

05 LANDSCAPE

5.6 HILLSIDE PARK

Hillside park is located within the upper centre of this development. This quieter park will service residents focused immediately north however is well connected through both cycle and footways to the rest of the development. An impressive topography gives an elevated view across the park and presents an opportunity for a viewpoint. Utilising the level changes the hillside park will provide an interesting playscape on the slope with a meandering footpath providing an accessible route through the park. Remainder of the park will include a new feature pond at the base of the slope providing both a focal point and natural drainage system. Furthermore this pond aims to connect into an existing stream network which will be accessed through a

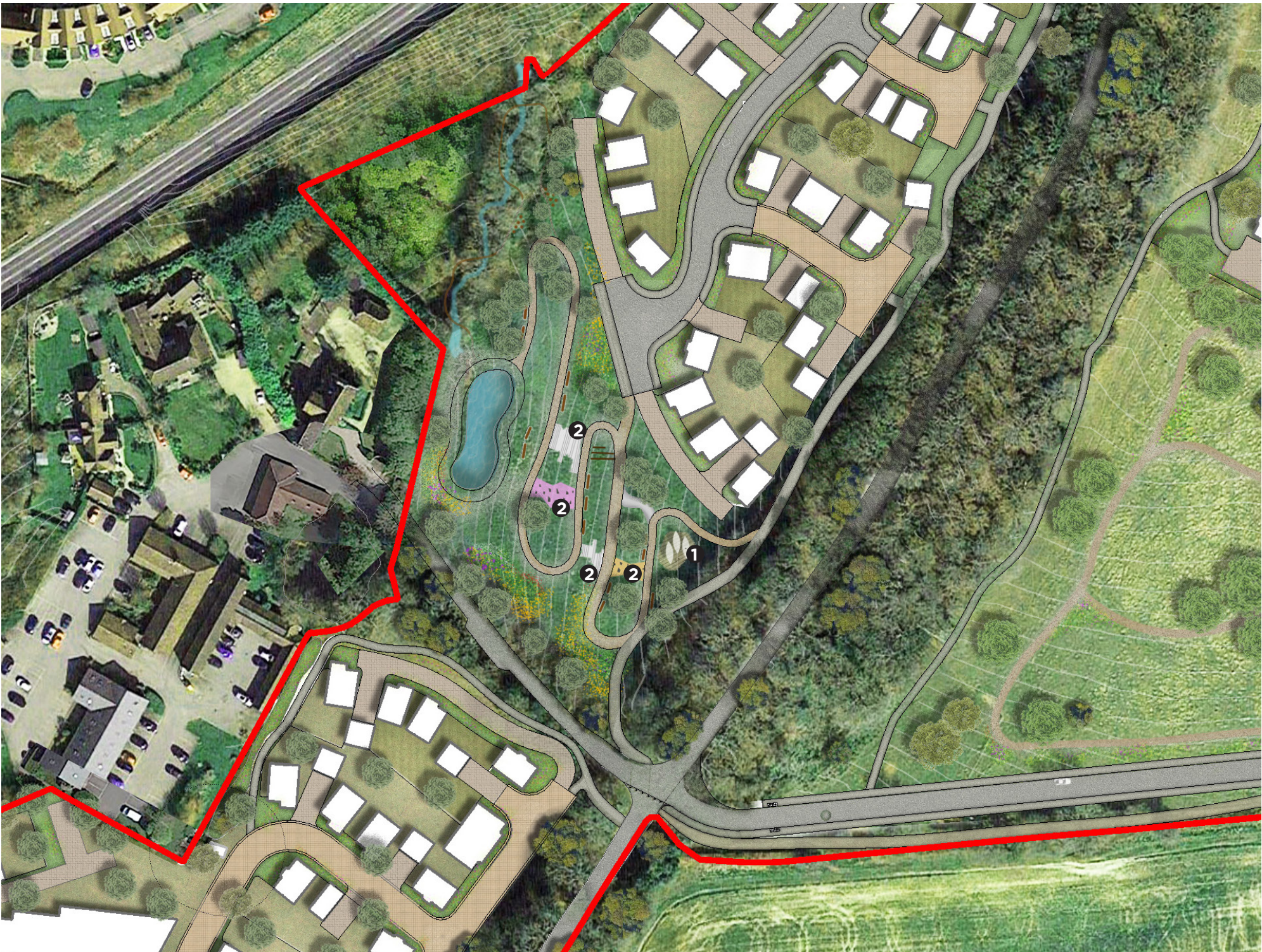
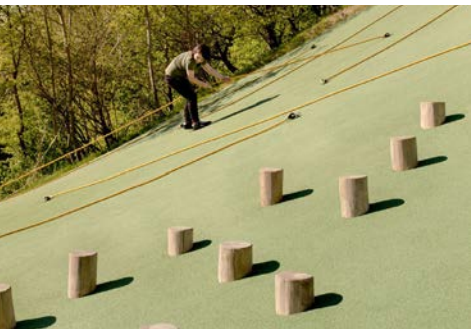
1 Viewpoint

