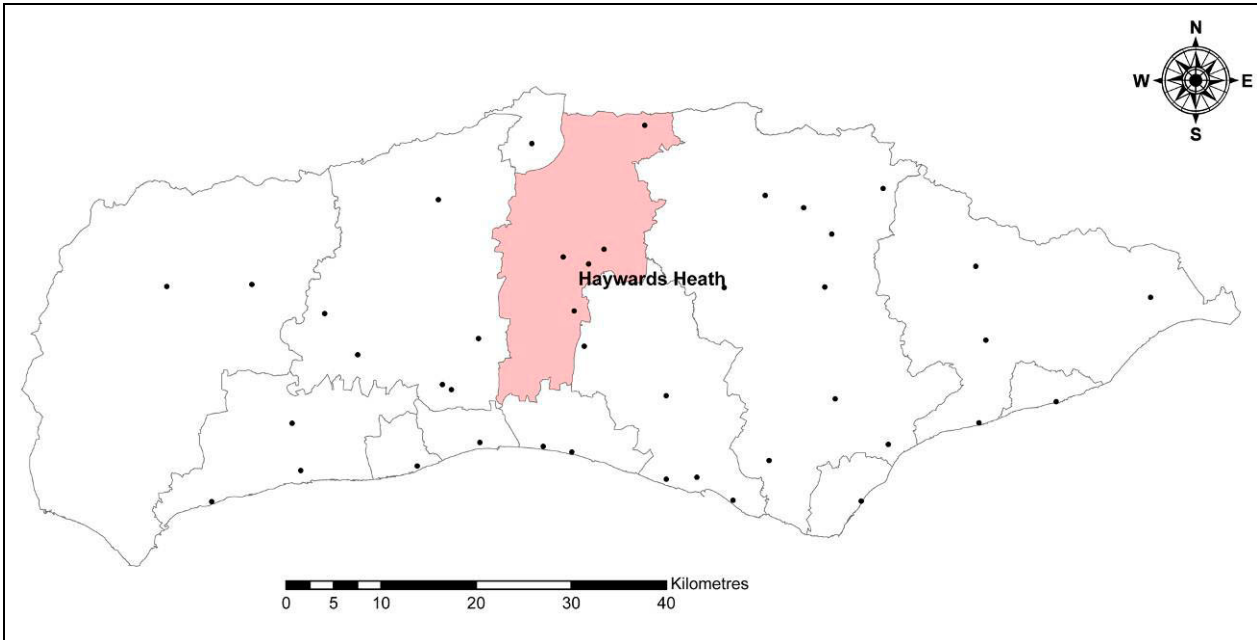


Fig. 1. Location of Haywards Heath within Sussex. Mid Sussex District is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. View from St Wilfrid's church southwards, with the South Downs in the distance.

2.1 Topography (Map 2)

Haywards Heath is situated within the High Weald, on a minor east-west ridge partially separated from the bulk of the High Weald (and the protected landscape) to the north by the valley of the upper part of the River Ouse (which flows mainly southwards to reach the sea at Newhaven, 27km distant). The river passes c.3km north-east of the town centre. St Wilfrid's church is near the highest point of the town centre at c.85m OD, but the land rises at the west of the town, along Butlers Green Road, to c.91m at Beech Hurst Gardens. The northern side of the town is generally lower with, for example, a height of 42.8m OD at the northern edge of the EUS study area on Mill Green Road: this is the valley of Scrase Stream, a minor tributary of the River Ouse.

For its size, Haywards Heath has an unusually widespread centre. Its principal shopping area stretches along the consecutive streets of The Broadway, South Road, and Sussex Road. Its important office-based business area is

concentrated in the Perrymount Road and Boltro Road area, on the northern side of which lies the railway station. There is no clear centre to the town.

Suburbs extend from the c.1900 extent of the town in all directions, except the south-west (although the recent detached suburb at Bolnore marks the onset of development in this direction). To the north-east, suburbs have joined Haywards Heath to the historic town of Lindfield.

The town all but fills Haywards Heath Civil Parish: there is a limited area of agricultural land and woodland on the western side of the parish.

2.2 Geology (Map 2)

2.2.1 Solid Geology

Along with the whole of Sussex, the rocks of the Haywards Heath area are sedimentary. Descending the higher land of High towards Low Weald, the rocks become more recent.

All of Haywards Heath lies on the complex succession of sandstones, silty sandstones and mudstones (commonly clays) of the Hastings Beds (Lower Cretaceous). The EUS study area lies on the silty sandstones of the Upper Tunbridge Wells Sand Formation, with the small exception in the area of the railway cutting to the rear of properties on the west side of The Broadway where Upper Grinstead Clay and Cuckfield Stone Member have been identified abutting a minor east-west fault. The Upper Tunbridge Wells Sand extends throughout most of the modern suburbs too, with the most significant exception being in the Harlands Road and Blunts Wood Road area where again fault lines are marked by a transition, in this case to a sequence of narrow bands of Wadhurst Clay, Lower Tunbridge Wells Sand Formation, Ardingly Sandstone, Lower Grinstead Clay, Cuckfield Stone Member, and Upper Grinstead Clay.

Clay ironstone, or siderite mudstone, provided ore for the Wealden iron industry, and two post-medieval blast furnaces are located c.2km west of the town. These are located on fault lines marking the edge of the Upper Tunbridge Wells Sand Formation.⁶

2.2.2 Drift Geology

The drift geology of the Haywards Heath area is limited to the alluvium and, west of Haywards Heath College, undifferentiated head marking

the course of Scrase Stream, a tributary of the Ouse.

2.3 Communications

2.3.1 Water

The River Ouse was canalized from Lewes to Upper Ryelands Bridge (3km north of Haywards Heath) in 1790-1812, by the Upper Ouse Navigation Company.⁷ However, the origins of Haywards Heath post-date the arrival of the railway (see below), and, thus, water-borne communications have played little or no role in the life of the town.

2.3.2 Road

The principal through-route at Haywards Heath is the east-west A272 (Heathfield-Winchester road) which passes through the town along South Road, Muster Green and Butlers Green Road. Just west of the town this is joined by the A273 from Brighton, via Burgess Hill. To the north of the town, West Common (B2028) leads to Lindfield, Ardingly and Turners Hill. A more direct route to Ardingly is via Summer Hill Lane, and as early as 1638 this was identified as the route to London.⁸

2.3.3 Railway

The London and Brighton Railway (from 1846 the London Brighton and South Coast Railway – LBSCR) was authorized to build a line from London to Brighton in 1837, and this opened in 1841. A line from the burgeoning channel port at Newhaven opened in 1847, joining the London line south of Haywards Heath at Keymer Junction (Burgess Hill). Both these lines remain in service. In 1883, a short line (closed 1963, but partly survived until more recently to serve Ardingly Quarry⁹) opened connecting the London-Brighton line 2km north of Haywards Heath station to the East Grinstead-Lewes line at Horsted Keynes: this closed in 1958.¹⁰ The main line was electrified in 1933.¹¹

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

Within or near to the EUS study area, there have been prehistoric find spots:

- The Broadway – Mesolithic (10000 BC to 4001 BC) worked flints found in garden, probably c.1950 [SMR reference: 4211 – WS786].

- Oathall Avenue – Neolithic (4000 BC to 2351 BC) polished flint axe found during construction in 1939 [SMR reference: 4197 – WS4573].

- Butlers Green – butt end of a Neolithic polished axe, found in 1984 [SMR reference: 5198 – WS3909].

- 21 Sydney Road – Prehistoric flints (c.12 waste flakes, with four retouched as scrapers) indicating flint-working site, and bronze-working slag [SMR reference: 4206 – WS783].

