

## Introduction

- 13.1 Haywards Heath is the smallest of the three main towns in Mid Sussex with a population of approximately 22,000. It is the largest settlement within the central part of the District and forms an important local administrative, shopping and service centre. The town is set within an attractive area of countryside, with a rich variety of landscape available in every direction.
- 13.2 The rapid post-war expansion of the town has been relatively well contained physically by the topography of the area, with the ridgelines to the north, south and east providing particularly important definition to the setting of Haywards Heath. Consequently, the built up area has been tightly drawn, being bounded to the north by the wooded ridge of the High Weald, and to the south, east and west by three relatively narrow and vulnerable Strategic Gaps.
- 13.3 The quality of the town's urban environment has been subject to past criticism, particularly in relation to the large scale developments of the 1960s and 1970s. Nevertheless, there are still many attractive features within the town, notably its Conservation Areas and Areas of Townscape Character, open spaces, urban wildlife and the extensive tree and woodland cover.
- 13.4 In line with much of the rest of the region, the economy of the town is relatively healthy. Employment is dominated by the service sector, however, there is also a small manufacturing base concentrated on the town's two industrial estates.
- 13.5 Many of the town's residents also work outside of the locality, for example in London and Brighton, or to an increasing extent in the vicinity of Gatwick Airport. As has been the case historically, commuting is made easier by the town's position on the main London to Brighton railway line.

## Future Development of Haywards Heath

- 13.6 There have been two principal, but interrelated, development issues facing Haywards Heath in recent years. The first, in common with other areas of the District is the extent and location of house building. The second is the need to achieve a measure of traffic relief through the town centre, which has arisen from the fact that the A272, a major east-west route, passes through the town's main shopping and residential areas. The key aim is to utilise the residential development which is required in order to bring forward the provision of road improvements, including new road construction, thereby bringing wider benefits to the town as a whole.
- 13.7 In accordance with these objectives, the 1995 Haywards Heath Local Plan allocated land involving a phased development of up to 980 dwellings in the period up to 2006, linked to the construction of an outer relief road. This involves two distinct development areas, commonly known as the south western (up to 800 dwellings) and south eastern sectors (up to 220 dwellings). The south western sector now includes land at Weald Cottage, Bolnore Farm Lane for 16 dwellings. Paragraph 13.54 explains the current situation particularly with respect to residential development being permitted at a higher density than anticipated at the time of the Haywards Heath Local Plan.
- 13.8 Significant recent progress has been made in achieving these objectives. Outline planning permission has been granted for the major part of the land allocated within the south-western sector, which is linked to the provision of the most westerly section of the relief road. This application is subject to a comprehensive legal agreement which

- requires all prospective developers and land owners to provide a wide range of community benefits (see Housing section below for more detail).
- 13.9 Development of the south western section commenced in September 2000. Stage 1 of the relief road was completed and opened to traffic in June 2001.
- 13.10 Planning permission has also been granted for improvements to the section of Rocky Lane to the east of the railway line, and for the construction of a new road bridge across it as part of the Haywards Heath Relief Road.
- 13.11 Planning permission for the comprehensive development of the south eastern sector was granted in March 2003 by the First Secretary of State following a Public Inquiry. The planning permission comprises a full permission for the section of Relief Road between Wivelsfield Road and A272/ Lewes Road and outline permission for the housing (220 dwellings) and associated infrastructure development. The permission is subject to a legal agreement.
- 13.12 In view of the commencement of development in the south western sector, the various housing, infrastructure and other related allocations in the Haywards Heath Local Plan are brought forward in amended form in the Housing section of this chapter.
- 13.13 There are a number of constraints on additional development at Haywards Heath during the Plan period. The major constraint is environmental, reflected by the restrictive designations that apply to much of the countryside which surrounds the town. For example a significant proportion of the town's built-up area boundary abuts the Haywards Heath - Cuckfield, Haywards Heath - Burgess Hill and Haywards Heath/Lindfield - Scaynes Hill Strategic Gaps. The Gaps fulfill a crucial role in maintaining the separate identity of settlements in this part of the District. Also, the High Weald Area of Outstanding Natural Beauty is situated in close proximity to the northern, and in particular the north-western, part of the town. The primary purpose of the Area of Outstanding Natural Beauty designation is the preservation of natural beauty. Significant new development within or immediately adjacent to this area would conflict with this objective, and would therefore be inappropriate.
- 13.14 The second major consideration is the inability of the town and its existing infrastructure to sustain development over and above those allocations being brought forward from the 1995 Haywards Heath Local Plan (see above).
- 13.15 Given the nature of the environmental constraints outlined above, together with the significant scale of the housing and associated infrastructure allocations to be brought forward, the overall strategy for the remainder of the town over the plan period is one of comparatively modest additional housing and business development. The strategy for the town does, however, retain scope for optimising the potential of previously developed sites, in accordance with the Local Plan Strategy.
- 13.16 The amount and location of new development, together with the range of other environmental, economic and community issues specific to the town are considered in the following sections of this chapter.

### **Policy Aims**

- 13.17 The aims of the Local Plan with regard to Haywards Heath are as follows:
- (a) to safeguard the character, appearance and the setting of Haywards Heath;

- (b) to protect the separate identity of Haywards Heath by maintaining the Strategic Gaps between the town and the settlements of Burgess Hill, Cuckfield and Scaynes Hill;
  - (c) to restrict new development to within the defined built up area boundary of Haywards Heath other than in exceptional circumstances;
  - (d) to provide for only a limited amount of new housing and business development in addition to the unimplemented allocations being brought forward from the 1995 Haywards Heath Local Plan;
  - (e) to achieve improvements to the primary road network of Haywards Heath, and in particular to achieve the completion of the A272 Relief Road;
  - (f) to improve the attractiveness of the town centre, particularly by the implementation of environmental improvements in South Road, following construction of the Relief Road;
  - (g) to safeguard and where possible enhance the character and appearance of the Conservation Areas and Areas of Townscape Character within Haywards Heath;
  - (h) to improve the range of car parking facilities within both the town centre and station areas;
  - (i) 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; and
  - (j) to provide a new burial ground to serve the town.
- 13.18 The rest of this chapter examines a range of issues relating to Haywards Heath in detail. All the policies and proposals in this chapter should be considered in association with the general topic chapters of this Local Plan. Reference should also be made to the Proposals Map, including the Town Centre Inset.

### **The Built Environment**

- 13.19 Some of the modern architecture associated with recent development, particularly in relation to many of the town's large and prominent office and residential developments, has been previously criticised for detracting from the quality of the townscape.
- 13.20 Nevertheless the town contains many attractive features including, most notably, a rich legacy of fine Victorian and Edwardian buildings and many attractive open spaces.
- 13.21 Through the application of its policies, the Council will seek to ensure the retention of the best parts of the town's urban and natural environment, whilst at the same time taking a positive stance towards securing environmental improvements elsewhere.

## Conservation Areas

13.22 The District Council has designated six Conservation Areas within the town, the boundaries of which are identified on the proposals map.

Location	Date Designated
Muster Green	June 1979
Franklands Village	March 1989
Lewes Road	March 1989
Lucastes	March 1989
The Heath	March 1989
Mill Hill Close	January 2000

13.23 The following paragraphs contain a brief description of each of the Conservation Areas, highlighting those features which make a particular contribution to their character.

### Muster Green

13.24 The special character of Muster Green is derived both from its distinctive appearance, especially when viewed from the western approach to the town, and from its historic connections. It is understood that its name derives from the area's use as a muster point for the militia at the time of the English Civil War.

13.25 The area is characterised by substantial Victorian and Edwardian houses set in large mature gardens, to the north and south of a wedge of tree lined open space which retains the character of a village green. At the western end of the Green lies one of the area's two listed buildings, The Dolphin public house. This is a well known landmark and forms the focus of the Conservation Area.

13.26 The following features, in particular, contribute to the character of the Conservation Area:

- the attractive grouping of buildings around the tree lined Green;
- the variety of buildings of different ages and styles, in particular those which date from the town's 'railway age';
- the presence of trees and hedges around and between buildings;
- the predominant use of natural and traditional building materials;
- the important grouping of trees in the eastern section of the Conservation Area; and
- its two listed buildings (The Old House and The Dolphin Public House), believed to date from the sixteenth century.

