

04

Appendix A - Context

5.0 Appendix A - Context:

Mid Sussex Design Guide
Supplementary Planning Document 2020

Neighbourhood Plan Vision

2.6.5 The vision for Haywards Heath set out in the **Neighbourhood Plan** is to achieve:

- A healthy, family focused and safe town;
- A strong community spirit embracing both young and older people;
- A vibrant economy;
- Excellent public services; and
- High quality public spaces with the countryside on its doorstep.

2.6.6 Within the town centre the **Neighbourhood Plan encourages a diverse range of uses** including new office, leisure, community, hotel, retail and **residential** uses which can be shown to support the core retail offer and generate vitality and add viability to the town centre whilst avoiding harm to existing businesses and residential properties.

Haywards Heath Town Centre Masterplan Supplementary Planning Document (SPD)

2.6.7 The Council has prepared a Town Centre Master plan for Haywards Heath which sets out a vision, objectives and guiding principles for the future development of the town centre. These include seeking to strengthen Haywards Heath’s position as the ‘Heart of Mid Sussex’ by ensuring investment and development is focused on nurturing community and **attracting people to visit, work and live in the town centre**. Development proposals within the town centre boundary as defined by the Haywards Heath Masterplan will need to be in accordance with its recommended proposals.

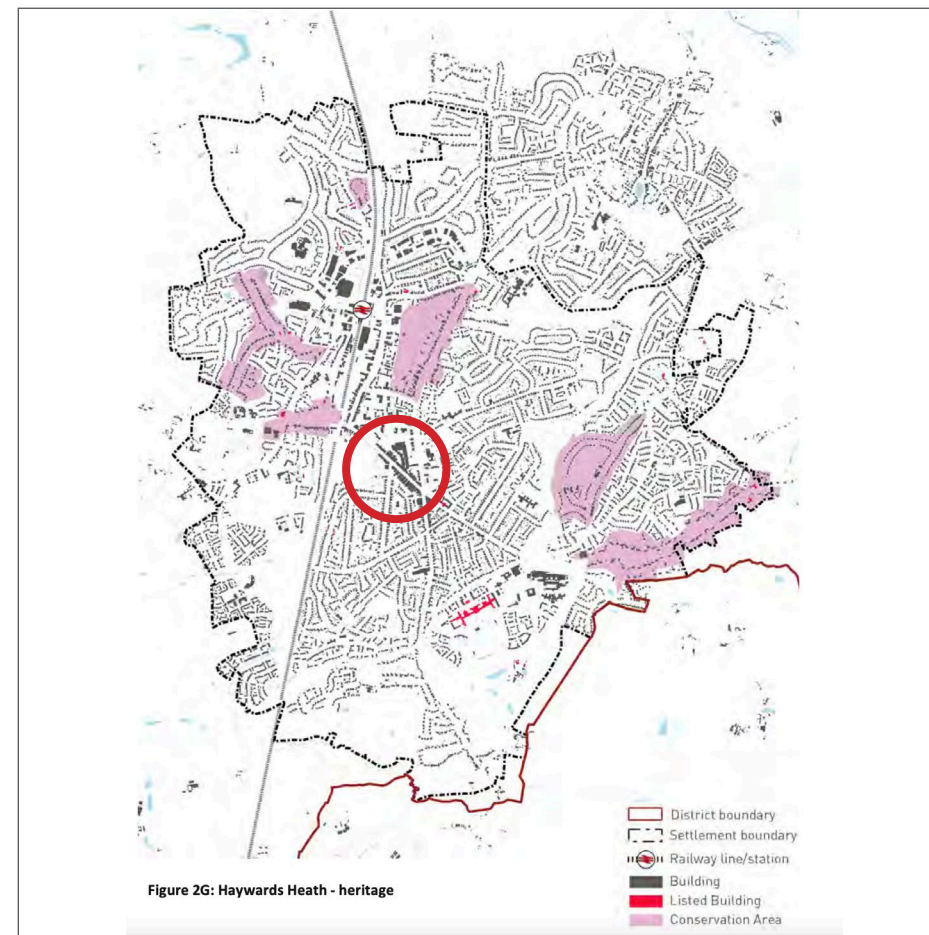
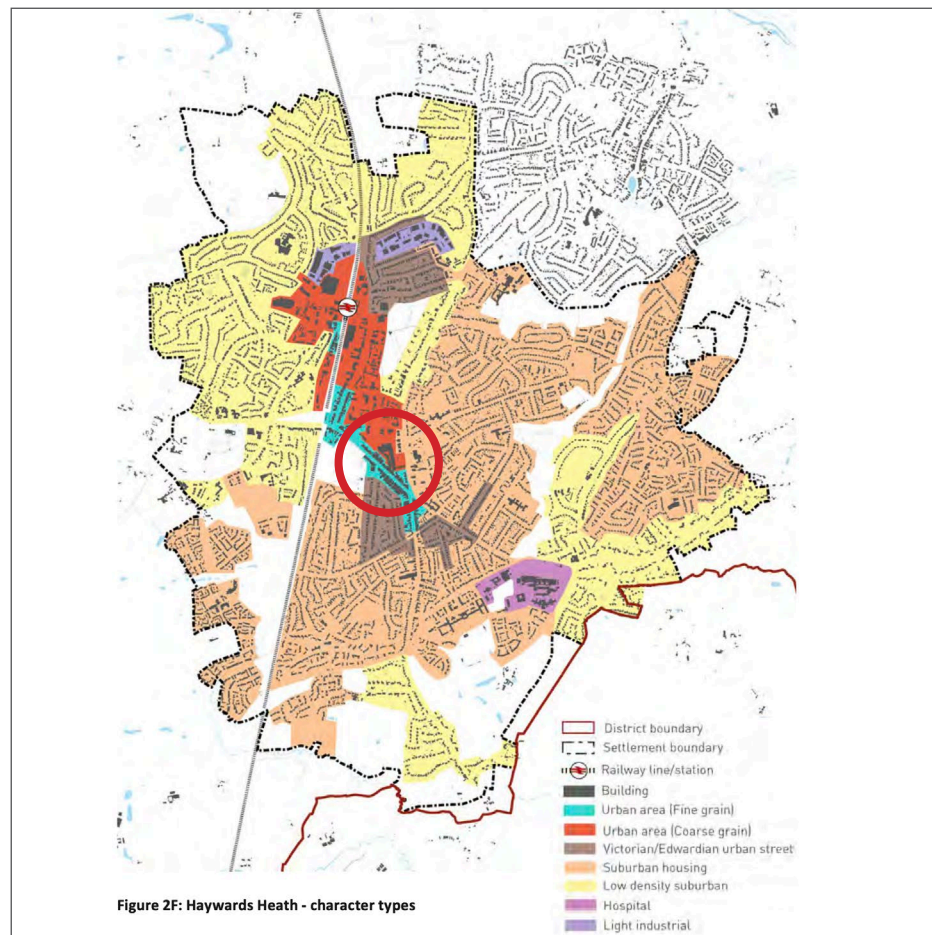
Haywards Heath Town Centre Master Plan
Supplementary Planning Document 2021 p69

ie town centre, particularly around
et environment would also benefit
Haywards Heath would like to
flourishing night-time economy,
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ential regular visitors.

