

Appendix 2 – Schedule of Amendments to the Haywards Heath Town Centre Masterplan

The draft Haywards Heath Town Centre Masterplan was subject to a 6-week consultation in November-December 2020. The table below documents the changes that have been made to the Masterplan as a result of consultation responses and other factual updates since the draft Masterplan was published (discussed at Scrutiny Committee for Housing, Planning and Economic Growth on 20th January 2021).

New text is shown underlined, deleted text is shown as ~~strikethrough~~.

[...] Indicates existing, unchanged text which precedes/follows the paragraph or bullet point that contains a change.

Section	Page	Amendment	Reason
1.2 Town Centre Objectives	6	[...] 3. To provide opportunities for sustainable travel <u>(including public transport)</u> throughout the town centre, particularly between the town centre's character areas, by improving public realm so that walking and cycling are attractive options for residents and visitors alike, and discouraging unnecessary traffic from using key routes such as South Road and The Broadway.	To address a point raised during the consultation
3.1 Context	19	The role of Clair Hall. Clair Hall was <u>is</u> a cultural and community facility within the town centre boundary. The site is owned by the District Council, who will need to consider all future viable options for this site.	Factual amendment.
4.3 Perrymount Road	43	For pedestrians and cyclists , <u>an</u> alternative routes to the town centre core exists <u>via</u> Clair Park yet the entrance to Clair Park and the pedestrian route <u>cycle</u> route lacks signposting. <u>There is also no complete formal cycle route via Clair Park parallel to Perrymount Road and there are issues with suitable path widths, gradients, lighting and surveillance, making Perrymount Road a potentially more suitable cycle route option.</u> Recommended Proposals <ul style="list-style-type: none"> Opportunity Consider options for to provide advisory cycle lane <u>providing a cycle route</u> on Perrymount Road; linking with new off-road routes through Clair Park <u>and improving cycle/pedestrian connectivity between the station, The Broadway and South Road, subject to meeting required design standards in consultation with West Sussex County Council.</u> 	To address points made during the consultation by West Sussex County Council.

<p>4.4 Muster Green Gyratory</p>	<p>44</p>	<p>[...] The traffic implications of different junction arrangements would need to be modelled and considered alongside the optimal crossing arrangements to serve pedestrians and cycle movements. <u>This will need to take place at the design stage, to assess the impact of any proposed scheme on road users (including public transport), cyclists and pedestrians. Detailed costings would need to be provided to assess the viability of this scheme.</u></p>	<p>To address points made during the consultation by residents, Metrobus and West Sussex County Council.</p>
<p>4.6 South Road</p>	<p>50</p>	<p>Recommended Proposals [...] <ul style="list-style-type: none"> Visually reduce road in width <u>for example</u> by the addition of a central median strip and side channel to reduce speeds and emphasise the place function of the high street setting, <u>subject to meeting required design standards in consultation with West Sussex County Council and bus companies.</u> </p>	<p>To address points made during the consultation by Metrobus and West Sussex County Council.</p>
<p>4.9 Cycling</p>	<p>55</p>	<p>4.9 Cycling, <u>Walking and Non-Motorised Users</u></p> <p>Future commercial and residential development in Haywards Heath have the potential to increase vehicular trips. This can be mitigated by the provision of improved public transport, walking and cycling facilities which will support development, by providing active travel opportunities as an alternative to car use. <u>A Local Cycling & Walking Infrastructure Plan (LCWIP) for Mid Sussex is being developed.</u></p> <p>[...] In addition, reconfiguring South Road and The Broadway, as part of the proposed transport infrastructure and public realm improvements, will reduce vehicular speeds and create a less intimidating environment for cyclists, <u>pedestrians and non-motorised users.</u></p> <p>[...]</p>	<p>To address a point raised during the consultation by a resident and West Sussex County Council</p>

		<p>A raised parallel / tiger crossing<u>Options for improving crossing facilities</u> between Clair Park and Clair Road, across Perrymount Road, <u>should be explored and</u> will assist cycling crossing at this point and those looking to access the station cycle hub. Perrymount Road also provides an opportunity for advisory cycle lanes<u>improved cycling facilities</u> which would require a reconfiguration of parking to the south, as it meets The Broadway.</p> <p>Recommended Proposals [...]</p> <ul style="list-style-type: none"> <u>Provision of appropriately designed cycle parking/storage, in accordance with the Mid Sussex Design Guide SPD</u> 	
5.2 Additional Opportunities	67	<p>G. 2 The Broadway [...]</p> <p>It could comfortably accommodate four<u>a well-designed five storeys</u>storey <u>building</u>, with residential or small business units above.</p>	Factual update as a result of recent application (approved), and as a result of a point made during the consultation.
5.2 Additional Opportunities	67	<p>The Masterplan also identifies additional sites where redevelopment could support the vibrancy and vitality of Haywards Heath <u>should landowners choose to bring them forward for redevelopment</u>, particularly as many are located in prominent/gateway site locations (Objective 6). Some of these opportunities could be supported and developed through the BID, should a Haywards Heath BID be formed.</p> <p>The following text briefly sets out the opportunities held by these sites, however this does not imply that these sites are available or viable <u>or that a scheme will be forthcoming. Further work is required to establish if and how these sites could come forward. However, the following principles would apply should a redevelopment scheme for any of these locations be progressed in the future.</u></p>	For clarity, as a response to points made during the consultation.