### Franklands Village

13.27 Franklands Village was founded in the 1930s by the local branch of the International Rotary Club, and was established to provide homes for young people and work for local builders. The area retains the character of a 'model village' with a distinct community

spirit, representing an important historic link in the evolution of the town.

13.28 The following features contribute to the character of the Conservation Area:

- the uniformity of the distinctively designed buildings which gives the area its “model village” character;
- the spacious layout of the village with wide grass verges, mature trees and hedges and areas of open space;
- the picturesque village pond; and
- the unusual timber church.

### **Lewes Road**

13.29 Lewes Road (A272) is situated on the east side of Haywards Heath, and is the main approach for westerly travelling traffic. The area is characterised by low density development, and represents the gradual transition from the countryside to the urban area.

13.30 The following features make a particular contribution to the character of the Conservation Area:

- the variety of age and style of the buildings, most of which are large properties set well back from the road within spacious grounds;
- presence of trees and hedges around and between the buildings;
- the presence of grass verges, hedges and ‘fingers’ of agricultural land between dwellings which contribute to the rural character of the Area; and
- the low density of development which creates a gradual transition from the countryside to the urban area.

### **Lucastes**

13.31 The Lucastes Conservation Area is predominantly residential in nature, with the majority of buildings dating from the 1950s and 1960s. There are also several substantial Victorian dwellings.

13.32 There are a number of features which contribute to the special character of the Conservation Area:

- the variety of buildings which represent a range of age types and architectural styles;
- the spacious nature of development, which is characterised by buildings set back from the road frontage, with wide grass verges along Lucastes Avenue and Lucastes Road;
- the presence of trees, hedges and ponds;
- the late sixteenth century farmhouse called Lucas’s and the barn which are listed

as being of special architectural and historic interest; and

- the absence of on-street parking and a low traffic flow.

### **The Heath**

13.33 The Heath Conservation Area is predominantly residential in nature and includes parts of Heath Road, Sydney Road and Oathall Road. The Heath Recreation Ground is also an important feature. The Heath itself is the last remaining part of the original 'Haywards Heath' and retains a unique character as an area of woodland in the heart of the town.

13.34 The following features contribute to the special character of the Conservation Area:

- large residential properties along Oathall Road and Heath Road, set back from the road in spacious, secluded gardens;
- the presence of trees and hedges around and between buildings which contribute to the creation of an attractive approach to the town centre;
- the Heath itself which comprises an attractive area of woodland in the heart of the town;
- the cricket ground at the northern end of the park which is set in an impressive grass amphitheatre;
- the use of natural and traditional materials on many of the buildings in the Area; and
- the attractive Victorian semi-detached properties located on Sydney Road which provide older style accommodation, and also serve to protect the setting of the recreation ground.

### **Mill Hill Close**

13.35 The Mill Hill Close Conservation Area comprises approximately 30 flats and houses, built in the late 1930s and set around a communal landscaped garden and rectangular pool. The Close was designed by locally renowned architect Harold Turner for the purpose of housing needy members of the Institute of Civil Engineers and their dependants. It is understood that Sir Edward Lutyens acted as Honorary Adviser to the scheme.

13.36 There are a number of features which contribute to the special interest of the Conservation Area:

- the estate's distinctive character which incorporates dwellings laid out around an impressively landscaped communal garden. It represents an attractive example of the uniquely English concept of the garden suburb, bringing the idyll of the cottage and cottage garden into a planned suburban format;
- the whole ensemble of this private estate is remarkably well preserved, and there is very little which jars with the original design concept. There is general absence of clutter, parking areas and vehicles from the landscaped areas; and
- the high quality of the estate's building design, layout and landscaping.

Particular features include the use of locally manufactured narrow bricks, steeply pitching roofs, substantial chimneys, tile hanging, staggered frontages and attractive wall and archway detailing. The central garden area incorporates a long rectangular pool spanned by a wooden bridge, paved walkways with generous planting, retaining walls and steps.

## Areas of Townscape Character

13.37 The Council has identified eight Areas of Townscape Character in Haywards Heath where the townscape merits additional protection. These are listed in policy HH1 below and their boundaries are identified on the Proposals Map. In accordance with general policy B16, the Local Planning Authority will pay particular attention to retaining the special character and appearance of the townscape in all respects, and will resist proposals which it considers would adversely affect these qualities.

### **HH1** Areas of Townscape Character have been designated at:

- Lucastes Lane/Bluntswood Road;**
- Balcombe Road;**
- College Road/Portsmouth Lane/Summerhill Lane/ West Common/Sunte Avenue/Hickmans Lane (partially within Lindfield Parish);**
- Fox Hill;**
- St. John's Road;**
- Triangle Road; and**
- Haywards Road/Gower Road.**
- Boltro Road Area**

## Landscape Protection Areas

13.38 The 1995 Haywards Heath Local Plan identified a number of areas within, or adjacent to, the built up area which were felt to warrant special protection in view of their contribution to the urban scene and to local amenity. These included open spaces within the town such as commons and village greens, together with larger areas of woodland on the edge of the built up area which served to help define the urban-rural boundary.

13.39 Whilst the importance of these areas has not diminished, it is no longer considered that a dedicated planning policy is required in order to ensure their protection. Many of the previously allocated areas are now owned and managed by the District Council and/or they are already subject to protection under other sufficiently restrictive designations, such as Conservation Areas, Strategic Gaps and Informal Open Space.

- 13.40 Therefore, whilst the Council will, where appropriate, continue to negotiate with landowners and developers in order to bring such areas under Local Authority Control, the previous allocations are not brought forward in this plan.

### **Area of Special Control of Advertisements**

- 13.41 Alongside all the land falling outside the built-up area, Muster Green has been designated as an 'Area of Special Control of Advertisements'. Muster Green is a particular case for additional control because, although it is included in the built up area, it comprises a significant area of open space, around which lies some attractive and spacious built development.
- 13.42 The policies against which proposed advertisements will be considered are set out in the Built Environment Chapter of this Local Plan.

### **Archaeological Sites**

- 13.43 The Haywards Heath Relief Road and part of the proposed housing development to the south-west of Haywards Heath will cut across the line of a known Roman Road. The relevant developers will be required to facilitate the investigation of the road and to fund the conservation and display of the remains.

### **Local Nature Reserves**

- 13.44 Two areas of land at Blunts Wood and Scrase Valley have been designated as Local Nature Reserves and are shown on the Proposals Map. This statutory designation places an obligation on the Council to manage them in the interests of nature conservation. Developments which affect these areas will be considered against Policy C5 in the Countryside Chapter of this Local Plan.

### **Housing**

- 13.45 As set out above, the previously allocated sites to the south-west and south-east of the town, which are linked to the provision of an outer Relief Road, are brought forward in this Plan. In order to meet the District's housing requirements over the Plan period, a number of other sites have been allocated. The sites are shown on the Proposals Map.
- 13.46 The particular circumstances of each site will affect the nature of their development and these are considered in the following paragraphs and related policies. In addition to these specific requirements, all proposals for these sites will be expected to have regard to the general policies contained in the general topic chapters of this Local Plan.