Utilising the topography of Hurst Farm the hillside park can provide a resting/viewpoint upon entrance to the park. An opportunity for a lightweight structure offers a vantage point both across the development and beyond.



2 Play Slope

The hillside park presents opportunities for an interesting playscape. The natural slopes of the landscape offers natural land forming for both climbing and slide activities, whilst providing a central, safe natural playground.



Hillside Park

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5.6 HILLSIDE PARK

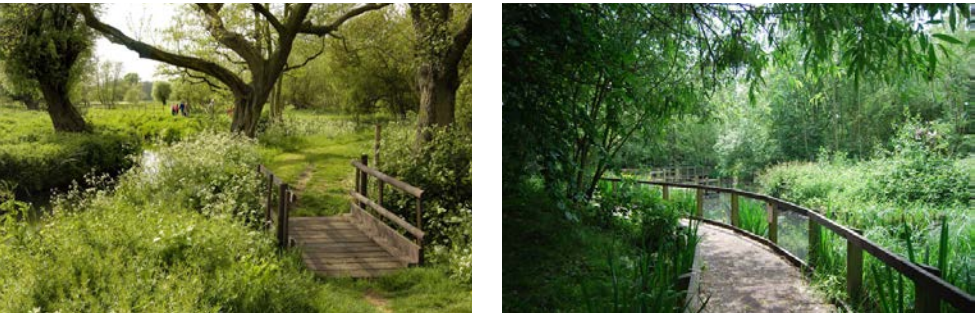
3 Walkways

A centralised footway will meander across the hillside park to alleviate the parks level changes. This widened footway will provide access to multiple user groups such as running, walking and cycling with resting points along route.



4 Stream

An existing small stream flows from a NE-SW direction. The Hillside park will provide a waterside walk through the woodlands with intermittent crossing points across the stream utilising the natural water body.



5 Pond

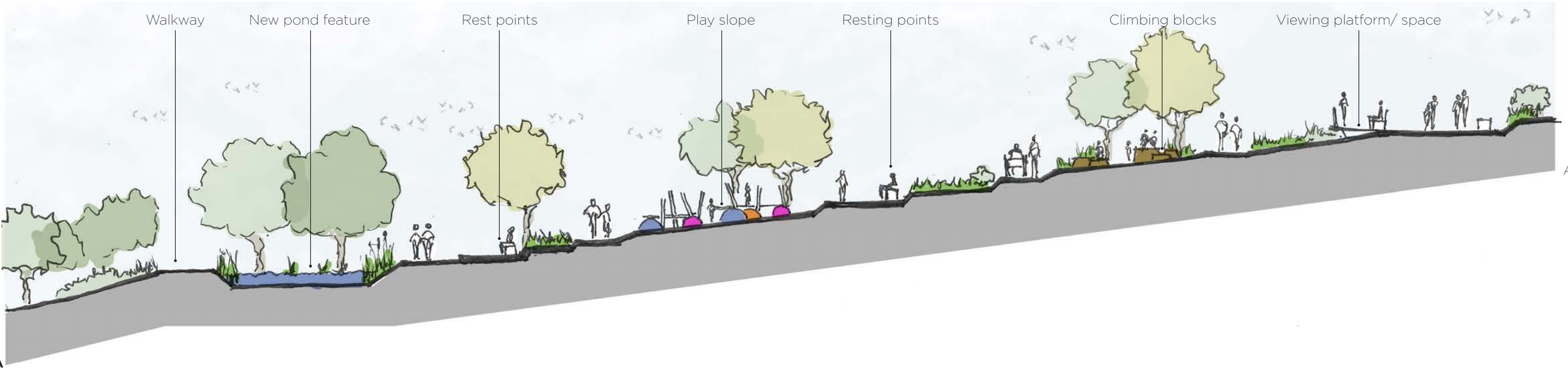
Base of the hillside park presents an opportunity to capture the stream water run-off and create a small pond. The pond will create a new focal point to the hillside park with picnic benches and more seating while also naturally managing any rain water run-off.