- Paddockhall Road – Bronze Age (2350 BC to 701 BC) scraper found c.1950, just off Paddockhall Road [SME reference: 4209 – WS785].

- Lucastes Avenue – Late Bronze Age (1000 BC to 701 BC) small bucket shaped cinerary urn with five bosses found in peat, probably in the 1930s [SMR reference: 4200 – WS781].

2.4.2 Romano-British

The north-south London-Hassocks Roman road (Margary road no. 150) is the only reliably attributed Roman road in the area. Its putative route as marked by the Ordnance Survey falls just within the western extremity of the EUS study area for Haywards Heath, c.300m west of Muster Green. Two trenches were dug by machine across the suggested alignment in 1990 for WSCC in advance of construction of a car park at Haywards Heath College (c.400m NW of the EUS study area), but no features or finds were discovered [SMR reference: 4976 – WS3614]. Likewise, excavation on the putative alignment within the EUS study area at Beech Hurst Gardens, Butlers Green Road, in 2003, found no evidence of the Roman road [SMR reference: 6797 – WS6826]. However, geophysical survey and trenching in 1998-9 to the SW of the town found evidence of a sandstone metalled road consistent with Margary's proposed alignment of the Roman road, c.50m west of the route marked by the Ordnance Survey.¹² this could explain the absence of evidence for the Roman road during the archaeological investigations to the north.

Within or adjacent to the EUS study area there has been one Romano-British find spot:

- Lucastes Avenue (at the point where the putative alignment of the Roman road crosses) – Roman pottery found c.1922 [SMR reference: 4199 – WS780].

2.4.3 Medieval and post-medieval to c.1840

The evaluation at **Beech Hurst Gardens** produced evidence of possible pond and field ditch of 18th to 19th-century date.¹³ More substantial archaeological evidence for this period, however, is provided by survivals of the scattered buildings that preceded the town, both within and adjacent to the EUS study area:



Fig. 3. The Dolphin, Butler's Green Road.

- Great Haywards, Amberley Close – timber-framed house of c.1400, the medieval manor of Hayworth. Nearby weatherboarded barn of 18th-century date.¹⁴
- Harlands Farmhouse – late 16th-century farmhouse with similarly dated timber-framed barn and 18th-century weatherboarded cart shed adjoining.¹⁵
- Steeple Cottage (Naldrett), Butler's Green Road – house dating from the mid-16th century, recorded on map of 1638 as court house for manors of Hayworth and Trubwick (combined by this date).¹⁶
- 24 Wivelsfield Road (part of garage) – timber-framed house dating from the early 17th century, shown as a house called Pennies in 1638.¹⁷
- Old Nurseries, Wivelsfield Road – 16th-century timber-framed house.¹⁸
- The Dolphin (for a time, the Sergison Arms), Muster Green – timber-framed building dating from the 16th century. It was an inn from 1832, but the house was recorded from 1609 at which point it had a barn and garden.¹⁹
- The Old House (formerly Boltro Farm), Boltro Road – a 16th-century or earlier timber-framed

farmhouse. The farm is recorded from 1590 and extended to 30 acres in 1638.²⁰

- Lucas's (Lucas Grange, or Edwards House) – a timber-framed house of the late 16th century, recorded as a house and lands in 1638. There is a timber-framed barn nearby, probably of 18th-century date but re-using earlier timbers.²¹
- Peter's Cottage, New England Road – a timber-framed house of the 16th century, recorded as part of a small holding in the late 16th and early 17th centuries.²²
- Middle Farm, Oathall Road – timber-framed crown-post roofed farmhouse of early 16th-century date, recorded as house and lands on 1638.²³
- Oat Hall, 70 Oat Hall Road – a c.1830-40 large-scale Neoclassical villa.²⁴

2.4.4 Implications of pre-urban archaeology

Although the relatively modern origins of the town of Haywards Heath have resulted in less archaeological interest and excavation than in the more historic towns of Sussex, evidence for Romano-British and, especially, prehistoric occupation or use of the EUS study area has been found and should be anticipated in any future archaeological excavations. Moreover, the surviving pre-town houses confirm the normal medieval and post-medieval pattern of Wealden settlement of a high density of dispersed farmsteads. Since such settlement of the Weald has origins in Downland-Wealden Anglo-Saxon transhumance, medieval features and finds should be anticipated adjacent to these surviving historic buildings, on the site of lost or replaced pre-urban buildings, and scattered elsewhere.



Fig. 4. 24 Wivelsfield Road.

3 HISTORY

3.1 Origins: 1841-60

3.1.1 Place-name



Fig. 5. Haywards Heath railway station, from the south.

The name *Haywards Heath* has long described the heath on which the core of the town was built. The name Hayward developed from earlier *Hayworth* (known from the 13th century), evidently recording origins as a Wealden enclosure. At the arrival of the railway – which precipitated the emergence of the town – Haywards Heath was the principal topographic feature in the area, and immediately east of the station.²⁵

3.1.2 Railway

A London-Brighton railway was proposed as early as the 1820s, but the eventual scheme was passed by Parliament in 1837. Haywards Heath station marked the southern end of a section of the line that opened on 12 July 1841: the section from Haywards Heath to Brighton opened on 21 September 1841.²⁶

The railway was intended to serve the existing nearby towns of Cuckfield and Lindfield, and, although the railway was an essential

prerequisite for the development of the town, early building around Haywards Heath station was modest. This initial development comprised premises with the most direct relationship to the railway, such as a timber merchant's yard (1841), Richard Kennard's beer shop (1841), and the Station Inn (by 1843). By 1851, this cluster of commercial enterprises had slightly expanded to include two timber merchants, a weekly corn market (in an extension of the Station Inn, 1846), and the Liverpool Arms (with Kennard as landlord, probably a direct successor to his beer shop). There were few houses, with these limited to a small group next to the Liverpool Arms, four cottages backing onto the line, and the accommodation offered by the station buildings themselves.²⁷

3.1.3 Sussex County Lunatic Asylum

An important stimulus to subsequent growth of the town was the building of a mental hospital for the county on a site 1.7km south of the station, at Hurst House Farm. Such an establishment was planned in 1846, when national criteria for the siting of mental hospitals included centrality, openness, elevation, and proximity to the railway. Although not chosen until 1854, Haywards Heath evidently offered all of these, and the Sussex County Lunatic Asylum opened in July 1859. The hospital was vast, with 425 places, and without doubt was a significant boost to the local economy, through construction, employment, and demand for housing.²⁸



Fig. 6. The former Sussex County Lunatic Asylum.

3.1.4 Enclosure of the heath

Enclosure of heathland occurred as early as 1642, the same year that Haywards Heath saw a Royalist advance on Lewes stopped by Parliamentarians. Such enclosures continued

into the 18th century, but were small-scale and piecemeal. By contrast, the enclosure of the surviving part of Haywards Heath, under an Act of Parliament in 1858 and settled by an award in 1862, was substantial. It provided the opportunity for rapid and widespread development that would turn the railway station, its cluster of associated businesses and cottages, and the distant mental hospital into what was recognizably a town.²⁹

3.2 The emerging town 1860-1900

3.2.1 Economic history



Fig. 7. Former Capital and Counties Bank (later Lloyds), Boltro Road (1889).