### **The South-Western Sector**

- 13.47 The land to be developed consists of 80 hectares in total, from Bolnore Road in the north to Rocky Lane in the south. The site was allocated for residential development of up to

- 780 dwellings in the 1995 Haywards Heath Local Plan and was subject to detailed scrutiny at the Public Inquiry. The Plan contained a number of other related policies which required the provision of various infrastructure and other community benefits as an integral part of the development.
- 13.48 In 1997 the District Council published a Development Strategy for the site. This supplementary planning guidance built on the principles established in the 1995 Plan, detailing the proposed alignment of the relief road, the broad distribution of land uses and the Council's requirements in terms of community benefits and phasing of the development.
- 13.49 A number of planning permissions have subsequently been granted on the site. As stated above, outline consent was granted in 1998 for the major part of the site (60ha), including the construction of a section of the relief road from Tylers Green to Rocky Lane. This consent is subject to a comprehensive legal agreement under Section 106 of the Planning Act (1990) which requires prospective developers and landowners to provide the various infrastructure and community benefits set out in the previous Plan and Development Strategy. These benefits include the retention of significant areas of woodland for public use, the provision of a frequent bus service into the site, the laying out of an area for formal sport, a contribution towards either the construction of a new school on the site or of additional primary school places at one or more existing schools within the primary school local area, a contribution towards improved library facilities in Haywards Heath and the reservation of land for a local centre comprising shops, a health centre and a building for community use. In addition, the Council has secured a large element of subsidised housing and the extensive provision of play areas, open space, footpaths and cycleways throughout the site as part of the comprehensive legal agreement.
- 13.50 Development of the relief road and the housing commenced in September 2000.
- 13.51 Permission has also been granted for the improvements to the section of Rocky Lane to the east of the railway line and for the construction of a new road bridge across it as part of the Haywards Heath Relief Road.
- 13.52 Further supplementary planning guidance has been published by the Council. This includes a Design Brief for the whole of the south-western sector, together with a further detailed Design Brief relating to the first phase of the development. Design Briefs for subsequent phases of the development will be prepared by the Council in due course.
- 15.53 The Inspector recommended that Land at Weald Cottage, Bolnore Farm Lane (Omission Site 24) is allocated for housing as part of the south western sector development. Policy HH2 and Inset Map 33 have been amended to include the site. The Inspector recommended that the site should be developed at a minimum of 30 dwellings per hectare, which equates to approximately 16 dwellings.
- 13.54 Although the site (including land at Weald Cottage) is allocated for approximately 800 dwellings, the Council has followed guidance in PPG3 and has allowed higher densities than were envisaged when the Haywards Heath Local Plan was prepared. As a result, the total number of dwellings in the south west sector will exceed the figure of 800, although not all will be built before 2006. Depending upon market conditions, the Local Planning Authority expects approximately 700 dwellings to be built in the south western sector by 2006. This will be achieved without extending the allocated areas which are contained by existing woodland.

**HH2** Land is allocated to the south-west of Haywards Heath (including land at Weald Cottage, Bolnore Farm Lane) for approximately 800 dwellings. Developers shall have regard to supplementary planning guidance including design and infrastructure requirements.

Particular attention is drawn to the following general requirements:

- (a) All vehicular access to the site will be from the Haywards Heath Relief Road in the general locations shown on the Proposals Map. There will be no vehicular access to any of the new housing areas from the existing residential road network.
- (b) Individual housing areas will be developed by making good use of existing tree belts and hedgerows and other natural features, and by careful attention to the design and layout of the road network and individual dwellings.
- (c) The development will include provision for landscaping and areas of informal public open space between the housing areas in the general locations shown on the Proposals Map. Where appropriate these areas will be restored and enhanced through additional tree and hedgerow planting and will be adopted by the Council.
- (d) Within the development site land is allocated for a primary school and for community uses including shops, a health care facility and a community building.
- (e) The District Council will seek financial contributions towards secondary school provision, primary school provision, civic amenity facilities, library facilities and bus services in the locality of the development.
- (f) In addition to the above requirements, the development will include:
  - (i) 30% affordable housing units;
  - (ii) footpaths and cycleways linking the development to the existing network; and
  - (iii) outdoor playing space in accordance with the NPFA standards of 2.4ha per 1000 population, in addition to the areas referred to in (c) above.

### **The South-Eastern Sector**

13.55 The land to be developed consists of two sites, each approximately 4ha in area separated by an area of woodland and existing playing fields. The 1995 Haywards Heath Local Plan allocated the land for up to 200 dwellings, with approximately 100 units on

- each site. As with the south-western sector, construction of the housing was linked to the provision of the Haywards Heath Relief Road. The existing playing fields will be safeguarded. This will retain the views to and from the main facade of the former St Francis Hospital buildings.
- 13.56 The western allocation is situated within Anscombe Wood, an area designated as Replanted Ancient Woodland. This area was largely cleared of timber following severe damage caused by the 1987 storm. Approximately 1.5 ha (3.7 acres) of the former woodland will remain outside the line of the Relief Road and responsibility for its future management will pass to the District Council under the terms of the legal agreement. It will provide a buffer between the Relief Road and the nearest existing residential properties on Fox Hill.
- 13.57 Planning permission for the comprehensive development of the site was granted in March 2003 by the First Secretary of State following a Public Inquiry. The planning permission comprises a full permission for the section of Relief Road between Wivelsfield Road and A272/ Lewes Road and outline permission for the housing (220 dwellings) and associated infrastructure development. The permission is subject to a legal agreement.

**HH3 Land to the south-west and south-east of the former St Francis Hospital is allocated for approximately 220 dwellings. Particular attention is drawn to the following general requirements:**

- (a) All vehicular access from the housing sites will be from the Haywards Heath Relief Road in the general locations shown on the Proposals Map. Footpaths and cycleways will be provided in order to link the development to the existing network.
- (b) Individual housing areas will be developed by making good use of existing woodland, hedgerows and other natural features and by careful attention to the design and layout of the road network and individual dwellings.
- (c) The existing playing fields between the two areas of housing shall remain undeveloped so as to retain the setting of, and views to and from, the former St Francis Hospital buildings. This area is allocated for open space/recreation purposes and will be protected from encroachment by the Relief Road to ensure the pitch's integrity is retained.
- (d) The development will include provision for landscaping and areas of informal open space in the general locations shown on the Proposals Map. Where appropriate these areas, including the area of Anscombe Wood which is to be retained, will be restored and enhanced through additional planting and adopted by the Local Planning Authority.
- (e) The development will include provision for outdoor play space in accordance with the NPFA standards of 2.4 ha per 1000 population, in addition to the areas referred to in (b) above.

- (f) **The Council will seek financial contributions towards the provision of the following services and facilities in the locality of the development:**
  - (i) **formal sports facilities;**
  - (ii) **additional primary school places;**
  - (iii) **additional library facilities;**
  - (iv) **a community building; and**
  - (v) **civic amenity facilities.**
- (g) **40 of the dwellings should be key worker accommodation administered by a Registered Social Landlord.**

## **Access**

### **The Haywards Heath Relief Road**

- 13.58 The need for a measure of traffic relief for Haywards Heath is long established and, accordingly, the 1995 Haywards Heath Local Plan contained proposals for a relief road to the south of the town, thus by-passing the principal shopping and residential areas. The need for a relief road was subject to rigorous examination at the Local Plan Inquiry. The road will be constructed as an integral part of the proposed large scale housing developments to the south-west and south-east of the town which are set out above.
- 13.59 Policy T1 in the Transport Chapter of this Local Plan establishes the District Council's continued support for the provision of the relief road.
- 13.60 Since allocation in the 1995 Haywards Heath Local Plan, the detailed alignment of the road and the phasing of its construction has been clarified through a number of planning applications submitted to the Council (see paragraphs 13.48 to 13.50, and 13.57 above). Construction of the road started at Tylers Green in September 2000.
- 13.61 It commences at Tylers Green in the west, and will run south east through the Bolnore Estate before crossing Rocky Lane to the south of High Bridge and linking back to Rocky Lane. Rocky Lane itself will be improved as far as Fox Hill, from where the new road will run to the south of St Francis and Hurstwood Park Hospitals before rejoining the A272 at the junction of Lewes Road and Hurstwood Lane. This road will be the sole means of access to the new housing. No vehicular access will be made available to these sites from any part of the existing road network.
- 13.62 In order to provide satisfactorily for traffic movements the development of the various housing areas will require a number of points of access to the new outer relief road. With regard to the land to the south of the former St Francis Hospital, the Anscombe Wood area will be served by a new roundabout adjacent to Fox Hill junction, while the area to the east of the playing field will have a junction directly from the relief road. There will be no means of access to those areas from Colwell Road although that road would continue to serve the existing and new hospital sites, together with any new housing permitted under Built Environment and Housing policies on the land between the former St. Francis Hospital and Colwell Road.

- 13.63 A diagrammatic alignment of the relief road, which also indicates likely access points to the various housing areas, is shown on the Proposals Map.