Hillside Park

05 LANDSCAPE

5.7 HILLSIDE PARK - TYPICAL SECTION



05 LANDSCAPE

5.8 HILLSIDE PARK - MATERIALITY

STREET FURNITURE

Street furniture will need to be robust but suited to a semi rural setting. Mix of timber and steel used for bins, seats and benches.



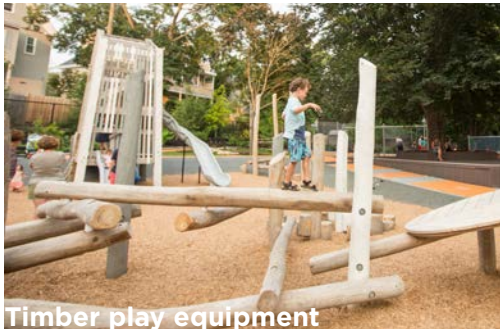
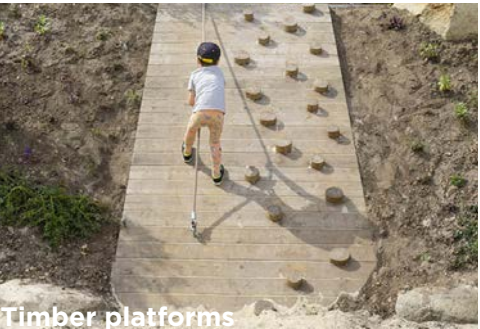
HARDSCAPE

Central footways will use a resin bound surfacing, with timber used for boardwalks and self binding gravel for secondary paths



PLAYSCAPE

The playscape will be a real focal point to the hillside park. To help navigate the slope while keeping a rural aesthetic the playslope will use a mix of timber platforms, ropes and rock boulders with steel slides and grass mounding supplying an added interests.



PLANTING PALETTE

The hillside slopes will be a mix of grass & wildflower mixes, while the addition of a new pond will welcome more aquatic plants.



05 LANDSCAPE

5.9 COUNTRY PARK

The country park will be the largest park of the Hurst Farm development. The park aims to restore the previous pasture land use and be transformed back into a wildflower/grassland landscape. This new country park is visioned to become a destination for both local and surrounding residents and will cater for a mix of user groups. Integrated into the park, allotments, a cemetery and new reservoir will attract visitors from surrounding areas. The park will encourage users to access the grounds with a range of paths at different grades for a mix of abilities, promoting cycling, walking and running. Finally utilising the existing topography the country park will offer resting/viewpoints to observe views both over the park and South Downs.

1 Cemetery

A considered approach will use planting, paths and trees to create a tranquil space inclusive with the country park. Bordering an ancient woodland and set on a hilltop with views facing south towards the south downs to the cemetery will evolve overtime.



2 Play Slope

An allocation has been made for inclusion of an allotment space within the country park. Nestled into the slope the allotment avoids obstructing southern views while bordered with woodland and native hedgerows for further privacy.



Country Park

05 LANDSCAPE

5.9 COUNTRY PARK

3 Car Parking

An allocation for car parking will be included for both residents and visitors to include the use of trees and rain gardens for SUD's features. Furthermore the car park will service the adjacent cemetery and allotment users.



4 Reservoir

A central feature to the country park will be a new reservoir. The reservoir located within the park provides an opportunity for natural water catchment while also offering a waterscape focal point overlooking the South Downs.



5 Picnic/ sheltered area

In support of the reservoir an allocated picnic space is provided for visitors to gather. Opportunities for a sheltered structure gives a year round interest while focusing views over the reservoir and onto the South Downs.