The expansion of the nascent settlement from the early 1860s was rapid, though not easily quantifiable in terms of population since, notwithstanding the creation of a Local Board in 1872, Haywards Heath remained part of Cuckfield parish. In 1894 a new civil parish was created, however, and governance was then provided by Haywards Heath Urban District Council.³⁰

There has been no economic study of the early town, but the period was evidently one of sustained growth. One of the key developments that underpinned this economic expansion was the establishment of a market. The corn market was supplemented in 1868 by a fortnightly cattle next to the Station Inn, transferring to the nearby purpose-built Market Place in 1883: by 1900 this was one of the most important markets in the south of England.³¹

The railway also underpinned the residential development of the area, attracting commuters and those leisured classes simply requiring good access to Brighton or London. Pre-1874 villas developed, in piecemeal fashion, along Church

Road, Muster Green, Paddockhall Road, South Road and Sydney Road.

Increasing diversity of trades, businesses, and retail outlets during this period are evidence of growth. Local families became builders, developers and estate agents, such as the most successful examples of Richard Pannet and Thomas Bannister, and played a major role in the creation of the town. Other tradesmen were drawn to the town. Examples include the first postmaster, relocated from Cuckfield to Muster House c.1862; and a hairdresser and picture framer from Lindfield, with premises in Boltro Road by 1878. Butchers, grocers, vintners, drapers and merchants proliferated, with the most notable early store (from the late 1870s to the 1920s) being Beeny's, on Commercial Square. The Station Inn and Liverpool Arms, were soon supplemented by the Burrell Arms, Commercial Square, (c.1871), and additional inns and beer houses served the scattered population: early examples far from the station being the New Inn and the Asylum Arms, Sussex Road, both in business by 1861.³²

Industry tended to be directly related to the needs of building the town. The early timber yards and their successors continued, but a more substantial industry was that of brickmaking. In 1874-5 there were brickyards on the west side of Hazelgrove Road, on the south side of Franklynn Road, and on the north side of Ashenground Road (still in existence in 1899). Two other brickyards were in use by 1882 on the south side of New England Road (one closed by 1912, the other continuing until 1939). The builder Jesse Finch had opened another brickyard where Dellney Avenue now is by 1895 (which survived until the 1930s).³³



Fig. 8. The Burrell Arms, Commercial Square.

3.2.2 Church



Fig. 9. The former Anglican school-chapel.

Informal services conducted by Cuckfield clergy were replaced by a dedicated priest, from 1856 within a dedicated building, the school-chapel, later St Wilfrid's school. Construction of St Wilfrid's church began in 1863 and was consecrated in 1865: at this point Haywards Heath became its own ecclesiastical parish.³⁴ An increase in the number of parishioners was reflected in the extension of the churchyard in 1899.³⁵ Indeed, such were numbers that the new parish church soon needed daughter chapels.



Fig. 10. Former Congregationalist chapel, Wivelsfield Road.

The iron-built Church of the Presentation opened in New England Road in 1882, was enlarged 1886, and was replaced by the adjacent present brick-built church in 1897. The other daughter chapels were also iron-built: in 1895 the Chapel of the Ascension opened in St John's Road to serve the asylum area (although the asylum itself had a chapel from 1859), and the Chapel of the Holy Spirit opened in 1897.³⁶

Protestant nonconformism saw early provision too, with a Congregational mission to Haywards Heath in 1857 (also to cater for workers at the asylum) followed by opening of a chapel in Wivelsfield Road (now St Edmunds Scout Hall) in 1861.³⁷ A Primitive Methodist church opened in Sussex Road in 1877 (rebuilt 1957, now a Baptist church), the Jireh Strict Baptist church in Sussex Road in 1879, and the Wesleyan Methodist church in Perrymount Road in 1900.³⁸

A Roman Catholic presence in the town dates to 1886, when the Priory of Our Lady of Good Counsel was founded by nuns from English Convent of Bruges. This included a girls' school.³⁹

3.2.3 Urban institutions

During the late 19th century Haywards Heath saw the development of a wide range of social and public functions that did not exist previously. The detail of these is beyond the scope of this brief account, but the salient institutions are included.

Provision for law and order was made by the construction of the Court House and police house at the northern end of Paddockhall Road in 1887. This opened in 1888, and marked the demise of the Cuckfield Bench of Magistrates.⁴⁰

Initial public meeting space was provided by the Station Inn, but the need for greater space led to the opening, apparently both in 1889, of a public hall at the southern end of South Road and the Assembly Rooms in Boltro Road.⁴¹

The parish school shared the school-chapel until the church was completed in 1865. It was expanded to cope with more infants in 1870, who were then provided with their own school in 1890.⁴²

Sporting, cultural and entertainment facilities were a feature of the burgeoning town, and only a sample can be mentioned here. A remnant of heath was purchased in 1887 to make the public Heath Recreation Ground. This became the home of Haywards Heath Cricket Club, in existence before 1882, when levelling and turfing of the cricket pitch was completed in 1897. A pavilion was added in 1900. Informal use as a

meadow preceded the council's purchase of what then became Victoria Park in 1897, and the provision of sports facilities. Its football pitch gave rise to a football club that, in due course, became Haywards Heath Football Club. The formation of the Haywards Heath Horticultural Society in 1889, through its show that year, gave the town its first large-scale annual occasion. From the outset this included a sports competition, which gave rise to an athletic club.⁴³

3.3 The town c.1900-2004

3.3.1 Economic history

The late 19th-century economic basis of Haywards Heath continued in the 20th century. That is, a combination of a buoyant cattle market, trades (mostly serving the locality rather than major industrial production), retail outlets serving the town and its newly established mid-Sussex hinterland, and a commuting population. In many respects the ultimately overwhelming competition offered to the railway by the bus and, especially, the private motor car did not change this economic basis. However, the decline of railway freight transport was doubtless a contributory factor in the demise of the market, and the commuting element has increased (as elsewhere).

The long link between Hayward Heath and its rural hinterland was broken in 1989 when the market finally closed. Bannister Way was then built through the site to link Harlands Road to the new supermarket immediately north of the former market in 1991.⁴⁴



Fig. 11. Pre-war shops and flats, 118-20 South Road.

A shopping centre built in 1980-2 between South Road and Church Road, confirmed the retail focus of the town along South Road. The

development of a distinct business district in the late 20th century, especially related to financial services, in the Perrymount Road and Boltro Road area has created substantial employment. As with Mid Sussex District in general,⁴⁵ however, the resident workforce of Haywards Heath in the late 20th century has exceeded the number of jobs: in addition to traditional (railway-based) commuting destinations of London and Brighton, the growing dominance of the Crawley and Gatwick area has become a magnet to residents of the town.



Fig. 12. Late 20th-century offices: 33 Boltro Road (1989).

3.3.2 Church and religion

The burgeoning town saw the daughter chapels of St Wilfrid's prosper: in 1916 the Chapel of the Holy Spirit, Sydney Road, became St Richard's church, with its own conventional district. In 1938 it was replaced by the present brick-built church, and in 1939 gained its own parish out of those of St Wilfrid's, Cuckfield and Lindfield.⁴⁶ The Chapel of the Ascension in St John's Road was succeeded by St Edmund's Church, Wivelsfield Road, in 1914 (using the then redundant Congregationalist chapel: see below), and was in turn replaced by the Church of the Ascension, Vale Road, in the late 1960s.⁴⁷

Protestant nonconformism continued to thrive, and nearly all such churches remain in use: the one exception being the Congregationalist chapel (now the scout hall) in Wivelsfield Road, which was replaced by a more substantial and central church at 55 South Road in 1914 (now styled the United Reformed Church).⁴⁸

The Roman Catholic congregation shared the priory chapel, but outgrew this, opening a new

church – St. Paul’s – in 1930 on land in Hazelgrove Road given by the nuns.⁴⁹ Meanwhile the nuns left the priory in 1978, relocating to Sayers Common.⁵⁰

3.3.3 Urban institutions

The amalgamation of Cuckfield and Haywards Heath Urban Districts in 1934, under the Local Government Act 1929, saw adoption of Oaklands as council offices. These continued – and expanded – as administrative headquarters after the absorption of the urban district into the new Mid Sussex District Council in 1974, and the transference of Haywards Heath (and, indeed, the rest of the district) from East Sussex to West Sussex.⁵¹ The adjacent Town Hall, 40 Boltro Road, opened in 1990.⁵²

The emerging role of the town as a centre of wider administration was echoed by the building of sub-divisional police station, with adjacent magistrates court, in the 1980s at the west end of Muster Green.