**HH4** The provision of an outer relief road for Haywards Heath, including a new bridge over the railway and the improvement of existing roads and junctions, and the provision of new road links and junctions will be permitted. The detailed alignment of the road has been determined in the light of environmental assessments and engineering studies and is set out in paragraph 13.61 above. A diagrammatic alignment for the Relief Road is shown on the Proposals Map.

- 13.64 The construction of the relief road will be the responsibility of the developers of the various sites and will be phased in accordance with the proposals set out in paragraphs 13.65 to 13.71 below. Developers will be required to enter into detailed legal agreements with the Local Planning and Highway Authorities setting out these matters before consent for development is granted.

### **Phasing of Housing Development and Road Construction**

~~13.65 It is essential that the construction of this number of dwellings is carefully phased in order to achieve a steady rate of building over time. Furthermore, the Planning and Highway Authorities attach great importance to the need to co-ordinate the housing developments with the construction of the outer relief road. The relief road is the only means of access to these development areas and, consequently, it is essential that the various sections are completed and in operation at the appropriate times.~~

~~13.66 The question of the phasing of the housing and road construction is the subject of detailed legal agreements between the developers / landowners of both sectors and the Planning and Highway Authorities. These agreements secure the entire length of the relief road.~~

~~13.67 The Local Planning Authority envisages an orderly progression of development founded on the principle that the eastern section of the relief road south of the hospital complex must be complete and open to traffic prior to the final opening of the Tylers Green/Rocky Lane section. This is essential in order to prevent through traffic from using Colwell Road at any stage.~~

~~13.68 At the eastern end, development to the southwest of the former St Francis Hospital will not commence until the construction of the roundabout at the Foxhill – Rocky Lane junction, the closure of the western end of Colwell Road and the improvement of the Colwell Road – Wivelsfield Road link has been completed.~~

~~13.69 The legal agreement restricts the number of dwellings that may be occupied in the south eastern sector until the section of relief road between Wivelsfield Road and A272/Lewes Road has been completed.~~

~~13.70 Phasing in relation to the south-western sector, including provision of the section of relief road from Tylers Green to Wivelsfield Road, is set out in the comprehensive legal~~

~~agreement referred to in paragraph 13.49 above. In summary, this provides for the phased release of individual areas for housing development, with each linked to the construction of successive sections of the relief road. Construction of this section of the relief road will, in broad terms, progress in a north-south direction. As stated above, the final link through to Wivelsfield Road cannot be made until the Wivelsfield Road to Lewes Road section has been completed and opened for traffic.~~

~~13.71 The legal agreement in respect of that part of the south-western sector for which planning permission has been granted contains a provision whereby, when certain conditions have been fulfilled in respect of the remaining part of the allocation, rights of access to the relief road will be granted. Those conditions include the completion of a legal agreement and the payment of a fair and reasonable proportion of the total infrastructure costs.~~

~~**HH5** The release of the land allocated for residential development will be phased over the period up to 2006 in accordance with paragraphs 13.65 – 13.71 of this Local Plan in order to ensure that the necessary highway and other essential infrastructure is available and to ensure a steady supply of new dwellings throughout the Plan period.~~

## Implementation

13.72 In accordance with the provisions of the Infrastructure Policy G3, which is set out in the Introduction to this Local Plan, developers will be required to provide all the necessary infrastructure for the development of the allocated sites including the Haywards Heath Relief Road. This will involve carrying out or financing (by means of financial contributions to Local Authorities and statutory undertakers) certain off-site works. Mention has been made above of the relief road, open space, the primary school and community facilities. Satisfactory arrangements will also be required regarding the supply of essential services, including water, together with measures such as foul and surface water disposal. These requirements will be the subject of legal agreements between the developers/landowners and the Council before consent for development is granted.

**HH6** Developers will be required to provide all necessary infrastructure for the development of the allocated sites, both on and off site, in accordance with the policies contained elsewhere in this Plan.

13.73 As indicated above, the Planning and Highway Authorities attach great importance to the co-ordination of the development of the allocated sites and the construction of the Haywards Heath Relief Road. The Local Authorities will, if necessary and where justified, use their statutory powers to acquire land in order to secure the proper co-ordination and orderly development of the highway, housing and associated infrastructure allocations in this Local Plan.

13.74 The Proposals Map indicates that extensive areas of land within or adjacent to the allocated development areas are identified for purposes of open space, recreation or landscape protection. The provision of these areas of amenity land and landscaping is regarded as an essential element within the strategy of this Local Plan. It is vital that

these areas are made available, laid out and maintained for these purposes. It is considered that the only practical way of achieving this is for the land to be passed to the District Council. The Local Planning Authority will therefore require the dedication of the relevant sections of land to the District Council before the development of each phase is commenced.

**HH7 Developers will be required to dedicate to the Council the relevant sections of open space and recreation land before the development of each phase commences. Planning permission for each phase of the development will not be granted unless all the necessary land is made available.**

### Haywards Heath Railway Station

- 13.75 Haywards Heath Station is the only station in West Sussex classified by Railtrack as Regional Hub Station, therefore the station performs an important function in the strategic rail network.
- 13.76 The development of Haywards Heath Railway Station and the land surrounding it has been the subject of much discussion over many years. The site includes the area between Perrymount Road, Commercial Square, Clair Road and Market Place (including the former bus station site and the Liverpool Arms site) and also includes the Railtrack surface car park. The site has an area of 2.7 hectares.
- 13.77 The site was allocated for mixed use development in the 1995 Haywards Heath Local Plan. A development brief was approved in 1996. The Development Brief emphasises that the site must be developed in a comprehensive manner. This site remains undeveloped and the station itself is in need of significant investment. It is a key site in the town centre at a strategic location in transport and environmental terms.
- 13.78 The proposals for the site were reviewed during the preparation of this Local Plan. In light of recently published Government planning guidance (PPG3), the Council has reviewed its non-housing land allocations and has concluded that this site would be suitable for residential development in the form of approximately 150 flats. The residential area is likely to cover about 0.8 hectares.
- 13.79 A fully comprehensive redevelopment scheme will be required for the whole site with the focus of the development being on the station itself. A high density residential development will be a major component of the mixed scheme and other appropriate uses could include offices, leisure and entertainment uses (including a public house and/or a restaurant), together with a retail element.
- 13.80 The redevelopment of the site shall also provide for:
- a decked car park primarily for use by station-users to be located in close proximity to the station, to have a significant capacity for long-stay commuters;
  - financial contributions towards a study of the area around the station to assess the current parking problems and need and to investigate the implementation of a controlled parking zone to include a 'residents-only' regime;

- ❑ a substantial improvement in the station facilities to include improved access arrangements for cyclists, pedestrians and those suffering from a disability;
- ❑ vehicular access to be provided in a satisfactory manner from Perrymount Mount via Clair Road and the former bus depot with an improved transport interchange facility;
- ❑ a range of other improvements to the local environment, in accordance with the provisions of the revised Development Brief.

13.81 The Recreation Chapter of this Plan (policy R14) outlines the opportunity for the Bluebell Railway to be extended from Horsted Keynes to Haywards Heath. The route of the disused railway line from Horsted Keynes to Haywards Heath is safeguarded from development as indicated on the proposals map. Although it is likely to be many years before such a link could be operational it is important that the development of the station site does not jeopardise the opportunity to link Haywards Heath with East Grinstead via the Bluebell Railway.

A revised Development Brief will be prepared for the site.

**HH8** Land at and within the vicinity of Haywards Heath railway station (approximately 2.7 hectares) is allocated as an area of development opportunity for a mixed use, comprehensive re-development scheme. The development shall be implemented in accordance with a Development Brief to be prepared by the Council in consultation with the landowners and the developer and shall be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) a new or refurbished station with significantly enhanced passenger facilities and improvements to its concourse and forecourt;
- (b) an significantly improved transport interchange;
- (c) the provision of a new car park aimed primarily at the demands of commuters and which shall provide for a very significant increase in the number of spaces currently available;
- (d) the provision of facilities for wheelchair access and the secure storage of cycles;
- (e) residential accommodation in the form of flats to a high density at least equivalent to a figure of 60 dwellings per hectare over the total site area and at least 30% of which shall be affordable housing units in accordance with Policy H4 of this Plan;

- (f) the implementation of an agreed landscaping scheme;
- (g) the payment of financial contributions towards providing additional library facilities in Haywards Heath, additional primary and secondary school places and fire hydrants.
- (h) The inclusion of a number of mixed uses, particularly offices, leisure and entertainment uses, a public house and/or a restaurant and shops.