Country Park

05 LANDSCAPE

5.9 COUNTRY PARK

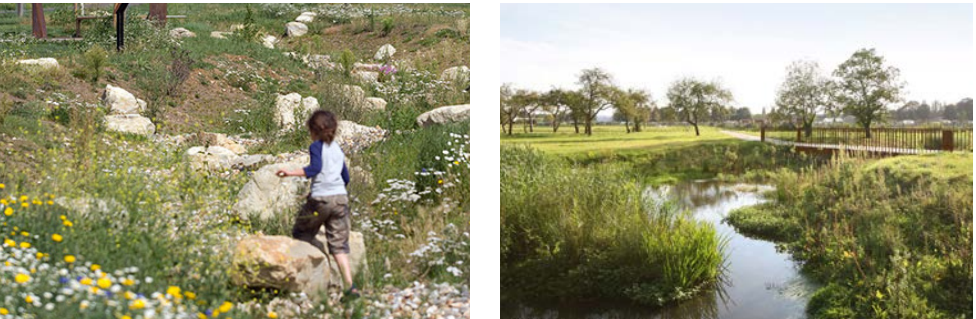
6 Recreational Space/ grassland

The previous pasture lands will be returned a grassland landscape with wildflowers and grasses left to recover naturally. Secondly an allocated open green space set around the reservoir and picnic zone will make way for more recreational use.



7 Dry Stream/ Play feature

Utilising an existing intermittent natural stream, this 'dry' stream will provide a dual function in the form of a natural playscape when dry, whilst feeding rain water run-off into a new pond feature at the base of the slope when needed.



8 Walking/ Cycling Routes

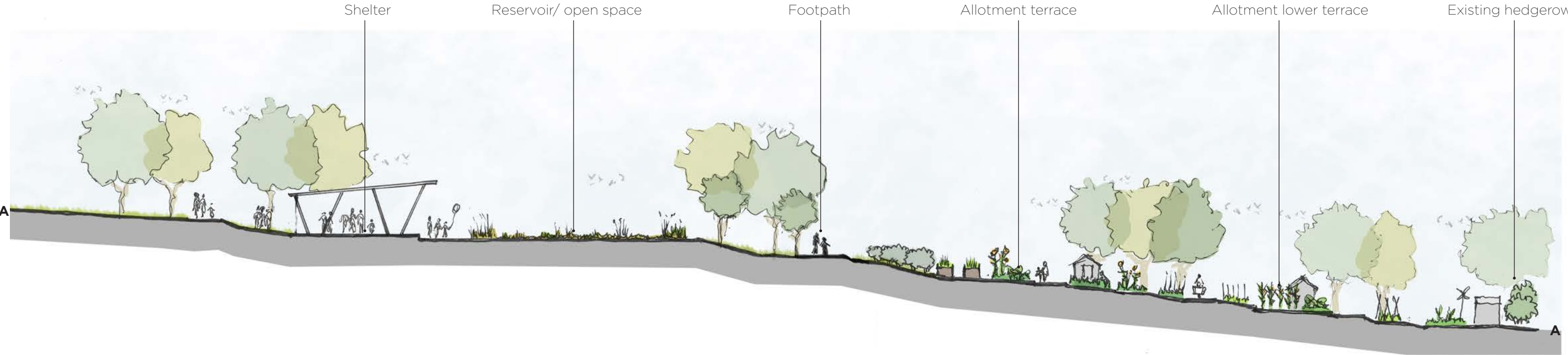
A network of footpaths with designated signage will provide a mix of walking and cycling grades for all abilities to use. The paths will circulate the park with informal rest points for picnic opportunities maximising views across the landscape.



Country Park

05 LANDSCAPE

5.10 COUNTRY PARK - TYPICAL SECTION



Country Park Section

05 LANDSCAPE

5.11 COUNTRY PARK - MATERIALITY

STREET FURNITURE

Any furniture will need to be suited to a natural rural aesthetic. Mix of timber used for bins, seats and benches for the park



Picnic benches



Litter bins



Benches

HARDSCAPE

Resin bound footpaths for the car park with timber boardwalks around water features self bound gravel for all other paths.



Resin bound gravel



Timber boardwalk



Self binding gravel

PLAYSCAPE

Any playscape to include natural materiality with the use landforming, rock boulders and timber climbing equipment



Rock boulders



Climbing ropes



Timber platforms

PLANTING PALETTE

Any planting within the country park is aimed at restoring the landscape following its use for pasture land. A mix of wildflowers and grasses will populate the open space with any tree planting closely linked the ancient woodland and hedgerows to tie into the existing palette.



Amenity grass



Wild grasses



Aquatic planting



Tree planting



Wildflower planting



Hedgerows

5.12 Landscape and Visual Impact Assessment

The Site and its immediate landscape context lie at the south-eastern edge of Haywards Heath. The town lies at the interface between the landscapes of the raised High Weald to the north with the Low Weald falling away to the south.

The landscape south of Haywards Heath which includes the Site falls within the Low Weald and straddles two regional character areas (High Weald Fringes and Western Low Weald). The landscape character of the Site and its context includes many of the key characteristics of these character areas and has some landscape value.