The area of South Road is defined as Urban (Fine Grain).

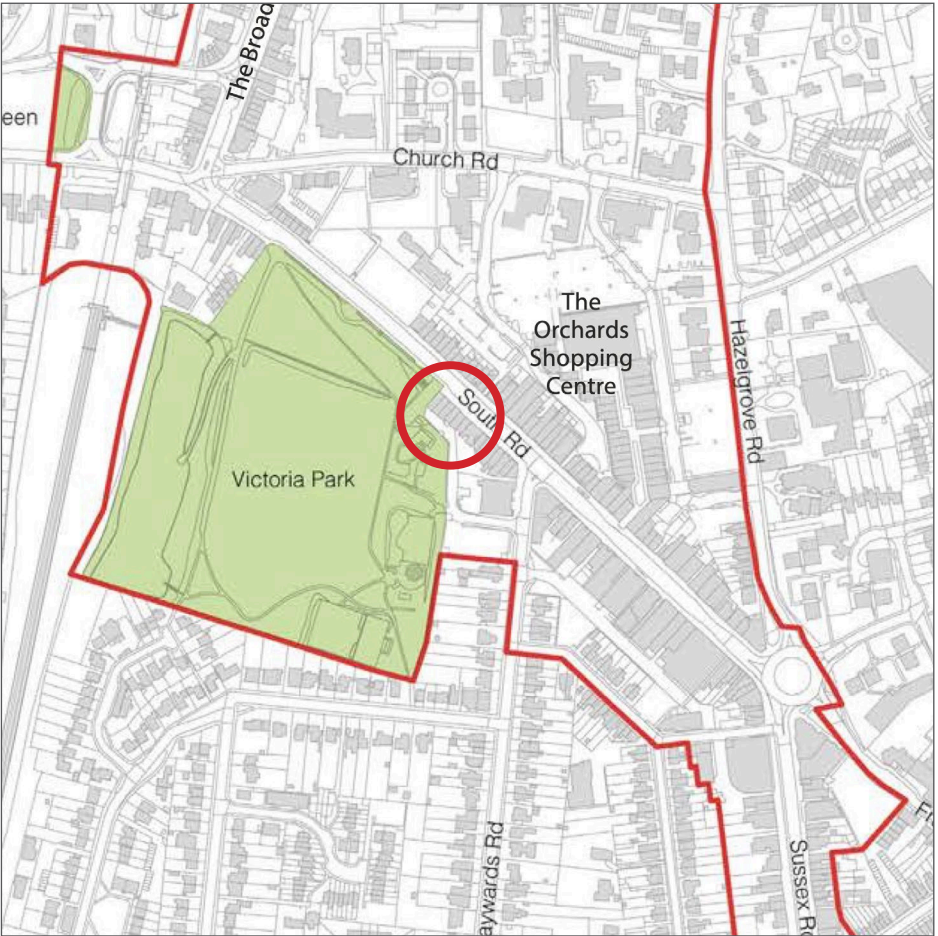
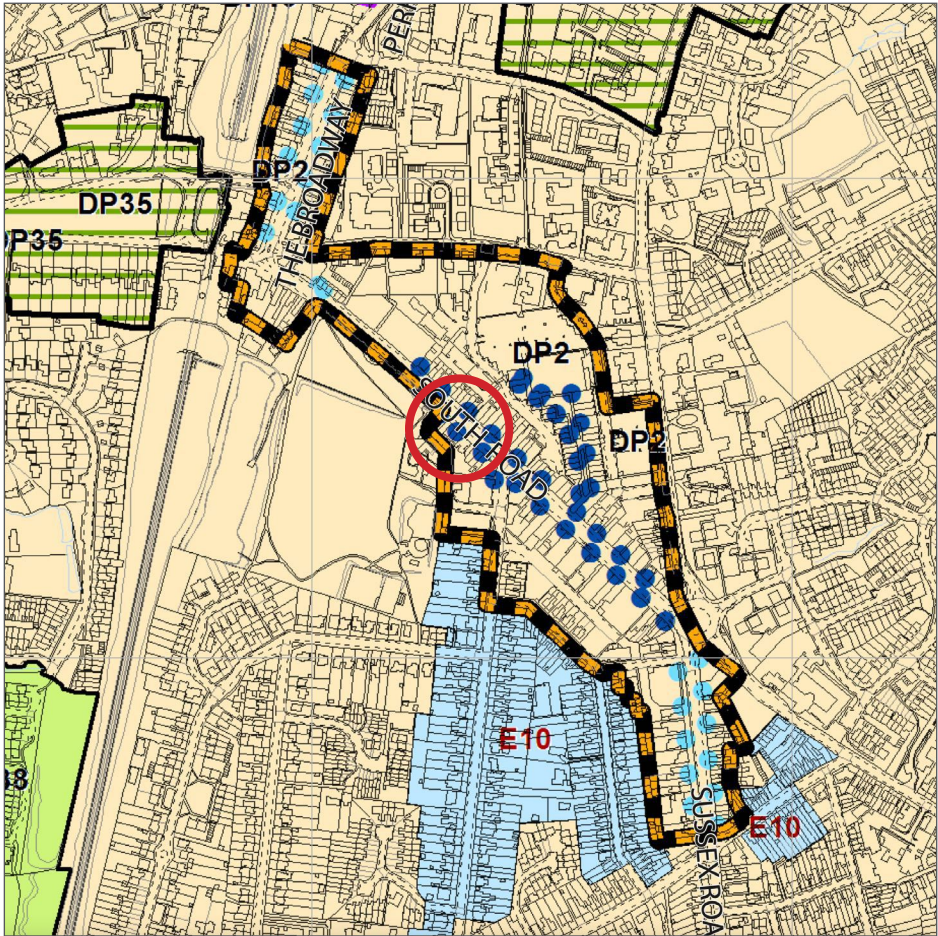
Victoria Gate is located outside of the Conservation areas.

The area of South Road is defined as Urban (Fine Grain), with potential for modest / incremental change.