In 1933 St Wilfrid’s School saw its upper age limit reduced from 14 to 11 years, and the primary school was moved to new premises in Eastern Road in 1951.⁵³ As early as 1904 St Wilfrid’s was insufficient for the elementary educational needs of the town, so the Local Education Authority acquired Heathmere private school and re-opened it as a council elementary school. Haywards Heath County Primary School, New England Road, (Heyworth School) opened in 1951, and others followed in housing estates at Harlands (1965) and Northlands Wood. Meanwhile Heathmere became the County Secondary School for Girls in 1907, at which point a senior council school was built on adjacent land. Both schools were replaced in 1938 by a new senior school at Oathall Park, which, after the 1944 Education Act, became Haywards Heath Secondary Modern School and then Oathall Comprehensive School. Haywards Heath Grammar/Technical School opened at Harlands Farm Estate in 1958, becoming a comprehensive in 1974, a sixth-form college in 1993, and a college of further education in 1996.⁵⁴ St Paul’s Roman Catholic Secondary Modern School opened in 1963 on Oathall Road, becoming a comprehensive in 1973, and moving to Burgess Hill in 2004.⁵⁵

Continuing expansion of the town was also reflected in the closure of the already extended churchyard in 1918, to be replaced by the Haywards Heath Cemetery opened in Western Road the previous year.⁵⁶

A cottage hospital was opened in 1906 in Ashenground Road, and was relocated to new buildings in Butlers Green Road in 1912. This was substantially expanded, most notably in 1926, 1938 and 1963.⁵⁷ The asylum (named St Francis Hospital from 1948) closed in 1995 (becoming housing), and was replaced by the Princess Royal Hospital that had opened two years earlier.⁵⁸

The development of sporting, cultural and entertainment facilities was still more prolific during this period and, again, only key developments can be mentioned here. The public hall was replaced in 1974 by the more expansive Clair Hall in Perrymount Road.⁵⁹

The first cinema in Haywards Heath – the Heath Theatre, The Broadway – opened c.1911, and was typical of early cinemas in that it was small scale. This was replaced by the larger Broadway Cinema in Perrymount Road in 1932 (finally closed 1986, demolished 1987) and the Perrymount Cinema near Commercial Square in 1936 (closed 1972, demolished 1984).⁶⁰



Fig. 13. The former Heath Theatre cinema, The Broadway.

Haywards Heath Football Club left Victoria Park for their new stadium at Hanbury Park in 1952.⁶¹ Beech Hurst was given to the town to become additional recreation grounds, with tennis courts, bowling greens and a miniature railway. The Dolphin Leisure Centre opened in 1976, with swimming pools, squash courts and gymnasium.

4 ARCHAEOLOGY

4.1 Origins: 1841-60

4.1.1 Architectural evidence



Fig. 14. Chapel of the former Sussex County Lunatic Asylum.

With the rebuilding of the original railway station (1841) in Market Place c.1880 and its replacement by that on the current site c.1933 mean that a key architectural monument to the origins of Haywards Heath has been lost. This has been compounded by the demolition of most of the early cluster of businesses – such as the Liverpool Arms – and houses around the station, so that the former Station Inn, or hotel, is the only survivor (now Zenith House, built by 1843). The fortunes of the former County Lunatic Asylum (1859; Grade II) have been better, for it survives, albeit converted to housing after closure of the hospital in 1995.

4.1.2 Topography

A considerable proportion of the basic street pattern of the future town of Haywards Heath was inherited from the pre-railway routes leading to and across the open heath. This inheritance included what are today known as Butlers Green Road, Muster Green, Paddockhall Road, Perrymount Road, South Road/Franklynn Road, and Hazelgrove/Sussex Road. The construction of the cutting and embankment for the railway, however, required modification of some of these routes, most obviously with the routing of Market Place and Muster Green North/The Broadway.

4.2 The emerging town 1860-1900 (Maps 3, 5 and 6)

4.2.1 Buildings and topography

A significant number of Haywards Heath's buildings date from this period. Development of the town was rapid from 1860, so that the 1st series Ordnance Survey map of 1874 shows a large number of houses, albeit scattered across the EUS study area.

Most obviously from this period is St Wilfrid's church of 1863-5 (Grade II). The church's subsidiary position to Cuckfield is reflected in the choice of architect: G. F. Bodley had been responsible for the major restoration of the parish church in 1855-6. With no obvious centre to the emergent settlement, the location of the new building echoed ancient Wealden churches located on ridge-top routeways and next to markets: St Wilfrid's is located on the high point of the town near the busy junction (and commercial focus) of The Broadway, South Road, Muster Green, and Church Road. Other surviving early ecclesiastical buildings comprise the former Congregational chapel in Wivelsfield Road (now St Edmunds Scout Hall: 1861); the Jireh Strict Baptist church in Sussex Road (1879); the chapel of the Priory of Our Lady of Good Counsel (Grade II; 1890-7); and the Wesleyan Methodist church in Perrymount Road in 1900 (see above, section 3.2.2).



Fig. 15. St Wilfrid's church from the south-west.

Terrace housing first appeared on a modest scale near the station and Liverpool Arms (demolished), but the three-storey terrace of 5-17 Boltro Road survives from the early 1870s, albeit with loss of all ground-floor and some first-floor bay windows: shop windows were a feature of two of the houses, however, from the outset.⁶² Clifton Terrace (3-15 The Broadway) dates from the same time, and also appears to have combined business and residential use from the outset. Terraces were also a feature of the distant but equally early and more densely occupied area bounded by Triangle Road, Sussex Road and Franklynn Road. By 1874 this area was occupied by small terrace houses of tradesmen and labourers, and included shops.

A more distinctive feature of the early building and topography of Haywards Heath, however, is the villa. By 1874, clusters were evident on the south side of Muster Green, St Wilfrid's (now, Church) Road, Sydney Road, and South Road. The semi-detached house dominated these clusters, but larger detached houses with more extensive grounds were built as one-off developments: notable examples at Elfinward (Butlers Green Road), Oaklands and Limehurst (Paddockhall Road), Clair House (Perrymount Road), and Fairlawn (Oathall Road) were all in existence by 1874, but have now gone. Construction of such large detached villas continued after 1874, however, and numerous examples survive from the period before 1900 along Church Road, Oathall Road, and Paddockhall Road.



Fig. 16. Late 19th-century detached villa: Norton Lees, 9 Oathall Road.

Semi-detached housing also continued apace after 1874, sometimes (as at 42 and 44 Paddockhall Road) as large-scale villas, but

more often representing modest housing. For example, semi-detached houses were a feature of the building along the west side of Sussex Road/Wivelsfield Road, on adjacent and new Gower Road, and on Mill Green Road.



Fig. 17. Late 19th-century semi-detached villas: 42 and 44 Paddockhall Road.

The distribution of both surviving and recorded buildings thus shows that, within the scattered development that is such a distinctive feature of Haywards Heath between 1860 and 1900, sharp social differentiation is discernible. The areas east and north of the station, and along Sussex Road and Wivelsfield Road were predominantly working-class, and had for neighbours brickfields, railway lines, and the gasworks. At the opposite end of the scale, the larger villas of the town were concentrated on the higher land near the church, Muster Green and the remnant heath, with easy access to the railway station (with the line itself, tucked away in a cutting and tunnel).