The key sensitivities are residents at home with properties that adjoin or are close to the Site, users of Permissive Paths and local Public Rights of Way and the more sensitive rural character of the landscape to the east of Hurstwood Lane.

The proposals include a range of landscape proposals, including structural landscaping to screen and to assist in mitigating some of the landscape and visual effects. The Country Park and other open space provide a significant opportunity for landscape enhancement, including the introduction of landscape planting and new habitats characteristic of the Low Weald.

There are no currently consented residential developments that would give rise to potential cumulative landscape and visual effects with these proposals.

The assessment of landscape and visual effects has established that the following additional mitigation measures are required:

Structural landscape screen planting of indigenous species within the Country Park along the boundary with the proposed housing east of Hurstwood Lane, to assist in screening and softening the visual effects of the housing development on users of the existing permissive paths within the Country Park, the wider open space itself and potential views from Colwell Lane where it adjoins the easternmost corner of the Country Park;

Structural hedgerow planting with hedgerow trees and corner copses of indigenous species at changes in angles of the boundaries between the proposed housing and existing residencies along Fox Hill and the southern end of Hurstwood Lane, and all of the boundaries of the Burial Ground and Allotments, to soften the appearance of these elements and to help integrate them into their surroundings; and

Indigenous woodland planting within the open spaces north of Hurst Farm and at the northern end of the development to provide some screening and visual softening of the new development as seen in 'passing' views from the A272 Rocky Lane.

Significant long term, residual landscape and visual effects would include the following:

Pedestrians using the A272 Rocky Lane in the vicinity of the junctions with Hurstwood Lane and Robertson Drive;

Walkers using the Permissive Paths within the Site;

Walkers using Colwell Lane;

Residents at Hawkins Road and Old Farm Close that front the A272 Rocky Lane;

Residents at Cheney Crescent and Barry Drive, north of the A272 Rocky Lane;

Residents at Fox Hill that back onto the Site;

Residents at the southern end of Hurstwood Lane and on Colwell Lane;

Residents at the southern edge of Greenhill; and

The character and appearance of that part of the Low Weald and Western Low Weald landscape character area within East Sussex, including the landscape east of Hurstwood Lane, north and west of Colwell Lane and south of Greenhill.