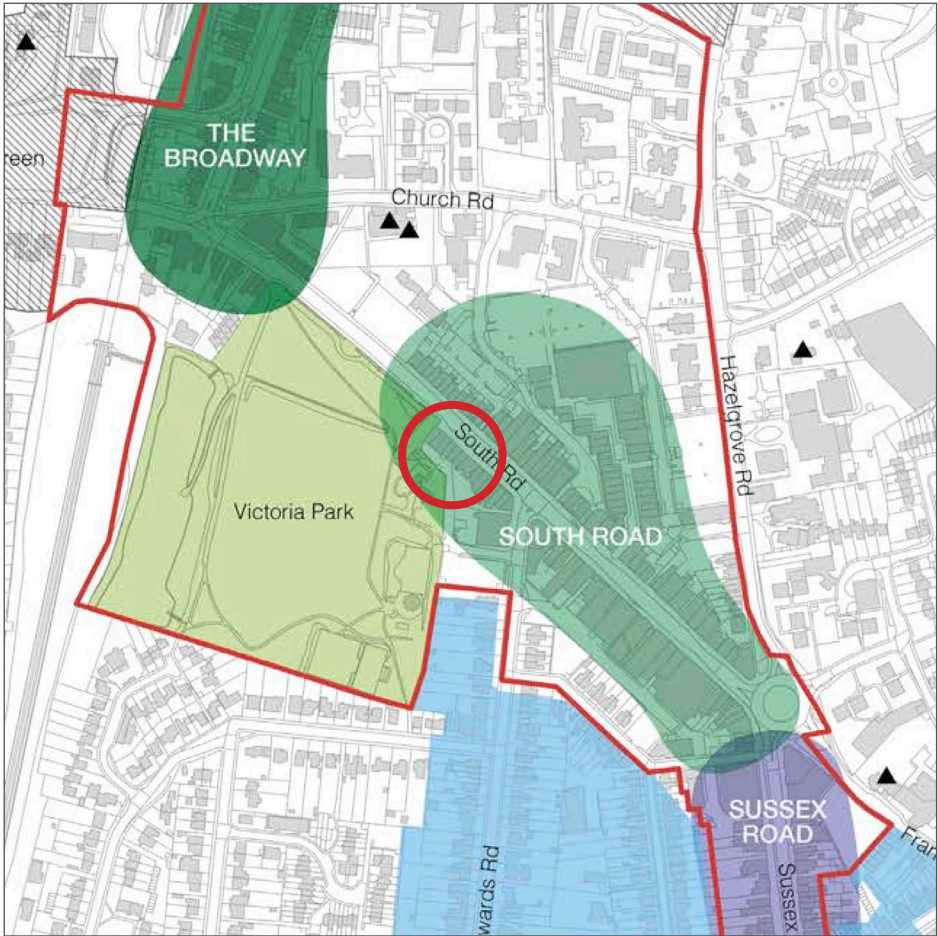


Victoria Gate is located within the Town Centre Boundary, directly on the primary shopping frontage of South Street.

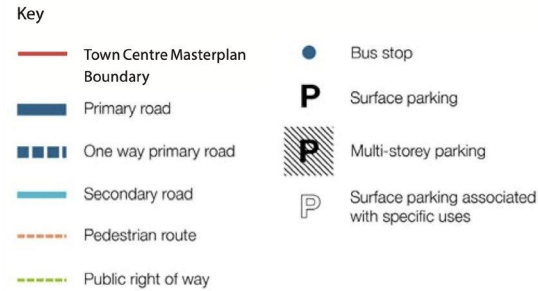
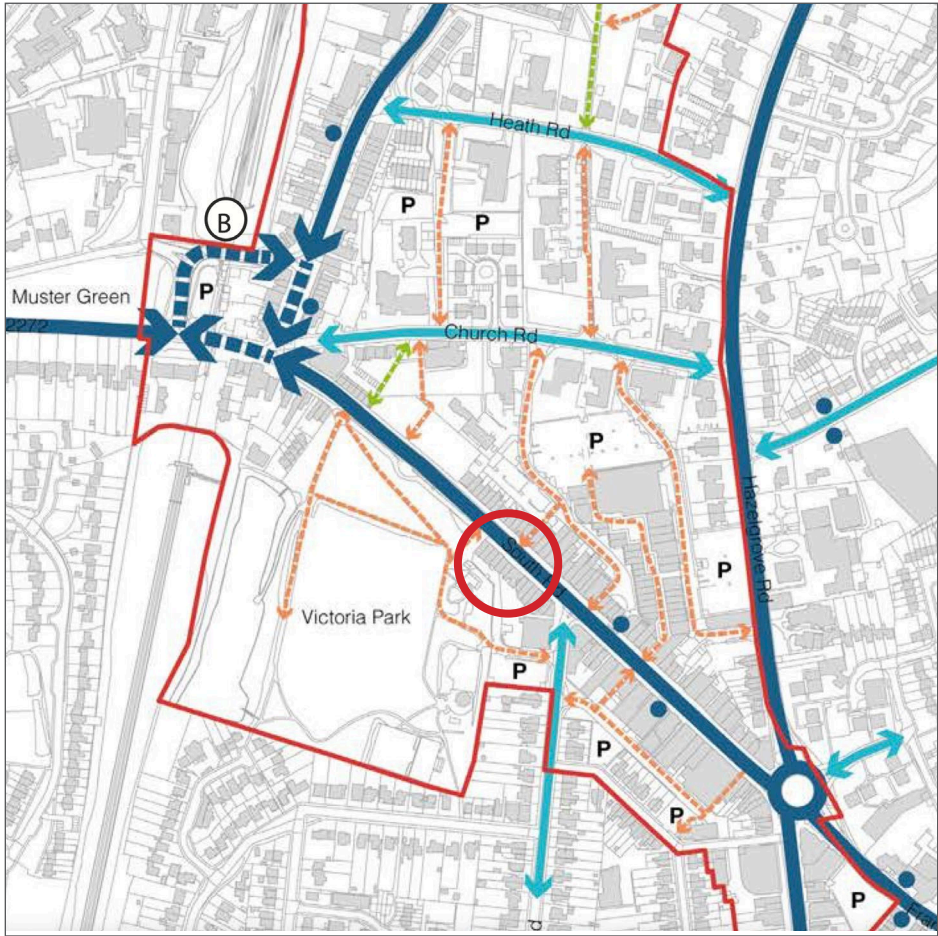
Town Centre Master Plan - Town Centre Boundary.