4.3 The town 1900-2004 (Maps 6 and 7)

4.3.1 Buildings and topography

By 1900 fast-growing Haywards Heath was clearly a town, and since then growth has accelerated. Coupled with redevelopment, sometimes repeated, of earlier (but still recent) parts of the town, this means that the majority of the buildings in the town today date from this period. Moreover, while the late 19th-century town was able to utilize largely pre-existing road layout, the 20th century saw creation of new roads en masse: mostly this was confined to the

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creation of housing estates in its expanding suburbs, but it also included the creation of two gyratory road systems in the town centre: at Star Corner, Dolphin Road and The Broadway (c.1968), and the conversion of Milton Road into a through road linking to Harlands Road in the early 1970s.⁶³

As the town expanded the mixture of housing and business premises that marked the scattered development of the earlier years was replaced by more obvious economic zoning. An important example is the emergence of South Road and Sussex Square as the main retail centre of the town. Although tradesmen were beginning to dominate the road c.1890, this was by conversion of houses,⁶⁴ and it was only in the 20th century that the continuous commercial street frontage of today developed. Blocks of the 1930s and 1950s here combine small shop units with flats above, while later development has allowed for larger retail units, combined with offices rather than residences. The green spaces of St Wilfrid's churchyard and the Victoria Park, however, have meant that the retail area of South Road has not joined up with that at The Broadway. Here, purpose-built business premises on the west side date from the first decade of the 20th century, whilst the development of the eastern side is from the inter-war and post-war years. North-east of the station, the early business area of Commercial Square continued to develop in the 20th century. It was given a boost by the relocation of the main railway station building and entrance to its present position in 1932, and the building of the bus station in 1936. The mock timber-framed row of shops on the corner of Perrymount Road and Sydney Road survives from this period, and the area is still a minor commercial centre. The rebuilding of the station and the demise of the market have meant that a fourth discrete commercial area to the west of the station (Market Road and the northern end of Boltro Road) has lost much of its character. An important survival is Caffyns, an Art Deco garage built on the edge of the market in 1935.

Although Market Place/Boltro Road has lost some of its retail function in the late 20th century (and, importantly, the market buildings themselves), the area has developed as an office-based commercial district, with consequent new build. The predominantly post-war offices of Mid Sussex District Council, the telephone exchange and the courts have added to this character. Commercial offices have developed more noticeably nearby to the east of the railway, on the west side of Perrymount Road, replacing 19th-century semi-detached

housing. Such offices provide some commercial linkage between the smaller retail centres of Commercial Square, The Broadway, and Market Place/Boltro Road, but the shopping centre of the town remains as it was in 1900 – resolutely polyfocal.



Fig. 18. Early 20th-century offices: Paddockhall Chambers, Paddockhall Road: 1917 (previously – 1908-17 – a parish room).



Fig. 19. Edwardian shops at 43 and 45 The Broadway.



Fig. 20. Caffyns garage, Market Place.



Fig. 21. The railway station (1932).

The expansion of housing has been considerable in the 20th century. Whilst most of this building, and rebuilding, has occurred outside the EUS study area, the main developments can be usefully summarized here.

Pre-First World War suburbs were built at Gordon Road and Queens Road, on the north; Lucastes Road, on the west; Haywards Road and Ashenground Road, on the south-west; and Kents Road and Western Road, on the south-east. By 1947 development had expanded up to the railway line on the south-west (in the Wood Ride, Sunnywood Drive and Edward Road area); either side of Franklynn Road on the south-east (Highland Road, Lowfield Road, Eastern Road, Oakdale Road and Holly Road areas); on the east side at Bentswood Road and Bentswood Crescent; and almost reaching Lindfield on the north east at West Common, Summerhill Lane, Gander Hill and Sunte Avenue. Though detached from east side of the town, Franklands Village was built in 1933-9, as a model village, or suburb, comprising affordable housing.⁶⁵

Housing estates since 1947 have extended the south-west of the town further along the railway in the Vale Road area; more than doubled the size of Franklands Village, linking it to other eastern expansion of the town in the Gravelye Land and William Allen Lane area; infilled the area between Lindfield and Haywards Heath, in the Backwoods Lane area; and expanded the town northwards in the Birchen Lane and Fairfield Way areas. Nearer the centre of the town, perhaps the key area of post-war expansion has been the Harlands Road area, where, in addition to houses, there is now a further education college, the Ashdown Hospital, the town's leisure centre, a light industrial area, and a supermarket.

The post-1900 redevelopment within the EUS study area (largely defined by the c.1900 extent of the town) has not been limited to rebuilding and infilling for business use (see above), but has also included housing. In some areas this has followed earlier forms, such as terraces (e.g. St Francis Close), but the majority of this town centre residential redevelopment has been post-1945 and has comprised the building of blocks of flats. Examples can be found on the east side of Boltro Road, the east side of Perrymount Road, Oathall Road, and Church Road, often replacing large, late 19th-century villas.



Fig. 22. Haywards Heath tithe map, 1843 (copy in West Sussex Record Office).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

Although Haywards Heath is largely of interest as a new market town of the railway age, surprisingly little survives from the two decades after the arrival of the railway (1841): the railway station has been rebuilt twice, and many associated buildings have been demolished. However, considerable numbers of later (i.e. post-c. 1860) 19th-century buildings do survive, so that the polyfocal development of the town is still discernible in the standing buildings. Pre-urban houses formerly scattered around the heath have survived the coming of the town, and form an important part of the historic environment. With such late origins it is of little surprise that there has been almost no archaeological investigation and that what has been done provides little evidence of the development of the town.

5.1.2 Historic environment designations (Map 4)

There are 10 listed buildings and monuments in the EUS study area (one Grade II*, and nine Grade II). Of these, three are 16th century; one is 17th century; four are from 1841-80; one is from 1881-1913; and one is from 1914-45.⁶⁶

Haywards Heath has several Conservation Areas, three of which fall partly within the EUS study area. There are no Scheduled Monuments in the town.

5.1.3 Historic building materials

With the late origins of the town there is little in the way of vernacular architecture. The 16th and 17th-century buildings are of timber frame, with brick thereafter predominating: with numerous local brickfields in the 19th and 20th centuries it is important to recognize that much of the post-railway brick buildings utilize this local material. Sandstone is used in exceptional buildings such as St Wilfrid's church (1863-5).

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 5-8)

Historic Character Types (HCTs) for Sussex EUS
Lane/road [includes all historic routes]
Major road scheme [modern ring roads, motorways etc.]
Bridge/causeway
Regular burgage plots
Irregular historic plots [i.e. pre-1800]
Proto-urban
Vacant [reverted from built-up to fields etc.]
Market place
Church/churchyard [i.e. parish]
Cemetery
Religious house [abbey, priory, convent etc.]
Great house
Castle
Town defences
Other fortification
Barracks
School/college
Public
Farmstead/barn
Mill
Suburb [estates and individual houses]
Retail and commercial [i.e. post-1800]
Extractive industry [e.g. sand pit, brickfield]
Heavy industry [e.g. steel or automotive industry]
Light industry [e.g. industrial estates]
Utility
Quay/wharf [inc. boatyards]
Harbour/marina/dock
Station, sidings and track
Inland water
Orchard
Market garden [inc. nursery]
Allotments
Race course
Sports field [inc. stadia, courts, centres etc.]
Park
Informal parkland [e.g. small civic areas, large grounds]
Seafront [piers, promenades etc.]
Beach/cliffs

Table 1. Sussex EUS Historic Character Types.