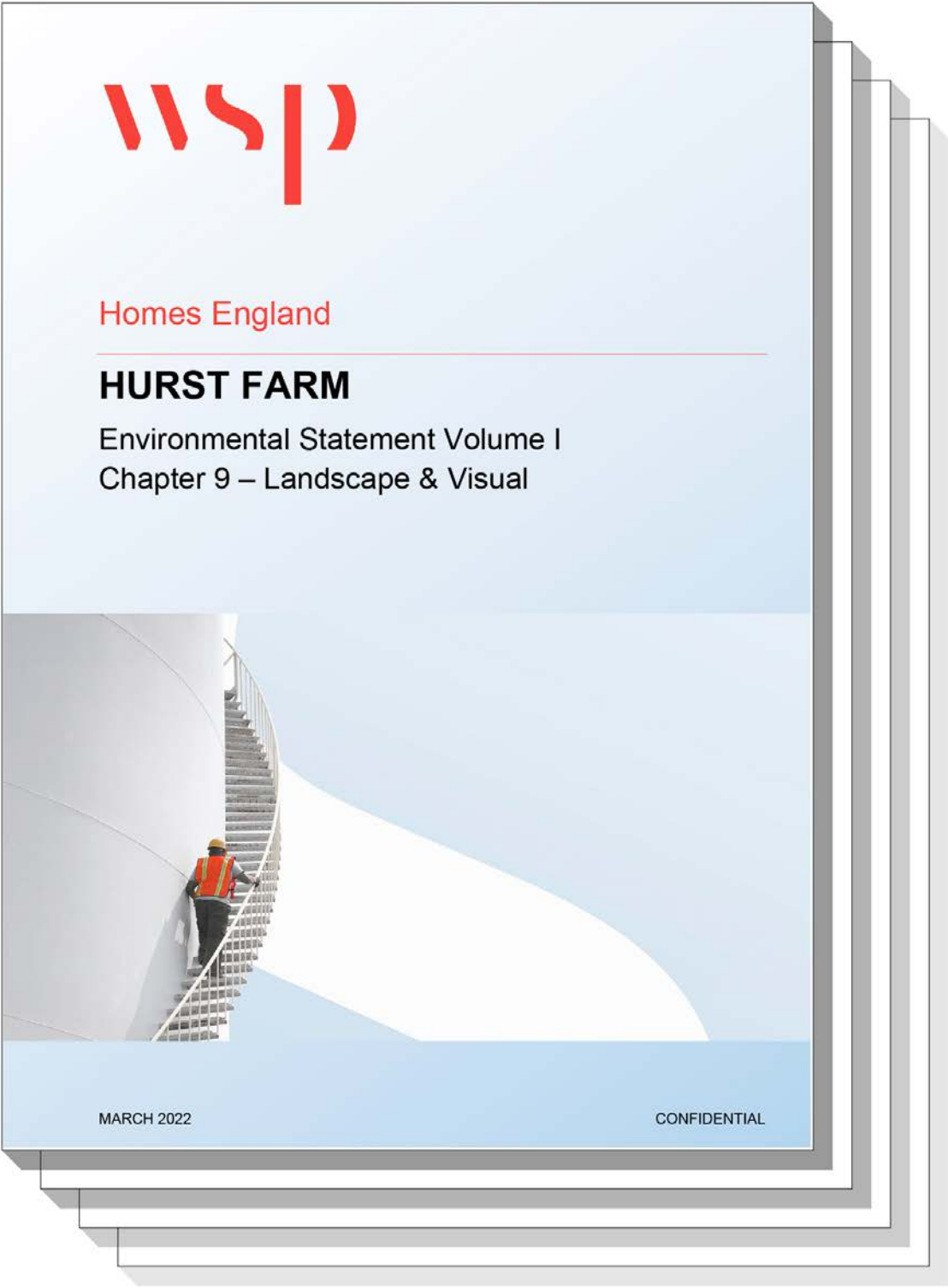


Illustration of Landscape & Visual Assessment by WSP

06 SUMMARY

The illustrative masterplan has been developed through a comprehensive design process which has allowed the plan to evolve with the site constraints and opportunities.

It is felt that this masterplan and supporting DAS has sound reasoning behind the design rationale and is in accordance with design policy and guidance, whilst leaving enough of a flexible urban design framework for reserved matters detail to evolve within.

The overall scheme will make a positive contribution to the area by providing a mix of new homes, new open space, community facilities, and children's play areas for existing and future residents to enjoy. The recreational areas, pedestrian and cycle routes through the site linking to other areas and through the retention and management of the majority of existing trees and hedgerows and new high quality landscaped areas will create a sustainable neighbourhood and provide much needed new community facilities to the wider community of Haywards Heath.



7.1 Building for Life Assessment

The value of good, sustainable place-making is recognised by Homes England, and in order to ensure the realisation of a high-quality development which embodies these qualities it is important that the design process is founded upon an number of principles.

Building for Life sets out 12 principles working inwards from the wider neighbourhood, to the proposed character of the new development until it reaches the detail of the place and amenity immediately around the home. The 12 principles and grouped into 4 sections. Each principle is clearly illustrated with examples of what a qualitative response would be and what needs to be considered to achieve it. It also illustrates common pit falls and proposals that will have a negative impact on the healthy and sustainable life of a development.