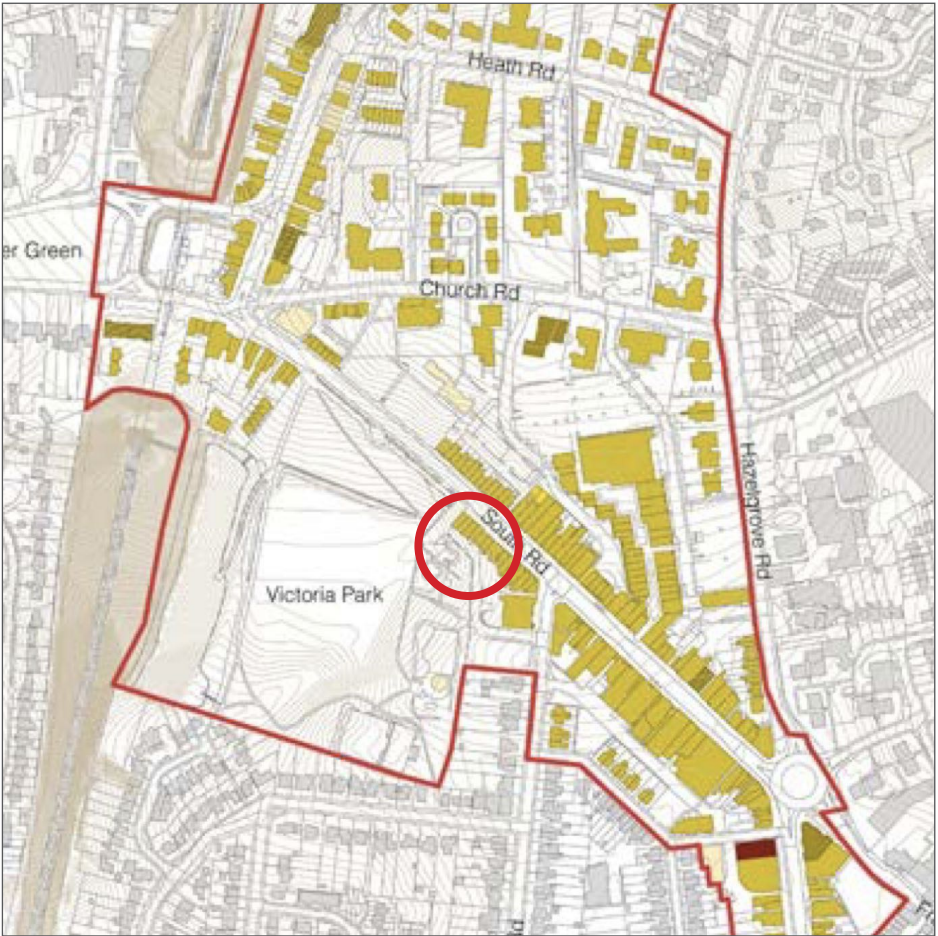
Victoria Gate is set within the South Road Character Area.



Access and Movement: Victoria Gate is located on the primary road of South Street, adjacent to key pedestrian routes.