Historic Character Types have been developed in the Sussex EUS to describe areas of common character by reference to generic types found across all 41 towns. Historic function is often the key determinant of character type, hence the term 'Historic Character Types' and the time-depth implicit in many of the types in Table 1 (e.g. *regular burgage plots*). The types also

reflect the character of these towns, and, thus, they are different from those that would be applied nationally or to another county.

The Historic Character Types have been mapped to areas within the towns (polygons in the Geographical Information System that underpins the Sussex EUS). Whilst character type can prove consistent throughout a large area (for example, across a late 20th-century housing estate), different historic use of part of that area has been used as a basis for subdivision. This is to allow the application of the types in Table 1 to the mapped polygons throughout the 15 periods of the **EUS chronology** (Table 2). This means that for any area within the town, or mapped polygon on the Geographical Information System, both the present Historic Character Type and the past land use(s) are defined.

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 5 and 6) showing the changing land use of the urban area throughout the history of each town, and, through use of the Geographical Information System developed as part of this assessment, for simple interrogation of any area in the town to show all its known past land uses.

Period	Date
Period 1	500,000BC-AD42
Period 2	43-409
Period 3	410-949
Period 4	950-1065
Period 5	1066-1149
Period 6	1150-1349
Period 7	1350-1499
Period 8	1500-1599
Period 9	1600-1699
Period 10	1700-1799
Period 11	1800-1840
Period 12	1841-1880
Period 13	1881-1913
Period 14	1914-1945
Period 15	1946-present

Table 2. Sussex EUS chronology.

5.2.2 Historic Character Types in Haywards Heath (Maps 5-7)

Although Historic Character Types represent county-wide types, modern Haywards Heath is characterized by its particular concentration of some types and the comparative rarity, or

absence, of others. For example, the identification of large areas of *suburbs* reflects the late and largely residential nature of the town.

5.3 Historic Urban Character Areas (Maps 9 and 10)

5.3.1 Defining Historic Urban Character Areas (HUCAs)

Whereas Historic Character Types have been applied to areas of the Sussex towns with consistent visible character and historical development – and are mapped across the whole history for each town – **Historic Urban Character Areas (HUCAs)** represent meaningful areas of the modern town. Although similar areas are found in many towns, HUCAs are unique, can include components of different history and antiquity, and usually represent amalgamation of several Historic Character Types.

Thus, HUCA 1 in Haywards Heath combines five Historic Character Types that represent *irregular historic plots* dating from Period 10 (18th century), *informal parkland* from Period 12 (1841-80), *suburb* from Period 13 (1881-1913), and a *sports field* and *public* property from Period 15 (1946-present). Combining this complexity into a single HUCA called *Muster Green* reflects the largely coherent character of the area today. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential, Historic Environment Value** and for linking to **research questions**.

Some components of the towns are not included as HUCAs: roads (other than those that were built as part of a particular development) and waterways are kept separate as they frequently antedate surviving buildings or the known urban activity.

5.3.2 Archaeological potential

Whilst the nature and extent of areas to which Historic Character Types have been applied is closely related to the survival of buried archaeology, this assessment considers the archaeological potential at the larger scale of the HUCAs. The reasons are twofold: first, the typically smaller scale of areas of common Historic Character Type could misleadingly imply that high, or even low, archaeological potential is precisely confined, or that archaeological value is exactly coterminous with the edge of specific

features (standing or buried); and, second, most Sussex towns have had insufficient archaeological investigation to support this precision. For this reason, too, there is no grading or ranking of archaeological potential. Rather, the summary of archaeological potential is used to inform the overall (graded) assessment of **Historic Environment Value** of each HUCA (see below).

When considering the archaeological potential of the towns, it is important to recognize that archaeology often survives 19th and 20th-century development and that it is misleading to assume complete destruction. Also, whilst pre-urban archaeology (such as prehistoric and Romano-British features and finds located in the Haywards Heath area) tells us little about the towns themselves, it contributes to wider archaeological research.

In assessing the likelihood of buried archaeology within areas in the towns there has been consideration of the potential for archaeology ‘buried’, or hidden, within later buildings and structures, as well as that for below-ground features.

5.3.3 Historic Environment Value (Map 10)

The **Historic Environment Value (HEV)** of each HUCA is assessed here, and expressed as a value from 1 (low) to 5 (high). Such values are iniquitous to some and always subjective, but here provide a necessary means of consistently and intelligently differentiating (for the purposes of conservation) the upstanding fabric, boundaries and archaeology that form the historic urban environment. The Historic Environment Value (HEV) of each HUCA is based on assessment of:

- Townscape rarity
- Time-depth or antiquity
- Completeness.

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

The full methodology for assessing Historic Environment Value forms part of the annexe to the historic environment management guidance for Mid Sussex District.

5.3.4 Vulnerability

The vulnerability of each HUCA is also considered, although many future threats cannot be anticipated. These brief analyses mean that this Statement of Historic Urban Character can be used to focus conservation guidance.

5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Haywards Heath (below, section 6). Where possible, this referencing links these key questions to specific HUCAs, helping ensure that any investigation of the historic environment (such as that as a condition of development, under PPG15 or PPG16) is properly focused.

5.3.6 Haywards Heath’s Historic Urban Character Areas (Maps 9 and 10)

HUCA 1 Muster Green (HEV 2)

HUCA 1 lies to the west of the centre of the modern town, and overlies the funnel-shaped western (Brighton-London road) entrance to the ancient heath. Today the triangular open grass, or informal parkland, of Muster Green itself, and the main roads (Butler’s Green Road, Muster Green North and Muster Green South) represent a (somewhat suburbanized) survival of the pre-urban heath. Since the 19th century the area has been characterized by larger villas, most notably on the south side of Muster Green, although the most substantial of these (Elfinward, immediately west of the entrance to Bolnore Road) has given way to the modern police station and magistrates court. There are no listed buildings.

The absence of any known non-urban archaeology suggests limited **archaeological potential**.

The survival of several 19th-century villas, residual heathland features, the quality of the 20th-century development, the absence of earlier historic buildings or many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is medium to low. The greatest threats are to the unlisted 19th-century villas, and to Muster Green itself, the eastern end of this having already been lost to Dolphin Road.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 2 Paddockhall Road (HEV 2)

HUCA 2 lies to the west of the centre of the modern town, and to the west of the known extent of the former heath. Today it comprises late 19th-century housing, with substantial detached and semi-detached villas. One of the larger villas, Oaklands, has become a centre for the district and county council administration, with attendant 20th-century offices and public library, whilst there has been post-war infill to the rear of 19th-century houses on the west side of Paddockhall Road. Two early, pre-urban, buildings survive, both Grade II listed: The Old House, Boltro Road, and The Dolphin, Muster Green. The former is a 16th-century or earlier timber-framed building that was formerly the farmhouse of Boltro Farm. The Dolphin (for a time the Sergison Arms) is also timber framed and of 16th-century date, and was an inn from 1832.

The absence of any known non-urban archaeology suggests limited **archaeological potential**, although there is more potential in the immediate environs of the two 16th-century houses (which may have earlier origins).

The survival of two pre-town houses, the quality of the 19th and 20th-century development, the absence of many historic boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the loss of the public house function of the Dolphin, or to any archaeology in the vicinity of the Dolphin or The Old House.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 3 The Broadway (HEV 1)

HUCA 3 is one of the early commercial nuclei of the town, and comprises The Broadway and the properties and railway cutting to the south (i.e. between Victoria Park and Muster Green).

Today the area is largely commercial, combining retail, estate agents, and restaurants. Although there are no listed buildings, the area does preserve some of the earlier urban architecture of Haywards Heath in Clifton Terrace (3-15 The Broadway, terrace housing of the early 1870s). 33 Broadway (frontage rebuilt in 1938 after it had become the headquarters of the Haywards Heath Building Society – see cover) is one of the town's few Art Deco buildings.