BHL ASSESSMENT

BHL ASSESSMENT

Building for a Healthy Life

A Design Toolkit for neighbourhoods, streets, homes and public spaces



	RESPONSE	SCORE RATING	CONTINUOUS IMPROVEMENT STRATEGY	
INTERGRATED NEIGHBOURHOODS	1 NATURAL CONNECTIONS Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.	The existing Hurstwood Lane connects the site from North at the Rocky Lane Access to the South Fox Hill access points. The central portion of Hurstwood Lane is closed via bollards and is maintained as a new green link for pedestrians, cycles and equine use and is accessible only to emergency vehicles. This maintains both the historic north south linkage through the site and provides a strong non-vehicular connection fully linking the site with existing neighbourhoods. Being adjacent to all the proposed neighbourhoods the existing road and new North-South non-vehicular route provides a strong backbone for more local connections to be opened up and meaningful movement to be created in all instances. While pedestrian paths link through the pocket parks and country park an additional new pedestrian and cycle route links the existing relief road and neighbourhoods to the west into the new Village Green and Hurstwood Lane greenway. The masterplan is also conceived to provide a strong connection to the new northern landscaped Country Park to ensure this becomes an asset for the existing community as much as for the new residents. Vehicular routes create quieter peripheral streets rather than busy thoroughfares , with through routes and connections into the existing pedestrian and cycle links established in the wider area including a number of existing PRoWs and permissive paths to the east of the new development. New routes link with desire lines to the other uses within the site and beyond, as well as to the adjacent open spaces for leisure and play to create maximum permeability. Existing landscape and natural features are retained wherever possible and the scheme is designed around these, making sure that connections have minimal impact.		The developer should ensure that the focus will be retained and ensure a fully permeable and surveyed network is delivered.
	2 WALKING, CYCLING & PUBLIC TRANSPORT Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.	The site is located less than 2km to the south east of Haywards Heath town centre. There are also numerous local convenience stores, bus routes and amenities such as doctors, dentists and pubs within that 2km making them very accessible via non-vehicular walking and cycling modes. There are existing bus routes flanking the top and bottom of the site which will be easily accessible from the new shared pedestrian - cycle north-south spine route through the site. South of the site an existing bus stop is conveniently located close to the Fox Hill and Hurstwood Lane junction, while there is potential to site a new stop on the northern bus route closer to the site to improve connectivity. The railway station is less than 2.5km away and on numerous bus routes, making it walkable and accessible via public transport. The existing Hurstwood Lane and its associated adjacent pedestrian-cycle routes are maintained mostly traffic free with limited crossing with vehicular routes to provide safer pedestrian, cycling and equine experience. A new shared cycle route runs across the site from west to east connecting existing neighbourhoods adjacent to the link road on the west to the north-south spine and providing access connectivity to the new country park to the east of Hurstwood Lane on the north of the development to the benefit of new and existing neighbourhoods.		The developer will continue to review and audit the detail of the project to ensure a fully connected, accessible public realm is delivered that favours sustainable modes of travel within the context of the site wide travel plan.
	3 FACILITIES AND SERVICES Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	The masterplan offers extensive opportunities for recreation within its integrated open spaces, providing pedestrian and cycle routes within a safe and attractive landscaped environment. The plan also includes the retention of significant areas of existing linear hedgerows and banks of trees, and large areas of ancient forest as well as the creation of a new country park linking into the countryside beyond. Development adjacent to existing buildings such as Hurst House, which is of historical architectural interest will be respectful in scale and character so as to not overshadow it. These retained buildings provide employment and both them and their access routes have been maintained and integrated into the masterplan. To the East of Hurstwood Lane a new burial ground is proposed. The wider masterplan will deliver formal play facilities accessible through attractive landscape routes and there are extensive opportunities for informal play within the green infrastructure network.		The developer should ensure that the wider network of community facilities is reinforced through the delivery of the extensive public landscape spaces and that the final proposals creates and responds to movement connections.
	4 HOMES FOR EVERYONE A range of homes that meet local needs.	The proposals have been developed to ensure the creation of a diverse and mixed community. A mix of 1 - 4 bedroom homes can be achieved across both private market and affordable tenures. These should be distributed carefully through the development to ensure a mixed community. Proposals for affordable homes indicate a mix of homes that supports the needs of the community by responding to the Local Authority's needs assessments and should be tenure blind in terms of built form, materiality and amenity. The Open Market sales mix has been informed by local market research.		Should the market change during the course of the build, it is likely the developer would re-visit the viability and revise the planning application to suit, whilst ensuring this accords with local housing need and in consultation with stakeholders.

7.1 Building for Life Assessment continued

The assessment requires a rating for each item based on a traffic light system. If anything is rated red then normally additional investigation and designs should be undertaken to improve the situation if possible. Although also to be improved upon if possible, in an outline application many items may be rated orange as more detail information or final proposals may be required before their implementation and subsequent rating can be finalised.

- A- Integrating into the Neighbourhood
1. Connections

2. Facilities and Services

3. Public Transport

4. Meeting Local Housing Requirements
- B- Creating a Place
5. Character

6. Working with the Site and its Context

7. Creating Well Defined Streets and Spaces

8. Easy to Find your Way Around
- C- Street and Home
9. Streets for All

10. Car Parking

11. Public and Private Spaces

12. External Storage and Amenity Space

BHL ASSESSMENT

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		RESPONSE	SCORE RATING	CONTINUOUS IMPROVEMENT STRATEGY
DISTINCTIVE PLACES	5	MAKING THE MOST OF WHAT'S THERE Understand & respond.		The developer should further refine the detailing of the place to respond to the concepts in the urban strategy to ensure they are delivered throughout the site.
	6	A MEMORABLE CHARACTER Create places that are memorable.		The developer should look to enhance these natural characteristics and develop a more granular character for each of the parcels to stimulate more connection to the existing locality and create a more individual and memorable character for each of the parcels.
	7	WELL DEFINED STREETS AND SPACES Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.		The developer should ensure that the urban design strategy is followed.
	8	EASY TO FIND YOUR WAY AROUND Use legible features to help people find their way around a place.		The developer should ensure that the urban design strategy is followed.