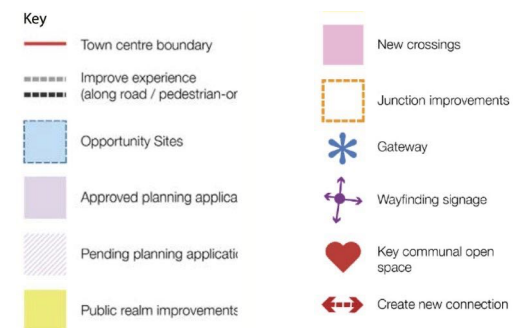
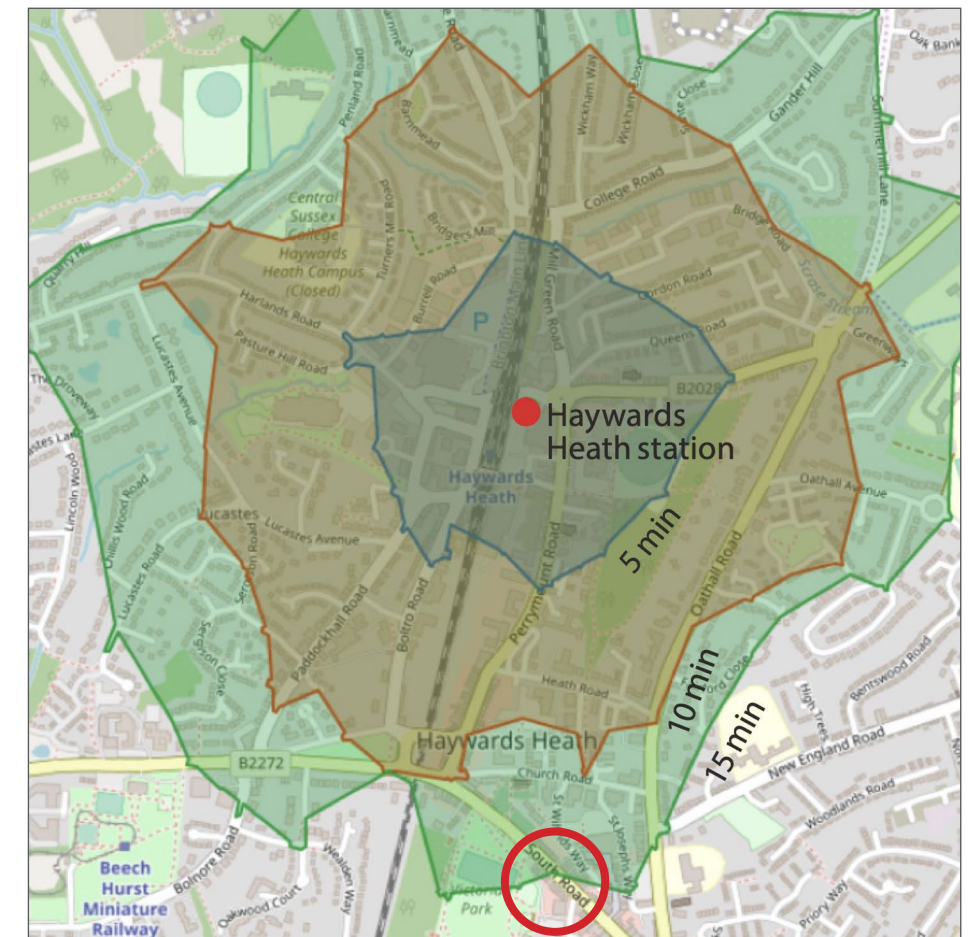
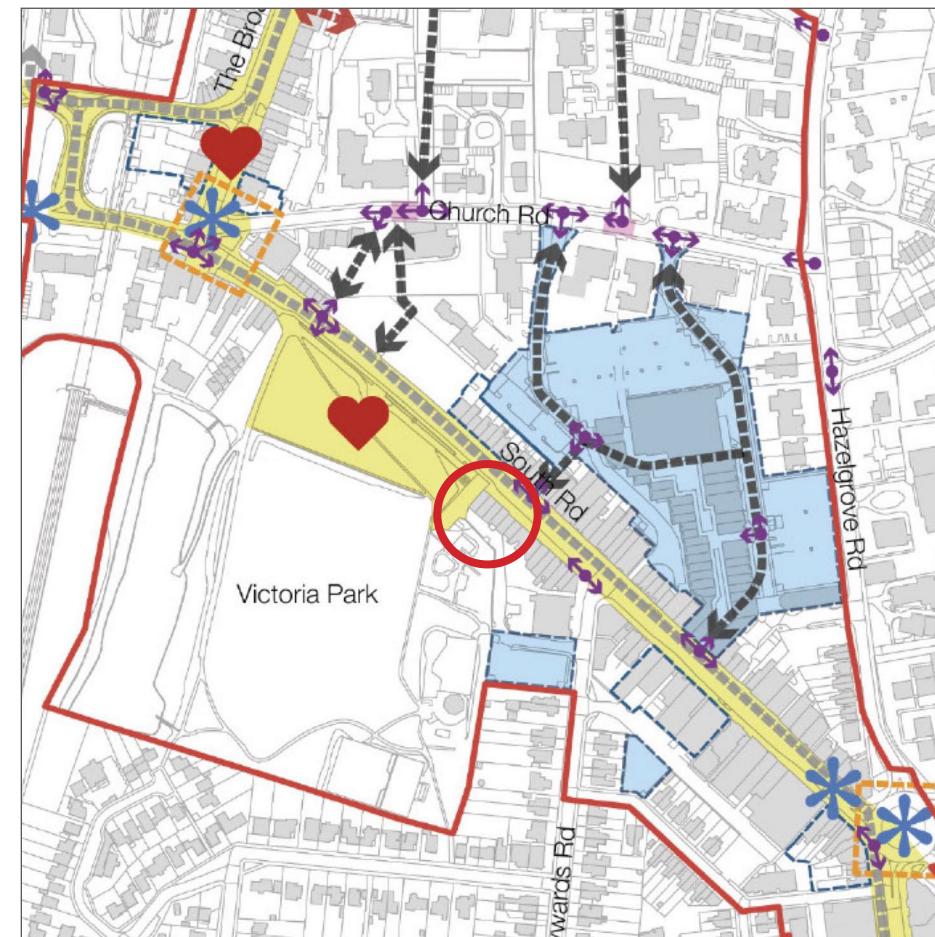
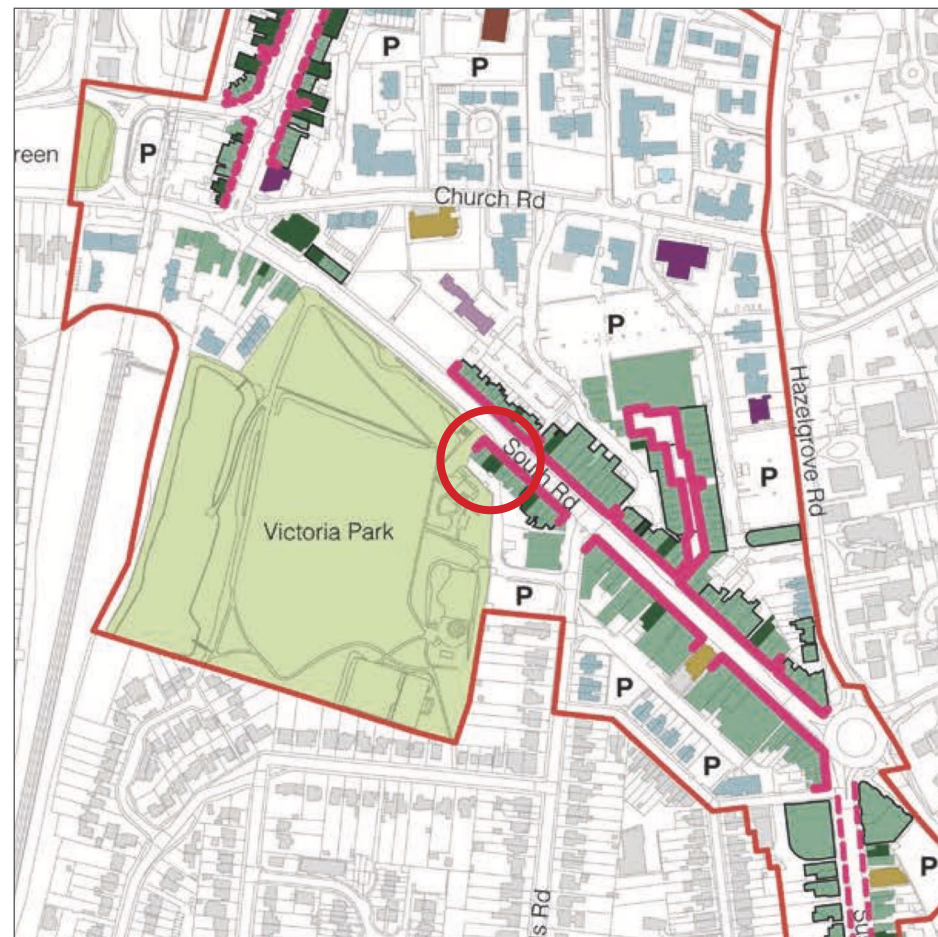
Storey Heights: Set within an elevation of 3 - 3.5 storeys.
Note: 115 Consented additional storey to existing 3 storey building
DM/20/2203 June 2020 / 14/02021/FUL