The absence of any known non-urban archaeology and the high density of 19th and 20th-century development (and redevelopment) suggests limited **archaeological potential**.

The quality of the late 19th and predominant 20th-century architecture, the absence of many historic buildings and boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the loss of this group of unlisted 19th and early 20th-century commercial buildings.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 4 The Heath (HEV 1)

HUCA 4 lies east of the early centre of the town, and is dominated by the largest open area in the town derived from the pre-urban heath. The historic (and ecological) interest in this piece of former heath, however, is only moderate following urban planting and, especially, major landscaping to create a level cricket field (completed in 1897). The area also includes late 19th and 20th-century housing abutting the heath, on Sydney Road and Oathall Road. There are no listed buildings.

The absence of any known non-urban archaeology and the density of 19th and 20th-century development (outside the park) and extent of landscaping and replanting (within the park) suggest limited **archaeological potential**, although the park may offer some potential for pre-urban (and especially prehistoric) archaeology.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings and boundaries, the landscaping and urbanization of the former heath and the modest archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being to any surviving pre-urban archaeology in the park (The Heath).

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 5 Church Road (HEV 2)

HUCA 5 comprises rising land between the commercial nuclei of South Road and The

Broadway, and The Heath. It developed in the 1860s with large scattered villas and, in the south-west of the HUCA, the church of St Wilfrid (1863-5). The church is listed Grade II* (the only listing above Grade II in the EUS study area), and is a restrained Gothic Revival building of sandstone. In the churchyard the tomb of Frederick Villiers Meynell (c.1872), to the east of the church, is listed (Grade II). Peter's Cottage, New England Road is also listed (Grade II) and is a timber-framed house of the 16th century, recorded as part of a small holding in the late 16th and early 17th centuries. In the late 20th century the predominant late 19th-century character of the area has experienced significant change with demolition of some large villas and replacement with blocks of flats. There has also been significant residential infill and redevelopment (flats and houses) at the west end of Heath Road and along the east side of Perrymount Road.

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests limited **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the surviving 16th-century house and 19th-century church, the absence of many historic boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the further loss of late 19th-century villas.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 6 Railway (HEV 2)

HUCA 6 is centred on the railway station, and the railway cutting to the south and embankment to the north. The area saw early development with the opening of the railway and station in 1841, although very little survives from this period: the Liverpool Arms and adjacent houses have been demolished and the railway station has been rebuilt twice (last in 1932). Moreover, many of the early businesses (such as timber yards) were distinguished by temporary timber buildings. The former Station Inn (now Zenith House) is a rare survival from the beginnings of the town, dating from before 1843. The still-functioning Burrell Arms, Commercial Square, dates from c.1871, and also reflects the early trade in the station area. Although the market (so central to the development of the town) has been

demolished, 20th-century commerce in the HUCA is marked by the large-scale Art Deco architecture of Caffyns Garage, Market Place, (1935); the late timber-framed Vernacular Revival shops at Commercial Square, on the corner of Perrymount Road and Sydney Road; and by the bus station next to the railway (1936). The modest railway station itself survives on what remains a very busy main line. There is one listed building: reinforced concrete and brick-built St Richard's church (1938), in part-Scandinavian and part-Art Deco style (Grade II).

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests low **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the further loss of unlisted 19th-century buildings (especially those related to the railway) and loss of the distinctive commercial buildings of the 1930s.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 7 Sussex Square (HEV 1)

HUCA 7 comprises the main retail area of South Road (the A272) and its continuation into Sussex Square (now a roundabout) and Sussex Road. Although distant from the railway station, the area saw early scattered development, coalescing into a recognizable commercial zone by c.1890. Continuous redevelopment of South Road in particular in the 1930s and post-war means that much of the earlier architecture has been lost, although there are surprising survivals such as the Congregationalist chapel (now styled United Reformed Church) at 55 South Road, next door to modern Woolworths. The residential character of the area has been better preserved off the main roads of South Road and Sussex Road, along Gower Road, Haywards Road, and in the Triangle Road area. A quite different character is preserved at the Priory of Our Lady of Good Counsel, the 1890-7 chapel of which is the only listed building in the HUCA (Grade II): the convent was vacated in 1978, and converted to commercial use.

The absence of any known non-urban archaeology, and the density of 19th and 20th-

century development (and redevelopment) suggests low **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the further loss of unlisted 19th-century semi-detached and terraced houses away from the principal commercial frontages.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 8 Wivelsfield Road (HEV 1)

HUCA 8 comprises the partly commercial but predominantly residential area between the retail area of South Road/Sussex Square and the former asylum. It saw scattered early development, doubtless as a result of the building of the asylum to the south of the town (opened 1859). There is one listed building, which predates the town: an early 17th-century timber-framed house known as Pennies in 1638, at 24 Wivelsfield Road (now part of Dinnages garage). There is good preservation of late 19th-century semi-detached and terraced housing. Two 19th-century chapels survive: the Jireh Strict Baptist church in Sussex Road (1879) remaining in use, and the former Congregational chapel in Wivelsfield Road (1861: now St Edmunds Scout Hall). The 20th century has been marked by infill and redevelopment, again mostly residential: late 20th-century examples include St Francis Close.

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests low **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the further loss of unlisted 19th-century semi-detached and terraced houses, and change of use of the Jireh chapel.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

HUCA 9 Asylum (HEV 3)

HUCA 9 comprises the former Sussex County Lunatic Asylum opened in July 1859. This was re-named St Francis Hospital in 1948, closed in 1995 (being replaced by the adjacent Princess Royal Hospital that opened two years earlier), and the historic core has now been converted to apartments. The chapel remains, albeit unused. The original buildings are built in a loosely Italiniate style using polychrome brick (red and yellow) and some ashlar. Both the main block and the chapel are listed (Grade II).

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests low **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 3.

Although the Historic Environment Value of the area is significant, the conversion to residential use of the main block means that future **vulnerability** is medium to low, with the main threats being to the disused chapel: any redevelopment adjacent to the former hospital buildings may also have a negative impact on the 19th-century architecture.

Broad, or Haywards Heath-wide, **research questions** only apply to this area.

5.3.7 Summary table of Historic Urban Character Areas (HUCAs) for Haywards Heath

Table 3 summarizes the assessments made in the individual Historic Urban Character Area descriptions (above). It provides a simplified comparison of the assessments across different parts of the town, and helps to draw out key points. As such it supports the preparation of guidance for the town (see section 1.3).

The table shows how Historic Character Types combine into more recognizable Historic Urban Character Areas (HUCAs). It summarizes the archaeological potential that, along with historic buildings and boundaries, contribute to the assessment of the Historic Environment Value of each HUCA. The assessment of vulnerability of each HUCA is important for developing guidance.

Summary of assessment of Historic Urban Character Areas (HUCAs) for Haywards Heath				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Irregular historic plots Public Suburb Informal parkland Sports field	1. Muster Green	Low	2	Medium to low
Irregular historic plots Farmstead/barn Public Suburb	2. Paddockhall Road	Low	2	Low
Retail and commercial School/college Suburb Public Station, sidings and track Informal parkland	3. The Broadway	Low	1	Low
Suburb Sports field	4. The Heath	Limited	1	Low
Church/churchyard School/college Suburb	5. Church Road	High	2	Medium to Low
Retail and commercial Utility Suburb Public Station, sidings and track	6. Railway	Low	1	Low
Suburb Retail and commercial Religious house Public	7. Sussex Square	Low	1	Low
Irregular historic plots Retail and commercial Suburb	8. Wivelsfield Road	Low	1	Low
Public	9. Asylum	Low	3	Medium to low

Table 3. Summary of assessment of Historic Urban Character Areas (HUCAs) for Haywards Heath.