In addition, the developer will be required to submit a detailed Transport Assessment to the Council in support of the proposals at the time of, or before, the submission of a planning application. This shall identify any necessary improvements, remedial measures or alterations to the local highway network and its junctions which are required in conjunction with, and are essential to, the satisfactory development of the site. These shall be carried out as part of the development in accordance with the requirements of the Highway Authority.

### **St. Paul's School, Oathall Road**

- 13.82 This is a 3.3 hectare site which is currently occupied by St. Paul's School. The school is currently considering relocating to a site at West End Farm, Burgess Hill. Should this relocation take place then this site will be suitable for residential development.
- 13.83 The site is currently occupied by three large classroom buildings, swimming pool, games court and playing fields. Housing development should take place on those parts where development has taken place, (approximately 2 hectares). The existing playing fields make an important contribution to the overall appearance of the locality and should, therefore, be retained for incidental open space and play areas.
- 13.84 The site will be developed at a relatively low density due to the following factors. The Oathall Road frontage of the site is low density and is within a Conservation Area; therefore, careful consideration will need to be given to the design of the development to ensure that it enhances the character of the Conservation Area. Additionally, a large number of trees on the site are subject to tree preservation orders and will, therefore, need to be retained. Any development should ensure that the need for future surgery because of unacceptable light loss or shading is minimised.
- 13.85 Items of archaeological interest have been found in the vicinity of the site. Therefore, it is appropriate to make provision for archaeological sampling/test pitting or trenching in advance of development (this will be secured by planning condition).

**HH9** Land at St. Paul's School, (approximately 3.3 hectares) is allocated for residential development. It is estimated that the developable area of this site is 2 hectares; it should provide approximately 40 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3

(Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing) and T4 (New Development).

Additionally permission will be subject to the following requirements:

- (a) the provision of access from Oathall Avenue;
- (b) junction improvements at Oathall Road and Oathall Avenue by means of mini - roundabout;
- (c) the retention of the area of open space (playing field area of approximately 1.3 hectares) for incidental open space and play areas;
- (d) the retention of a large proportion of the trees on the site in such a manner that they will not be adversely affected by the future development;
- (e) the layout of the development to have due regard to the residential amenities of occupants of properties at the margins of the site; and
- (f) financial contribution towards providing additional library facilities in Haywards Heath, additional primary and secondary school places and civic amenity facilities.
- (g) an ecological survey of the site;

#### **47-53 Boltro Road**

13.86 This is a vacant, narrow site of approximately 0.23 hectares. The eastern boundary of the site abuts the railway line, but a mature tree line screens the site and reduces the noise from the railway cutting. The site is close to the town centre and public transport services. Therefore this site is suitable for high density flatted development.

**HH10** Land at 47- 53 Boltro Road (approximately 0.23 hectares) has been allocated for residential development to provide approximately 30 flats, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) satisfactory access from Boltro Road;

- (b) the need to adequately safeguard the existing preserved trees along the eastern boundary and the enhancement of the screen of vegetation between the site and the railway land;
- (c) satisfactory noise attenuation; and
- (d) financial contributions towards additional primary and secondary school places, additional library facilities at Haywards Heath and civic amenity facilities.

### **Land North of Rookery Farm, Rocky Lane, Haywards Heath**

- 13.87 This is a site of 1.66 hectares, on the southern side of Rocky Lane. The development of this site for housing will be dependent on the upgrading of Rocky Lane being completed and satisfactory access being provided.
- 13.88 Sensitive boundary treatment along the eastern boundary (Rookery Way) will be required in order to protect the amenity of the adjacent residents. Views can be had into the site from the open countryside to the south of the site; these should be broken up by planting along the southern boundaries.

**HH11** Land north of Rookery Farm, Rocky Lane (approximately 1.66 hectares) has been allocated for residential development to provide approximately 45 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (new Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) satisfactory access from the upgraded Rocky Lane;
- (b) landscaping along the boundaries and the retention of any existing landscape features;
- (c) satisfactory noise attenuation measures; and
- (d) financial contribution towards additional library facilities in Haywards Heath, additional primary and secondary school places, civic amenity facilities and public transport.
- (e) a wildlife survey;

## **Business Development**

- 13.89 Haywards Heath is an important centre for business and is the focus for employment in the central part of the district.
- 13.90 The town has significant attractions as a centre for business. It has an attractive living environment, a good range of services and, perhaps most importantly, a frequent rail service to both London and the South coast. Consequently, a number of major office-based firms have established themselves here. As a result of this trend, service industries now make the dominant contribution to employment within the town, accounting for over 90% of all jobs. The town also has a small manufacturing base concentrated on the Bridge Road and Burrell Road industrial estates.
- 13.91 The significance of Gatwick Airport as an employment generator continues to grow. Much of this employment is direct through residents' commuting, but is also created indirectly through the need for various support industries and services which the airport generates.
- 13.92 In general terms, the town's economy has continued to remain healthy since the mid 1990s with unemployment rates maintained at a consistently low level.
- 13.93 The town has, however, experienced a decline in the demand for office accommodation in recent years, particularly in comparison to the very buoyant office property market of the mid 1990s. Consequently, a number of large office buildings have remained unoccupied for prolonged periods and several existing planning permissions have not been implemented.
- 13.94 Similarly, a number of sites allocated wholly or partially for potential office development in the 1995 Haywards Heath Local Plan, which also covers the period to 2006, have not been brought forward for development. For example, the St Francis Hospital Buildings and the former Magistrates' Court site have now both been developed for solely residential purposes following a lack of commercial interest.
- 13.95 As set out in the Employment Chapter of this Local Plan, there is no strategic need to allocate land for business development for the Plan period over and above that already allocated in the District's existing adopted Local Plans. Therefore, in combination with a current lack of demand, new business development proposed for Haywards Heath in this Local Plan is relatively modest, being restricted to the previously allocated Haywards Heath Station site and to the redevelopment of the Mill Green Road depot site which is discussed below. The policy for the station site has been brought forward in amended form, still as a major mixed use development but with a greatly reduced element of office floorspace and a significantly increased element of residential accommodation. Policy HH8, which sets out the principles for developing this important site, can be found in the Housing section of this chapter.

## **Mill Green Road Depot Site**

- 13.96 The site comprises the former British Gas and British Telecom depot sites off Mill Green Road. The two former depots abut one another to form a broadly rectangular plot of approximately 1.6 hectares. Residential properties lie to the north, west and south of the site, whilst the Bridge Road Industrial Estate, to which the site will form an extension, is situated to the east.
- 13.97 A Development Brief was published in 1996 which establishes the District Council's wish to see the comprehensive re-development of the site specifically for purposes falling