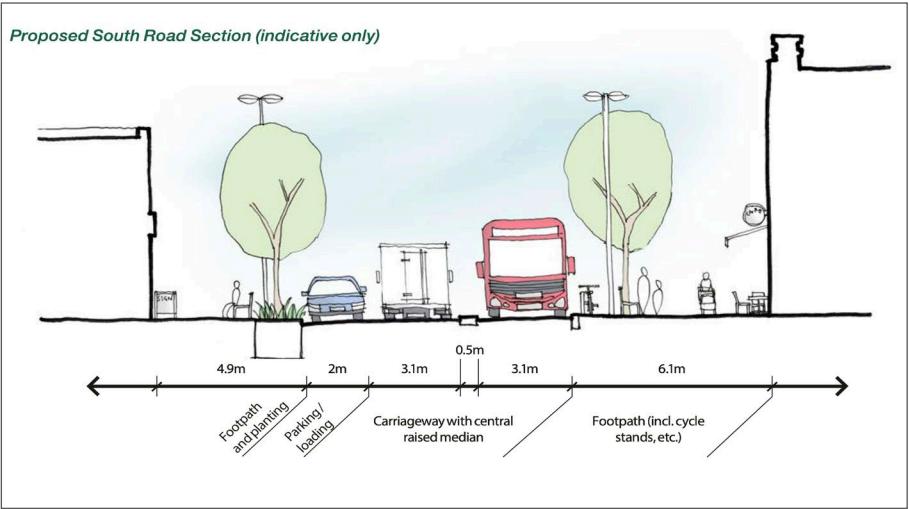
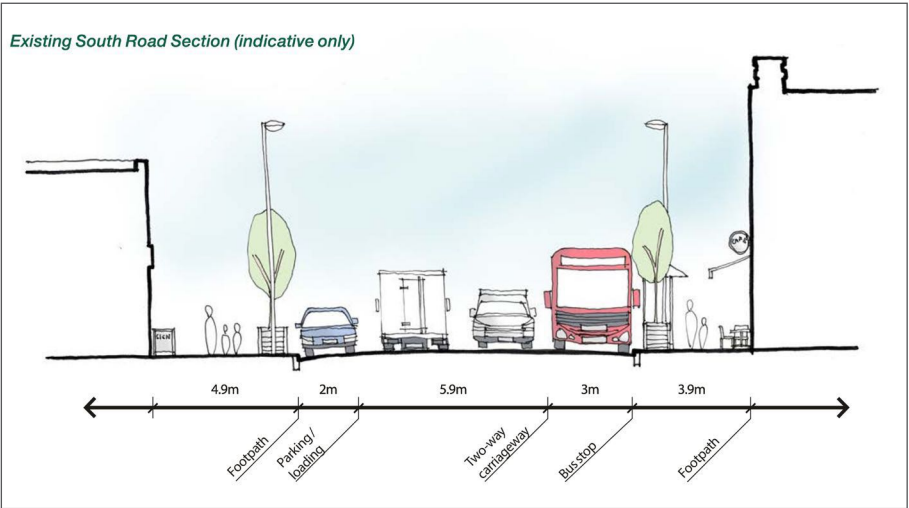
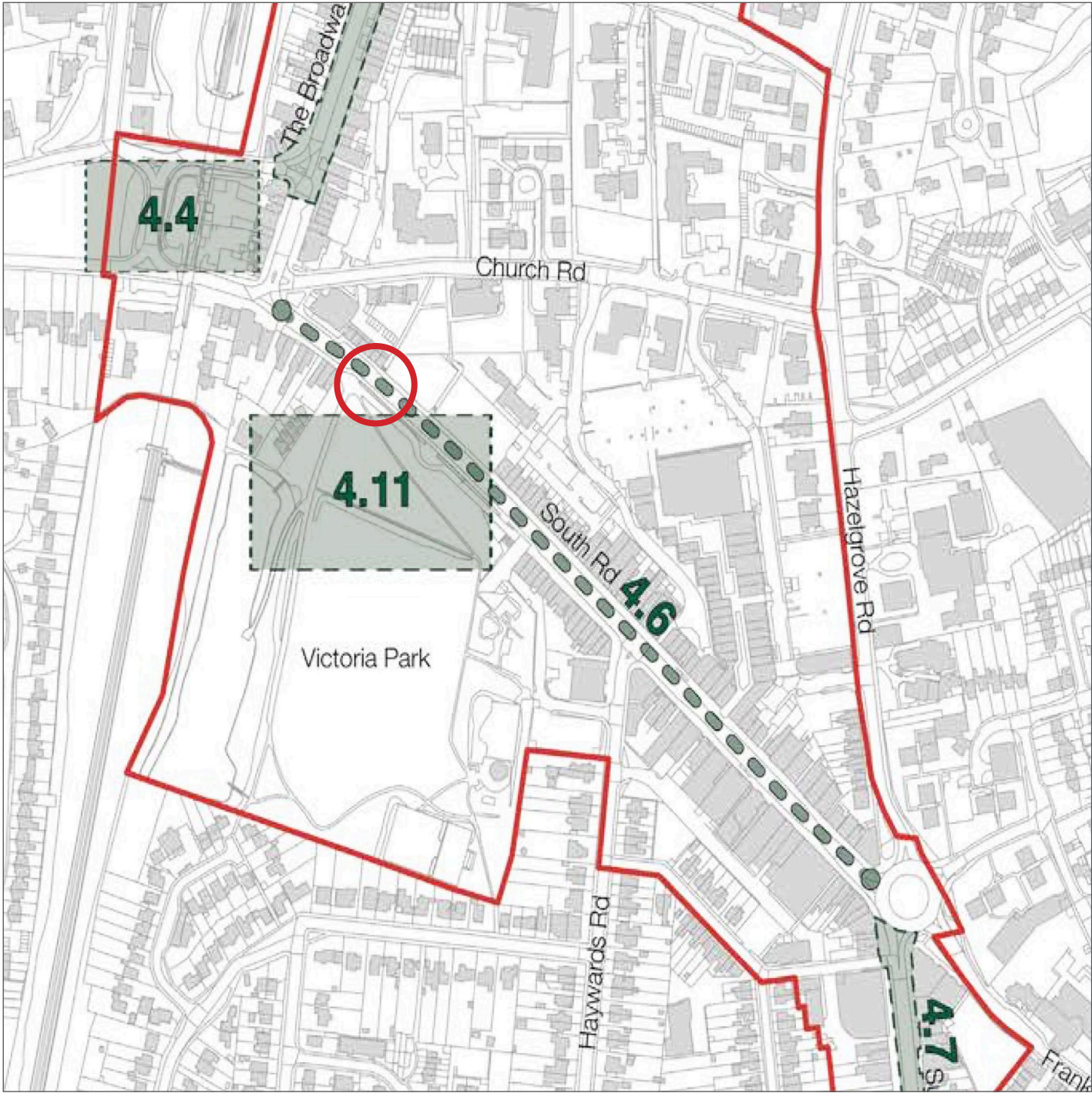
Town Centre Uses: Victoria Gate is a mixed use building with an active retail frontage at ground floor with residential apartments above.

Victoria Gate is located adjacent to the key open space of Victoria Park, and will benefit from future South Street public realm improvements.

Victoria Gate is a 15 min walk from Haywards Heath Station.