6 HISTORIC ENVIRONMENT

RESEARCH FRAMEWORK

6.1 Pre-urban activity

Development pressure and opportunities for developer funding mean that archaeological excavations in the town, or prior to expansion of the town, are more likely to occur than in the surrounding area. Thus, archaeological excavations in Haywards Heath should address:

RQ1: What was the nature of the palaeo-environment (ancient environment), and the prehistoric, Roman, and medieval human activity in the area?

6.2 Origins and development

There has been little analysis of the historic environment of the town. Key questions include:

RQ2: What was the socio-economic make-up of the early occupants of the town, how did this change over time, and is this reflected in the architecture of the town?

RQ3: What was the nature of the economy of the area immediately before the railway arrived, how did this influence the development of the town, and how did this change as a result of the success of the town?

RQ4: What were the factors that determined the scattered or polyfocal plan of the town?

RQ5: What has been the influence of the pre-urban houses and farms (and their owners and occupants) on the development of the town?

RQ6: What determined – and limited – the socio-economic change of different areas of the town in the late 19th and 20th centuries?

RQ7: To what degree has the development of Haywards Heath been influenced by urban and distinctly non-urban (or suburban) aspirations?

7 Notes

¹ The 41 towns of the Sussex EUS are: Alfriston, Arundel, Battle, Bexhill, Bognor Regis, Bramber, Brighton, Burgess Hill, Crawley, Crowborough, Cuckfield, Ditchling, Eastbourne, East Grinstead, Hailsham, Hastings, Haywards Heath, Heathfield, Henfield, Horsham, Hove, Lewes, Lindfield, Littlehampton, Mayfield, Midhurst, Newhaven, Peacehaven, Petworth, Pevensey, Pulborough, Robertsbridge, Rotherfield, Rye, Seaford, Shoreham, Steyning, Storrington, Uckfield, Wadhurst and Worthing. Chichester and Winchelsea are omitted as they are the subjects of more intensive studies.

² The *Character of West Sussex Partnership Programme* is led by West Sussex County Council in conjunction with the borough and district councils, AONB agencies and stakeholders. The main aims of the partnership are to produce a range of interlocking characterization studies; to produce planning and land management guidance; and to raise public and community awareness of character as a vital and attractive ingredient of the environment of the county. The full range of characterization studies comprise:

Landscape Character Assessments and Landscape Strategy for West Sussex (2005).

Historic Landscape Characterisation (HLC) of Sussex (2003-8).

Sussex Extensive Urban Survey (EUS) (2004-8).

Intensive Urban Survey of Chichester/Fishbourne (2005-6) (Chichester District Council).

Local Distinctiveness Study of West Sussex (2004-6).

³ Although the parish of Cuckfield, chiefly from which Haywards Heath has been carved, is the subject of a Victoria County History study, Haywards Heath itself is largely ignored: Salzman, L. F., *Victoria County History 7* (1940), 147-63.

⁴ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981); Ford, W., and Rogers, L., *The Story of Haywards Heath*, (1998) [the first four chapters being a reprint of those by Ford in the earlier work].

⁵ Griffin, N., *An Archaeological Evaluation at Beech Hurst Gardens, Butlers Green Road, Haywards Heath, West Sussex* (unpubl. Archaeology South-East report, project no. 1665, 2003).

⁶ Worssam, B., 'The geology of Wealden iron', in Cleere, H., & Crossley, D., *The Iron Industry of the Weald* (2nd edtn. 1995), 12.

⁷ Brent, C., *Georgian Lewes 1714-1830* (1993), 21-2.

⁸ West Sussex Record Office (WSRO), Add Ms 28784.

⁹ Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 235-49, at 239.

¹⁰ Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 40-1.

¹¹ Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 239.

¹² Griffin, N., James, R., & Butler, C., 'The London-Portslade Roman road and prehistoric activity at Haywards Heath', SAC 142 (2004), 139-4; Margary, I. D., *Roman Ways in the Weald* (1965).

¹³ Griffin, N., *An Archaeological Evaluation at Beech Hurst Gardens, Butlers Green Road, Haywards Heath, West Sussex* (unpubl. Archaeology South-East report, project no. 1665, 2003).

¹⁴ Listed building refs. 303009, 303010; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 5; Salzman, L. F., *Victoria County History 7* (1940), 159-60.

¹⁵ Listed building refs. 303013, 303014, 303015.

¹⁶ Listed building ref. 303021.

¹⁷ Listed building ref. 303055.

¹⁸ Listed building ref. 303056.

¹⁹ Listed building ref. 303043; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 12.

²⁰ Listed building ref. 303016; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 21.

²¹ Listed building refs. 303041, 303042.

²² Listed building ref. 303044; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 17.

²³ Listed building ref. 303045.

²⁴ Listed building ref. 303046.

²⁵ Mawer, A., & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 268-9; 1843 tithe map.

²⁶ Howard Turner, J. T., *The London, Brighton & South Coast Railway: 1. Origins & Formation* (1977), 114, 142.

²⁷ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 27-35.

²⁸ *Ibid.*, 37-8; Walker, W., 'Health Provision', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex* (1999), 134-5.

²⁹ Howard, M., 'Civil War', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex* (1999), 58-9; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 19, 39.

³⁰ Salzman, L. F., *Victoria County History 7* (1940), 148; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 91, 106.

³¹ *Ibid.*, 93-4.

³² *Ibid.*, 39-52.

³³ Beswick, M., *Brickmaking in Sussex: A History and Gazetteer* (2nd edtn. 2001), 43, 61, 190-1.

³⁴ Salzman, L. F., *Victoria County History 7* (1940), 148.

³⁵ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 61-3.

³⁶ *Ibid.* 63-5; Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 30-1.

³⁷ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 1, 74.

³⁸ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 31.

³⁹ *Ibid.*, 74-5; Salzman, L. F., *Victoria County History 7* (1940), 148.

- ⁴⁰ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 106.
- ⁴¹ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 100-5; Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 66.
- ⁴² Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 79.
- ⁴³ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 92, 103, 107-8, 111, 113.
- ⁴⁴ Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 99.
- ⁴⁵ Beard, J., 'Journeys to Work 1951-1991', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex* (1999), 128-9.
- ⁴⁶ Salzman, L. F., *Victoria County History 7* (1940), 163; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 65-7.
- ⁴⁷ *Ibid.*, 64.
- ⁴⁸ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 31.
- ⁴⁹ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 75.
- ⁵⁰ Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 67.
- ⁵¹ Godfrey, J., 'Local Government in the 19th and 20th Centuries', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex* (1999), 126-7; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 135-9.
- ⁵² Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 112.
- ⁵³ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 79.
- ⁵⁴ *Ibid.*, 82-7; Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 111.
- ⁵⁵ Source: school website - <http://www.st-pauls.w-sussex.sch.uk>.
- ⁵⁶ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 63.
- ⁵⁷ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 115-17.
- ⁵⁸ Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 112.
- ⁵⁹ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 146-7.
- ⁶⁰ Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 81, 88; Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 123.
- ⁶¹ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 109.
- ⁶² Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 50.
- ⁶³ Ford, W., and Rogers, L., *The Story of Haywards Heath* (1998), 111.
- ⁶⁴ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 97.

⁶⁵ Ford, W. K., and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 134-5.

⁶⁶ Listed building data is drawn from the statutory lists produced by English Heritage, but has been amended – especially in regard to the dating – during the Sussex EUS. The GIS data prepared during the Sussex EUS contains the full references to the sources for revised dates: in many cases these come from fieldwork undertaken by the author.