- within Class B1(c) of the Use Classes Order 1987 (light industry). This restriction within a Use Class was imposed as an exception to government guidance due to the particularly high demand for additional office floorspace which then existed in the town and the pressure this put on employment land. However, as set out above the pressure for office development has subsided in recent years and, given the general thrust of planning policy guidance to make efficient use of previously developed land, a more flexible approach is now considered appropriate. Consequently, the full range of uses falling within Class B1 is now considered acceptable.
- 13.98 In order to provide for a range of business opportunities on the site, the Council will favour proposals which involve the provision of relatively small business units (less than 300m<sup>2</sup>). Large scale storage and distribution uses (Class B8) would not be appropriate. However, a degree of flexibility is afforded by the provisions of the Town and Country Planning (General Permitted Development) Order 1995 which allows for the change of use of up to 235m<sup>2</sup> of B1 floorspace to Class B8 without the need for planning permission. The Council will strongly resist proposals for the redevelopment of the site for residential purposes.
- 13.99 Future development proposals for the site will need to address two principle issues, namely access arrangements and the need to protect nearby residential amenity.
- 13.100 Current access arrangements are substandard, and are not considered capable of satisfactorily accommodating an intensification of use. Developers are therefore advised to seek an alternative means of access, which should be from Bridge Road to the east. This may allow for the creation of a pedestrian link through the site from Mill Green Road to the Bridge Road Industrial Estate.
- 13.101 In terms of residential amenity, the creation of appropriately positioned business units should not result in a level of activity significantly different from the historical use of the site. There is, however, scope for additional screen planting to the site's perimeter, and a landscaping scheme should be submitted with any planning application.
- 13.102 Adjacent to the Mill Green Road depot site is the Council's own depot site. This comprises of land, part of which is used as a depot by the Council's waste contractors. The other portion of land has been recently acquired by the District Council, having formerly been owned and used by the County Council as a highway depot. Depending on the future needs of the waste contractors much of this site may become vacant and present an opportunity for redevelopment. Should this occur, it should be for B1 purposes. Although outside the Brief area the site is important in securing redevelopment of the whole area as access to the Mill Green Depot is across the Council's site. The provision of access will be an important consideration in any future redevelopment proposals for the Council's site.
- 13.103 A comprehensive approach to redeveloping the land at these sites is encouraged in order to secure satisfactory access arrangements and to achieve attractive and modern business units in this prominent and central location.

**HH12 Land to the rear of existing development fronting Mill Green Road is allocated for uses falling within Class B1 of the Use Classes Order 1987. In order to provide a range of business opportunities, proposals which incorporate independent or self contained units of less than 300m<sup>2</sup> will be favoured. Proposals will include provision for:**

- (a) a comprehensive form of development;
- (b) due regard of the scale and proximity of neighbouring residential properties;
- (c) landscaping to the site's perimeter; and
- (d) satisfactory access arrangements from Bridge Road.

**Proposals for the redevelopment of the adjacent Bridge Road depot site for B1 uses will also be given favourable consideration.**

## Shopping

- 13.104 Haywards Heath is the most important retailing centre in the central part of Mid Sussex, serving a wide catchment area including outlying villages. The town centre includes the primary shopping area which is centred on South Road and The Orchards Shopping Centre. It also includes the adjoining secondary areas at The Broadway and Sussex Road which contain a broad mix of retail, food and drink and financial and professional uses. There are also a number of other local centres including groups of shops at Boltro Road, Commercial Square and America Lane. Policies relating to development within these various shopping areas are set out in the Shopping Chapter of this Local Plan.
- 13.105 The 1993 Household Shopping Survey (Technical Report No. 5) indicated that whilst the town was the dominant centre for local convenience shopping, it performed less well in terms of comparison shopping. In line with trends elsewhere in the District over 50% of non-food shopping trips were to other destinations, principally to Brighton and Crawley. Those who visited the town did so primarily because it was local and convenient, rather than because it offers an attractive shopping experience.
- 13.106 Survey respondents identified a number of issues and concerns regarding the attractiveness of the town's shopping facilities. These included the generally poor environment of the South Road shopping area, the lack of town centre parking at peak times and the lack of variety in the type of shops. More recently, concerns have been voiced regarding the number of charity shops which have become established within primary shopping areas. Information on shop uses is recorded in the Shopping Frontages Survey 1998 (Technical Report no. 12).
- 13.107 The Council shares these concerns and, accordingly, aims to enhance the attractiveness of the shopping area by pursuing environmental improvements to South Road and by providing additional short-stay car parking (Policy HH15) within easy reach of the main shopping area. Improving the range and variety of shops is largely dependent upon market conditions. However, the attractiveness of the town centre to prospective retailers is likely to improve when those proposals are implemented. Similarly, the creation of approximately 1000 more dwellings to the south of the town will also serve to increase the vitality of the town's shopping function.
- 13.108 In order to maintain the shopping function of the town the Council will ensure that, with the exception of minor developments in local shopping areas, new retail development is concentrated within the town centre. In accordance with national planning policy guidance and the policies contained in the Shopping Chapter of this Plan, large scale retail developments outside or on the edge of the town centre will normally be strongly resisted. For the purposes of this approach, the area defined as the town centre is

indicated on the Proposals Map.

### **Improved Shopping Facilities**

13.109 There is evidence to suggest that there is sufficient trading capacity locally to support some additional comparison shopping floorspace in the town. Various alternative sites have been considered by the Council for additional retail development. Because of the form and layout of the town, opportunities are limited. The one site considered to have potential for development, subject to resolving specific highway, environmental and car parking issues, is the area to the north of the existing Orchards shopping precinct in the town centre. This site is specifically allocated for shopping purposes on the Proposals Map (Town Centre Inset).

**HH13 A site for shopping development is allocated adjacent to the Orchards/Church Road.**

### **Transport and Parking**

#### **Major Works**

13.110 As set out in the Transport Chapter of this Local Plan, the only scheme in the Plan Area listed in the West Sussex Structure Plan Deposit Draft 2001 – 2016 is the A272 Haywards Heath Relief Road.

13.111 The provision of the Relief Road is integral to the large scale housing development proposed to the south-west and south-east of the town. Policies and proposals relating to the route of the road and the phasing of its construction are therefore found in the Housing section above.

#### **Haywards Heath Urban Transport Plan**

13.112 The County Council, as Highway Authority, has set up a transport forum to coordinate the preparation of an Urban Transport Plan (UTP) for Haywards Heath. The Council, with other stakeholders, is represented on the forum. Although only in the early stages of preparation the UTP will aim to address the various short, medium and long term transport issues facing the town. The emphasis is on an integrated approach encompassing a wide range of measures including, for example, major highway schemes, junction improvements, public transport provision, cycleways and environmental improvements.

13.113 The UTP will, in due course, form part of the County Council's 'package' bid for funding from the Department of Transport. It will be subject to full consultation with the general public and other interested bodies.

**Opportunities to Improve the Environment of South Road**

- 13.114 South Road remains the focus of the shopping centre containing a number of multiple stores. However, it suffers from being physically divided by the busy A272 which runs through the town and carries almost 20,000 vehicles per 12 hour day. Pedestrians are assisted by a number of pelican crossings but at other points along the road crossing is becoming increasingly dangerous and time consuming. Problems also arise from indiscriminate parking and the loading and unloading of delivery vehicles. The constant noise and fumes of passing traffic detracts significantly from the comfort and enjoyment of shoppers and limits the area's attractiveness as a shopping centre.
- 13.115 Proposals contained in policy HH4 for a relief road to the south of the town are expected to remove a substantial element of through traffic from South Road which will no longer form part of the A272.
- 13.116 The Council considers that this reduction in traffic provides an opportunity to carry out a number of environmental improvements which would enhance this area for shoppers, whilst at the same time increasing the relative attraction of the Relief Road to motorists. Such proposals could include pavement widening with a consequential reduction in the width of the road; the provision of lay-bys for buses, taxis and delivery vehicles, the provision of new surface materials on pavement areas and the provision of seating, street furniture and landscaping on widened pavement areas. In addition traffic calming measures may be possible within the roadway itself, such as the provision of road humps or speed tables to reduce traffic speeds, regularise traffic flows and generally give the impression to motorists that they are passing through an area where pedestrians have a greater priority.
- 13.117 Implementation of these improvements is dependent upon construction of the relief road. However, in the short term the preparation of the Haywards Heath Urban Transport Plan (See paragraph 13.112 above) will provide an appropriate forum for discussion between the various parties with whom future co-operation will be required. These include the County, District and Town Councils, together with other stakeholders.
- 13.118 In order to implement these environmental improvements, any proposals for retail development in South Road should wherever possible include provision for rear servicing.