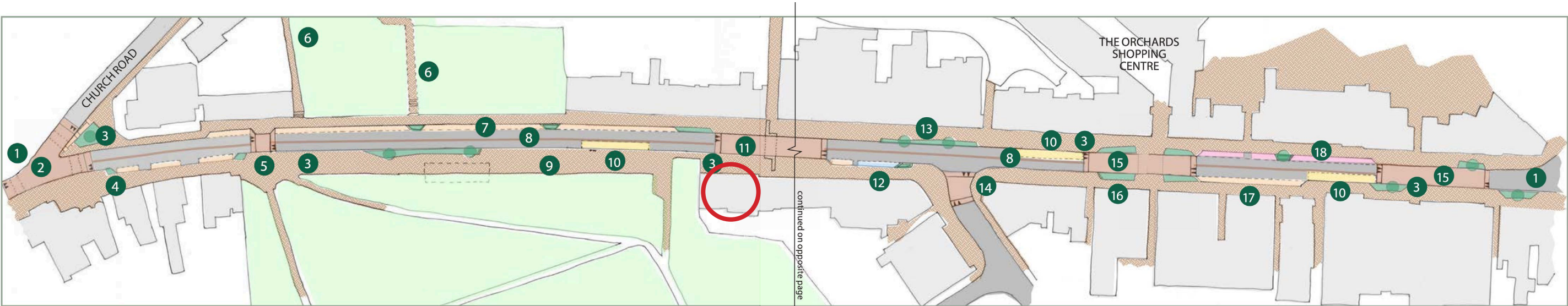


Development Principals Diagram



- Key
- Town Centre Masterplan Boundary
 - Development Principles Locations

Development Principals 4.6 South Street

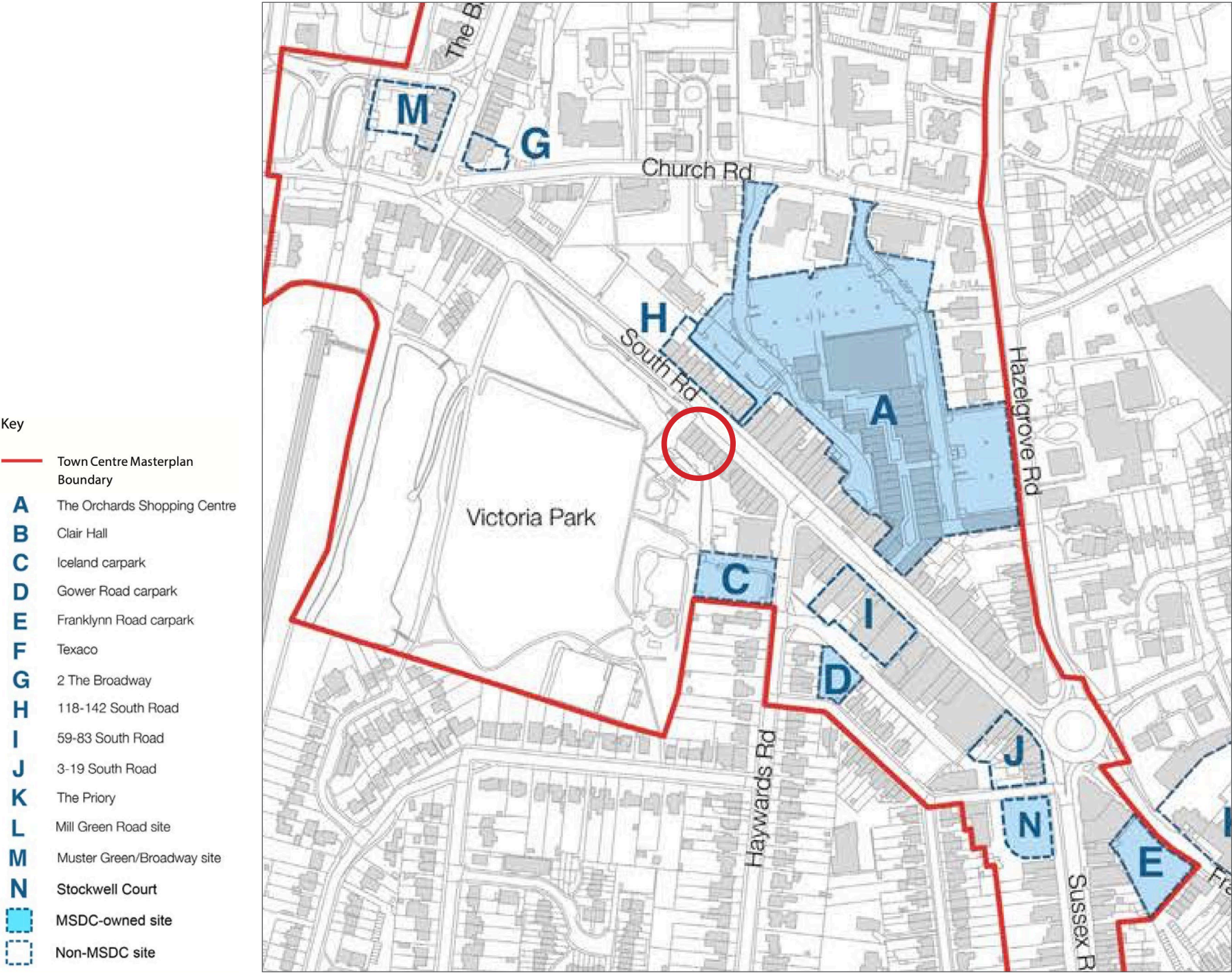


Proposed South Road plan (indicative only) (1 of 2)

Proposed South Road plan (indicative only) (2 of 2)

- | | |
|---|---|
| 1 Location of gateway feature (refer section 4.12) | 10 Bus stops to be relocated and/or moved onto the carriageway |
| 2 Reconfigured junction with Church Road/The Broadway, announcing entrance to South Road | 11 New pedestrian crossing to improve pedestrian permeability between the park and the Orchards. |
| 3 Indicative location of cycle parking infrastructure | 12 Existing loading bay retained, and new parking space added. |
| 4 Existing parking to be retained with additional SUDS/planting elements. | 13 New planting and SuDS added to create a barrier between the carriageway and the pavement. |
| 5 New pedestrian crossing to improve access to the park and to act as a traffic calming measure. | 14 Existing junction narrowed and separate right turn lane removed; pedestrian Copenhagen crossing at junction. |
| 6 Existing pedestrian routes to be retained and access improved. | 15 Raised table added to existing pedestrian crossing. |
| 7 Existing parking to be retained. | 16 SuDS and planting elements added to existing pedestrian crossing location. |
| 8 Carriageway narrowed and central median strip added. | 17 New parking spaces added in front of bus stop. |
| 9 Public realm along north edge of park to be redeveloped and increase pavement widths along both sides of the road. (Also refer section 4.8 Victoria Park) | 18 Existing taxi and disabled parking bays retained. |

Opportunity Sites identified along South Road:



← 118 - 142 South Road

name

118 - 142 South Road

description

This group of buildings marks the north-western entrance to the main South Road retail area, as well as providing frontage onto Victoria Park. It is adjacent to St Wilfrid's church cemetery and has the potential to be developed into a new mixed-use building with active frontage uses on the ground floor with residential above.

As a minimum, a 'facelift' to the South Road frontage elevation could help to elevate the prominence of these buildings at this gateway location which is likely to be a realistic and viable option.

For more information visit:
www.midsussex.gov.uk/TownCentres

To respond to the consultation, please visit:
<https://forms.midsussex.gov.uk/form-39752/haywards-heath-town-centre-masterplan-spd>

Consultation closes 5pm on 21st December 2020.

H

← 59-83 South Road

name

59-83 South Road

description

Located opposite The Orchards, the intention of any redevelopment in this location would be to create an area of public realm which relates to The Orchards entrance. It should be enclosed by a new building, or group of buildings, which provides active frontage onto the public realm with the opportunity for some spill-out activity.