7.1 Building for Life Assessment continued

The assessment was completed by IDP on the outline proposals in March 2022.

The proposals are rated as achieving 8 greens and 4 oranges.

The orange ratings are due to either existing conditions in the wider neighbourhood that inhibit the proposals from achieving a green rating or elements, due to this being an outline application, would not yet be evident or in sufficient detail to be assessed as green.

It is considered that the majority of these orange ratings can be turned green with appropriate design proposals and illustrated in detail applications as they are brought forward.

BHL ASSESSMENT



		RESPONSE	SCORE RATING	CONTINUOUS IMPROVEMENT STRATEGY
STREETS FOR ALL	9 HEALTHY STREETS Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm	The layout is defined by a clear and legible street hierarchy with primary routes utilising a tree lined avenue character. Street typologies, together with the character and materiality approach should be used to reinforces a sense of place. The simple informal tertiary shared streets create priority for pedestrians and cyclists, enabling the street to act as a place for social interaction as well as a route for motor-vehicles. Junctions have been organised with radii that allow legible and safe access across them for pedestrians, whilst streets with verges ensure crossing points are available on desire lines. The informality of the plan and the manner by which blocks are organised to maximise outward facing homes, enables the streets and existing landscaped spaces to act together as multi-functional spaces. Cycle routes are integrated with eth landscape strategy and are well defined with minimal crossing points to make them convenient and safe to use. Raised tables could be introduced at crossing points to imply non-vehicular priority and induce slower traffic speeds. Non-vehicular pathways link into the wider pedestrian and cycle network around the site integrating with existing neighbourhoods and existing countryside.	●	Early discussion with the adoption team is recommended as to detail of shared surfaces key to quality of streets. Developer to ensure that landscape and street detail is managed to create a walkable network of pedestrian friendly spaces.
	10 CYCLE AND CAR PARKING Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.	By taking the approach of designing streets in section primarily, each street typology carefully associates parking provision with the home. Parking is provided to the side of the properties on higher order streets, whereas on lower order typologies frontage parking is allowed. All homes within the development should have secure cycle storage conveniently accessible from the street, and the layout avoids terracing and associated need to have long rear access paths to the rear of homes.	●	This will be a continuing through the design phase to ensure simple arrangements of on-plot and carefully placed on street parking are delivered and carefully managed.
	11 GREEN AND BLUE INFRASTRUCTURE Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.	The development is completely led by its approach to landscape and the interconnected-ness of both green and blue infrastructure. SuDs features have been integrated with existing wet areas and are designed within the wider landscape infrastructure to create an integrated green-blue network with swales ponds and basins. This ensures these key engineering components play a role in enhancing the landscape character of the project and wider settlement. The existing green-blue assets of the site have been creatively incorporated into a new landscape network of green routes and open spaces , that is functional, picturesque and embeds enhancements to the biodiversity of the site. The proposals respect the extensive bank of retained trees and hedgerows along Hurstwood Lane and the development has been designed to overlook augmented areas of existing blue -green infrastructure that provide pockets of public open space throughout the site. Routes through the site that connect to the green infrastructure have been designed to lead users to the desired connections within the wider masterplan and adjacent neighbourhoods. The proposed new country park provides a significant space for leisure and routes also connect out into the surrounding countryside to the east of the site with its many existing footpaths.	●	Early engagement proposed with the drainage authorities and investigation of ground conditions will ensure our drainage strategy will react positively to local conditions. The landscape team will consider the green and blue infrastructure as one single design process.
	12 BACK OF PAVEMENT, FRONT OF HOME The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.	Through the application of typical street sections for each respective typology our proposals utilise consistent building setbacks with boundary treatments and/or soft landscaping to add a vertical layer to frontages. Development parcels have strong building lines which also assists with the delineation of public/private space.	●	The "detailed design" approach will set the principles and strategy for delivery of clear set-back dimensions, vertical definition and planting approaches.



placemaking for life

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