**Provision for Cyclists**

- 13.119 The Transport Chapter of this Local Plan considers the issue of cycling in Mid Sussex and indicates the Council's support for cycling as an alternative means of transport.
- 13.120 Some improvements to the town's cycling infrastructure have been secured in recent years. For example, a route linking Church Road with Heath Road forms part of the development of the Trevelyan site. Also, the planning permission for the south-western sector residential development includes provision for several cycle paths including links to Rocky Lane, Ashenground Road and Tylers Green (via Chownes Mead Lane). The link to Tylers Green will contribute to the long term aim of improving links between Haywards Heath and Cuckfield and, in particular will enhance the safety of pupils who walk or cycle to Warden Park School. When considering planning applications for the remaining part of the south western sector the Council will seek to ensure the provision of additional cycleway links via Bolnore Road and Wealden Way.
- 13.121 In 1992, the Highway Authority, West Sussex County Council, published a study entitled

'Cycling in Haywards Heath'. The document was subject to public consultation and set out the existing (as at 1992) and likely future cycling trends within the town. It highlighted the lack of existing facilities for cyclists, and set out a strategy for improving provision including a proposed network of cycleways.

13.122 There has, however, been limited progress in implementing the report's recommendations and, notwithstanding the improvements referred to above, the overall level of provision in the town remains poor. In order to secure genuine improvements, the District Council considers it important that a town-wide, integrated approach towards providing a network of cycle routes is taken. The preparation of the Urban Transport Plan for Haywards Heath will provide an opportunity to pursue such an approach by bringing the County, District and Town Councils together with other interested parties such as cycling groups and landowners. Any proposals would be subject to public consultation and form part of the County Council's package bid for funding from the DTLR.

### **Provision for Cyclists on Council Land**

13.123 As set out above, the Haywards Heath UTP will provide the best opportunity for securing an integrated network of cycle routes within the town. However, the 1995 Haywards Heath Local Plan identified a number of potential cycleways involving routes over District Council-owned land, which, even if implemented in isolation from a wider network, would bring about significant improvements to the town's cycling infrastructure. The District Council will continue to work with its partners to pursue the implementation of these cycleways, which are set out in policy HH14 below and shown on the Proposals Map with the aim of eventually integrating them into a network of cycle routes within Haywards Heath.

#### **HH14 Cycleways are proposed on the following routes:**

- (a) Heath Road to the entrance to the Heath Recreation Ground from Perrymount Road;**
- (b) Perrymount Road to Oathall Road;**
- (c) within Victoria Park;**
- (d) Blunts Wood Crescent to Hatchgate Lane; and**
- (e) Hanbury Lane to Appledore Gardens (partly within Lindfield Urban Parish);**
- (f) linear walkway from Turvey Wood to Scrase Valley;**
- (g) Burrell Road to Market Place; and**
- (h) Haywards Heath to Cuckfield.**

## Car Parking

13.124 Parking demand is focused in two principal areas in Haywards Heath, namely the railway station, and the primary shopping area within the town centre.

## Town Centre Shopping Area

13.125 The town centre shopping area is served by a total of eight car parks providing 140 designated long stay parking spaces and 447 short stay spaces. In addition, there are a number of on-street parking spaces available within a convenient distance of the shops many of which are in residential areas.

13.126 The 1995 Haywards Heath Local Plan contained proposals for additional car parking provision within the town centre. These allocations were based on previous comprehensive parking surveys which revealed that, at peak periods, off-street parking was used to capacity, especially on Saturdays.

13.127 It was estimated that a minimum of 500 additional parking spaces should be provided within the town centre area over the Plan period. Accordingly, allocations were made for additional decks of parking at the Hazelgrove Road (up to 120 spaces) and Church Road (up to 200 spaces) Car Parks.

13.128 Whilst neither of the proposals has been implemented to date, the Council remains committed to increasing the level of car parking within the town centre. Monitoring of car park usage has been made easier following the introduction of automated 'pay and display', and has confirmed that demand remains high, particularly in the case of short stay parking which tends to predominate. It is also the case that parking demand is likely to significantly increase following completion of the large residential developments to the south of the town.

13.129 Consequently, whilst the District Council will generally seek to encourage the greater use of alternative means of transport, it is felt that the previously identified additional allocations remain important to the maintenance of the town centre's vitality and relative attractiveness. These allocations are therefore brought forward in amended form below:

(a) Hazelgrove Road Car Park

This car park currently provides 121 parking spaces. Its size and shape makes the provision of a second level of parking technically feasible. This would approximately double the number of available spaces. This proposal could be implemented by the Council in isolation, or it could form part of proposals to extend and enhance the Orchards Shopping Centre.

(b) Church Road Car Park

Policy HH13 in the Shopping section of this chapter contains proposals for the extension and enhancement of the Orchards Shopping Centre. The provision of a substantial amount of additional parking will be a fundamental requirement of any scheme. Two opportunities have been identified, which could also be implemented by the Council independently of a shopping scheme.

a) A minor extension of the existing car park to include land currently forming part of the garden of Beacon Height which has been acquired by the Council.

- b) The utilisation of the existing slope to create an additional level of parking.

It is estimated that these proposals could increase the capacity of this car park by some 200 spaces.

**HH15 Additional town centre car parking is proposed at the following locations:**

- (a) Provision of an additional deck on the Hazelgrove Road Car Park, possibly as part of an extension of The Orchards, to provide at least 120 additional spaces; and
- (b) Extension and re-arrangement of Church Road Car Park, which could involve more than one level of parking, possibly as part of the extension of The Orchards, to provide at least 200 additional spaces.

Proposals for extra car parking facilities at the above locations will need to meet the requirements of the Local Highway Authority particularly with regard to traffic generation effects in the locality and access arrangements.

13.130 The implementation of these proposals would lead to an increase of 320 short-stay parking spaces in the town centre, as seen from the table below.

<b>Short-stay car Parking, Town Centre Shopping Area</b>			
<b>Car Park</b>	<b>Existing</b>	<b>Additional Spaces</b>	<b>Total</b>
Church Road	181	200	381
Hazelgrove Road	121	120	241
Hazelgrove Road (West)	50	-	50
Gower Road / Haywards Road East	65	-	65
Heath Road	30	-	30
<b>Total</b>	<b>447</b>	<b>320</b>	<b>767</b>

**Railway Station Area**

13.131 Previous parking surveys have indicated an urgent need for approximately 500 additional

- long-stay commuter parking spaces in the vicinity of the station. This additional provision is considered essential in order to reduce parking pressure on nearby streets and to alleviate difficulties for commuters and nearby businesses. Moreover, improving access to the station will accord with this Local Plan's over-arching objective of achieving sustainable development, a key aspect of which is reducing reliance on car-borne transport. As part of the redevelopment proposals for the station, it will be important to undertake a study of the area around the station to assess current parking problems and need, and to investigate the implementation of a controlled parking zone, to include residents' parking.
- 13.132 Policy HH8 contains proposals for the comprehensive redevelopment of the station site which must include a significant amount of additional long-stay parking spaces over and above the existing provision. As set out in the Development Brief for the site, it is envisaged that parking on this scale would be provided by constructing a multi-storey car park.
- 13.133 The District Council also considers that the provision of a multi-storey car park prior to the development of the remainder of the site would prove acceptable. Development proposals should not, however, prejudice the site's subsequent comprehensive development. In particular, proposals should incorporate adequate provision for future access arrangements to the proposed station concourse area, as set out in the Development Brief.

**HH16 Additional long-stay car parking will be provided as an integral part of the comprehensive redevelopment of land adjoining Haywards Heath station, or alternatively as independent development. A significant amount of additional spaces will be required, over and above existing provision (Policy HH8).**

**Proposals for the redevelopment of this site and the provision of extra car parking facilities will need to meet the requirements of the Local Highway Authority particularly with regard to traffic generation effects in the locality and access arrangements.**

## Recreation, Sport and Leisure

### Outdoor Playing Space

- 13.134 As set out in the Recreation and Tourism Chapter of this Local Plan, the Local Planning Authority has adopted the NPFA minimum standards for the provision of outdoor playing space. The Council is committed to meeting these standards and improving upon them where opportunities arise.
- 13.135 The Council's 1994 survey of playing space highlights significant deficiencies throughout the District. Haywards Heath suffers a particular shortfall, with only 33% of the NPFA outdoor playing space standard being met. This figure represents the average of the children's playing space and formal sports provision, which stand at 27% and 36% of the NPFA standard respectively. The study also highlighted significant variations in provision between individual wards within the town. For example Bentswood achieved 62% of the NPFA standard, whereas the Heath Ward achieved only 5%.