For more information visit:
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Consultation closes 5pm on 21st December 2020.

I

J

J. 3-19 South Road (corner of Sussex and South Road)
Due to its prominent location at the south-eastern gateway to South Road, this group of buildings has the potential to host a taller architecturally-designed building (e.g. up to five storeys), with retail on the ground floor & residential above.

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5.1 Planning for Increased Density

5.1.1 Increasing the intensity of development in the most accessible locations will help to deliver much needed homes and employment space in the most sustainable places reducing both the need to travel and the pressure to build on the countryside.

5.1.2 This chapter identifies the opportunity for intensification across the District and the form and mix of uses that it may take.

5.1.3 The towns form the centres of activity within the District and are the focus for shops, community and employment uses. These centres offer the potential for intensification to provide much needed homes and jobs in the most accessible and sustainable locations.

5.1.4 New homes and footfall in central locations can help to support additional community facilities and bring additional life to the District’s centres. It also helps reduce the outward spread of settlements safeguarding agricultural land while preserving unspoilt landscapes and natural habitats.

5.1.5 Larger urban extensions also offer the potential for higher densities particularly around neighbourhood centres.

Principle DG11: Respond to the existing townscape, heritage assets and historic landscapes is particularly applicable to areas defined as ‘coarse grain’.

Principle DG32: Managing increased density in town centres notes that Development density should be appropriate to the location and respond to and/or enhance the character of the existing settlement.

Principle DG33: Potential for tall buildings (over 6 storeys) notes that tall buildings may be acceptable in Town Centres in exceptional circumstances such as where they would improve legibility or contribute towards overall town centre regeneration.

Aims and Principles

- Leisure facility*, to work alongside the existing retail offer and to encourage growth in the night-time economy
- Support complementary town centre uses to increase footfall, increase diversity of uses and provide a town centre focus point
- Support residential uses, to increase footfall and number of visitors and to provide passive surveillance
- Reconfiguration of existing retail units will be supported to ensure they are fit-for-purpose and reflect current and future retail (and other town centre use) needs
- Public Realm Improvements – to create an inviting environment and improve access
- Enhanced town centre parking , ensuring that provision of parking supports existing and proposed new uses.

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Principle DG11: Respond to the existing townscape, heritage assets and historic landscapes

Heritage assets and historic landscapes should be celebrated, enhanced and preserved where appropriate, for the enjoyment of existing and future residents. Where appropriate and providing it does not cause harm to the heritage assets or their setting, they should be carefully integrated into development proposals as they help to reinforce a sense of place and local identity.

Elsewhere new development should generally reflect the scale of adjacent areas and the settlement context within which it is located to deliver a coherent and consistent urban fabric.

There may be potential to introduce a new character / development form and massing (refer to chapter 5):

- On larger urban extensions; this will typically be within the middle of the site and associated with a new neighbourhood centre, spine road or the main open space.
- In town centre locations defined as coarse grain areas and nearby sites identified on the brownfield sites register.

Principle DG31: Focus development in sustainable locations

New development should generally respond to the scale, massing and grain of adjacent areas and the settlement context within which it is located. However, in some parts of the District there may be an opportunity to deliver a new development character provided this is part of a comprehensive vision, establishes sense of place and does not impact on the sensitive townscape or landscape assets of an area. This will also be restricted to areas where there is good accessibility to shops and services or good public transport links that minimise the need to travel and/or reliance on private vehicles.

There are opportunities to promote a greater concentration of development in:

- The District’s three town centre locations within areas identified as being coarse grain (refer to Section 2.5);
- Sites close to town centres that have been identified in MSDC’s Brownfield Register as having the capacity to accommodate additional scale of development;
- The most accessible parts of new urban extensions where this does not adversely impact on existing homes/ character and the rural edge; and
- Employment sites (refer to chapter 7).

Higher density schemes should promote green travel options including reduced parking provision, provision of car club spaces and improved public transport.

Principle DG32: Managing increased density in town centres

Development density should be appropriate to the location and respond to and/or enhance the character of the existing settlement.

The District’s towns are largely composed of low-rise development, typically of two and three storey buildings and have the greatest potential to deliver increased density. The opportunities exist for more intensive development within the part of the town centres identified as coarse grained in Figures 5B, 5C and 5D because of their inconsistent built form or fragmented street layout (refer to sections 2.5 and 2.6). Increased height and massing within the town centre intensification areas must be carefully managed as part of a coherent and comprehensive vision which establishes a more urban form composed of street blocks and spaces with typical building heights of four to six storeys (four to five in East Grinstead). Development that exceeds this height risks being unduly prominent and/or out of scale with the surrounding streets and buildings.

Any development that promotes a scale, height and massing that is greater than the existing context must also demonstrate that it does not:

- Cause significant harm to the amenity of adjacent properties (refer to chapter 8);
- Adversely impact on views of the wider townscape and landscape;
- Adversely impact on the quality of the streets and spaces; and / or
- Generate parking that dominates or adversely impacts on the public realm.

Principle DG34: Managing increased density in urban extensions

The character and form of the different parts of urban extensions should vary in order to enhance the overall legibility and distinctiveness of the development while also delivering a balanced community. A range of densities, building types and forms will normally be required with higher density development in the more accessible locations and lower density development in the peripheral areas. Grouping housing types further aids diversity across a development.

More compact development that creates a stronger sense of street enclosure should normally be promoted along main streets and around neighbourhood centres where it also helps to reinforce the importance of these areas. This can be delivered through a combination of greater height, vertically articulated frontages and terracing of properties to deliver a more continuous street frontage with underlying rhythm and order.

Promoting higher buildings fronting onto public spaces is often appropriate as they provide more overlooking and increase the sense of enclosure.

Principle DG36: Create mixed communities and housing that is adaptable to change

Development that is capable of responding to changing social, technological and economic conditions is more likely to be successful and ultimately more sustainable.

Particularly on larger sites, new housing should reflect people’s differing requirements and desire to adapt or change their property to respond to changing needs. New residential development should provide a mix of dwelling types (including apartments and terraced homes) and tenures to meet local need as identified in District Plan Policies DP30: Housing Mix and DP31: Affordable Housing.

Affordable housing should be ‘pepper-potted’ throughout the site and have the same external appearance and quality of finishes as private housing. There are nevertheless architectural benefits of grouping identical housing types as it gives street frontages underlying rhythm and order; it can also aid diversity across the development.

Buildings should be designed so that they can be altered internally or externally over time without the need for demolition or rebuilding as needs change. By building flexible internal space, rooms can be adapted to different uses depending on family requirements.

Buildings should be designed to maximise the potential for lifetime use (refer to Lifetime homes guidance for further details). New residential developments should address the needs and access requirements of people with disabilities and include the provision of wheelchair accessible homes. These homes should be positioned in highly accessible locations.