13.136 PPG17 Planning for Open Space, Sport and Recreation' was published in July 2002. This was too late for the Guidance to be taken into account when the proposals in this Local Plan were prepared. The Guidance requires Local Authorities to undertake robust assessments of existing provision and future requirements for open space and recreation. This work will be undertaken by the Council as part of the review of this Local Plan. Until this work has been carried out, the proposals in this chapter will represent the policy of the Local Planning Authority in respect of open space and recreation in Haywards Heath.

### **Children's Playing Space**

13.137 As indicated above, only 27% of the NPFA standard for Haywards Heath is met. The Council is actively attempting to remedy this deficiency by identifying new sites, however opportunities within the town's existing built up area are likely to be limited. Consequently, only one new site is allocated for an equipped play area. This Council-owned site is located at Colwell Gardens and was previously allocated in the 1995 Haywards Heath Local Plan. The Council will continue to seek improvements in the level of playing space provision as opportunities arise.

**HH17 Land at Colwell Gardens is allocated for an equipped children's playground.**

### **Provision of Children's Playing Space in New Housing Development**

13.138 In accordance with the policies set out in the Recreation and Tourism Chapter of this Plan, the developers of the south-western and south-eastern sectors (see the Housing section of this Chapter) will be required to provide the appropriate level and range of children's playing space as an integral part of the developments. In total, these developments will incorporate approximately 50 variously equipped play areas.

### **Areas of Formal Sport**

13.139 In order to reduce the deficiency in the available area for formal sport, a 1.6 hectare site adjacent to Beech Hurst was allocated in the 1995 Haywards Heath Local Plan. It is likely that the site would be suitable for a combination of playing space provision including primarily sports pitches, but also some equipped play areas, and would compliment the existing amenities at Beech Hurst. The District Council remains committed to developing the site for these purposes and, therefore, the previous allocation has been brought forward and is set out in the following policy.

**HH18 Land to the west of Beech Hurst, Haywards Heath, amounting to 1.6ha, is allocated for public outdoor playing space.**

13.140 The development of the south-western sector also provides an opportunity to significantly improve the town's formal sport facilities. The legal agreement attached to the outline

planning consent covering most of the development in the sector includes provision for a 4.8ha site to be made available for sport and recreation use. The site is shown on the Proposals Map and may be suitable for a variety of formal sport activities, such as a floodlit football pitch and athletics track, an all-weather pitch together with spectator facilities and a club house. Its location on the edge of the built-up area but within the relief road will enable it to be integrated into the town without any undue impact on the adjacent open countryside. These facilities will need to be carefully designed in order to protect the residential amenities of nearby occupiers.

**HH19 4.8 hectares of land to the south-west of Haywards Heath is allocated for public outdoor playing space.**

### **Informal Open Space**

- 13.141 Informal open space is not included within the NPFA recommendation for outdoor playing space. However, these areas provide an important and highly valued element in the range of recreational facilities within Haywards Heath, providing opportunities for informal activities such as walking or childrens' adventure play. The importance of allocating and protecting these areas is set out in general policies R2 (Protection of Existing Open Space) and R6 (Additional Informal Public Open Space) of the Recreation and Tourism Chapter of this Local Plan. Proposals and policies relating to individual sites within the town are set out in the following paragraphs.
- 13.142 The 1995 Haywards Heath Local Plan identified the linear open space running north of the Lewes Road (A272), through Turvey Wood, Franklands Wood, the America Lane allotments and on to the Scrase Valley and Lindfield as a very important visual amenity in the area which was valued by local residents.
- 13.143 In addition, it was felt that the benefit for local residents could be positively enhanced by the creation of a linear walkway from the A272 to the Scrase Valley. The District Council remains committed to providing this valuable urban resource, and the proposed walkway, including possible access points along this route, is shown in Technical Report No. 5 (Linear Walkway/Open Space - Turvey Wood to Scrase Valley). Much of the land is already in public ownership and the Council will seek to negotiate public access, or to acquire (if necessary by Compulsory Purchase powers) those parts which are presently owned privately.
- 13.144 The provision of a substantial area of informal open space will form an important integral feature of the development of the south-west sector (see Housing section of this chapter, above). Land is therefore allocated for this purpose at, and in the vicinity of, Ashenground Wood and is shown on the Proposals Map.
- 13.145 A further area of land considered suitable for use as informal open space is located at Hurst Farm, adjacent to Hurstwood Lane. This land, which consists of approximately 100 acres of pasture and woodland was purchased by the Council in 1997 and is shown on the Proposals Map. The land is bisected by Hurstwood Lane, with a significant proportion of the eastern parcel falling within East Sussex. The western parcels occupy the majority of the land bounded by Fox Hill, Hurstwood Lane and the proposed line of the Relief Road. The land was purchased with the complimentary aims of protecting it from future development, and providing residents with a significant additional area of informal open space.
- 13.146 Approximately 14 hectares of land adjoining the southern boundary of the Blunts Wood

Nature Reserve, known as Paiges Meadow, was purchased by the District Council in 1997 and has since been used as Informal Open Space. Given its existing use, there is no need to formally re-allocate the land for this purpose.

**HH20 Land for informal open space is allocated at:**

- Turvey Wood/Franklands Wood (including provision for a linear walkway);
- Ashenground Wood;
- Land between the Haywards Heath Relief Road and Rocky Lane; and
- Hurst Farm.

## Community Facilities

### Education

13.147 During preparation of the 1995 Haywards Heath Local Plan, the County Council identified a demand for additional primary school places arising from the new housing proposed in the south-west sector; the existing secondary school provision within the locality was considered adequate. Accordingly, the outline planning permission relating to the majority of the sector contains provisions for the reservation of a 1.6ha site, the location of which is shown on the Proposals Map. The provision of a school site remains a requirement of the south-west sector policy HH2. When granting planning permission for residential development within the Haywards Heath area, the Council will seek financial contributions towards the cost of providing the required additional school places.

### Library Services

13.148 Haywards Heath has a purpose-built library situated on Boltro Road, adjacent to the District Council offices. As a result of the previous closure of other libraries in the locality, the Haywards Heath facility was not of an adequate size to serve its catchment population. However, as a result of the receipt of developers' contributions, the library was extended in 2003. A further extension is proposed

**HH21 Land at Oaklands is allocated for the further extension of the public library.**

## Haywards Heath Burial Ground

13.149 Although the management of burial ground land is the responsibility of Haywards Heath Town Council, the identification of land for burial ground purposes is an important issue for this Local Plan. Haywards Heath Town Council has identified a need for a new burial ground site. The Town Council has stated that under present circumstances additional burial ground space would be required by 2005.

13.150 A study of possibilities for a burial ground has been undertaken by the Planning Department and as a result, a public consultation exercise has been carried out in relation to nine sites.

13.151 In the light of public concerns, potential land acquisition difficulties and problems and/or significant expense relating to access arrangements, two sites only have been identified

- for burial ground use in Haywards Heath. Both sites are located off Hurstwood Lane and are in the ownership of the District Council.
- 13.152 One of these sites is to the north of Hurst Farm and is 1.3ha in area; this site is contained by the proposed route of the Haywards Heath Relief Road and Hurstwood Lane. The other site is to the East of Hurstwood Lane; it is larger (3.5ha), has a more open landscape and is slightly further from the edge of the built up area.
- 13.153 This should pay particular attention to the existing landscape features of both new sites and the provision of new landscaping including a buffer strip within the allocated land to the east of Hurstwood Lane which would separate the burial ground from the residential properties to the north. Details regarding the form of enclosure, location of buildings, access, parking and other landscape features will form part of the design brief for the proposal.
- 13.154 Prior to implementation it will be necessary to undertake detailed investigation work to check the geology of the proposed sites and the level of the water table. The Environmental Agency would object to burial ground use where level is not of sufficient depth.

**HH22 Land to the east of Hurstwood Lane and to the north of Hurst Farm is allocated for a new Haywards Heath Burial Ground to cater for the long term burial requirements of the town.**