5.2 Additional Opportunities	67	<p><u>N. Stockwell Court</u> <u>As a prominent gateway at the southern entrance to South Road, opportunity exists to improve shop facades on the ground floor of this building. Improvements to the appearance of floors above ground level would be supported.</u></p> <p>[plus amendment to corresponding maps]</p>	<u>To address a point raised during the consultation</u>
5.3 The Orchards Shopping Centre	69	<p>[...]</p> <p><u>Enhanced Town Centre Parking</u></p> <p><u>Any proposals for a multi-storey or decked car park must be of high-quality design and account for the design principles set out in the Mid Sussex Design Guide SPD.</u></p>	To address a point raised during the consultation
5.3 The Orchards Shopping Centre	69	<p><u>The Council's Parking Strategy (2020) contains an action to prepare a Parking Investment Strategy. The closure of smaller car parks and consolidation of parking spaces focussed at The Orchards will be subject to additional future work through the Parking Investment Strategy, which will consider future capacity and other measures. Any closure of car parks will be subject to the outcomes of this work, and the assurances that sufficient parking capacity exists in the town centre to meet current and demand.</u></p>	For clarity, as a response to points made during the consultation.
5.4 Clair Hall	72	<p>Aims and Principles</p> <p><u>The important aspects to any redevelopment would be: Any redevelopment of this site would be subject to the results of</u></p> <ul style="list-style-type: none"> <u>Aan assessment to establish the need for such a facility, and whether community facilities could be re-provided on site or elsewhere in the town, in accordance with District Plan policy DP24: Leisure and Cultural Facilities and Activities.</u> 	For clarity, as a response to points made during the consultation.

		<p><u>If the results of the assessment satisfy the requirements of DP24: Leisure and Cultural Facilities and Activities, the following planning principles would apply:</u></p> <ul style="list-style-type: none"> The relationships with adjacent buildings and the open space, particularly in creating a coherent and attractive street scene with frontages to active spaces; <p>[...]</p>	
5.4 Clair Hall	72	<p>The Clair Hall site was home to<u>includes</u> a community facility. It had<u>has</u> a series of spaces for hire, including a large hall which provides for different activities. The site also includes the Redwood Centre which is hired to local community groups.</p> <p>[...]</p> <p>Given these factors, it was decided that Clair Hall should be closed and the site redeveloped<u>the site still represents an opportunity site for potential redevelopment. Any R</u>redevelopment should follow the principles set out below.</p>	Factual amendment.
5.5 MSDC Owned Car Parks	73	<p><u>The Council's Parking Strategy (2020) contains an action to prepare a Parking Investment Strategy. The closure of these smaller car parks and consolidation of parking spaces focussed at The Orchards will be subject to additional future work through the Parking Investment Strategy, which will consider future capacity and other measures. Any closure of car parks will be subject to the outcomes of this work, and the assurances that sufficient parking capacity exists in the town centre to meet current and demand.</u></p> <p><u>These principles are set out in the Masterplan should decisions be taken in the future to close these Car Parks.</u></p>	For clarity, as a response to points made during the consultation.
7. Implementation Strategy	78	<p>[...]</p> <p>The Masterplan contains a number of potential projects and opportunities for development. However, <u>the identification of a project or opportunity within the</u></p>	For clarity, as a response to points made during the consultation.

		<p><u>Masterplan does not guarantee its delivery – the Masterplan is not a delivery vehicle, instead it it only provides guidance for making <u>investment and</u> planning decisions if proposals are brought forward.</u></p> <p><u>The projects set out in the table below are subject to sufficient funding being secured to enable delivery. Potential sources of funding include private or public investments, grant funding (of which the identification of a project within this SPD can help secure), or from contributions received by developers to mitigate the impacts of development (e.g. Section 106 agreements).</u></p>	
7. Implementation Strategy	79	<p><u>Local Transport Improvement Programme Annual Delivery Programme</u> [multiple instances]</p> <p>Medium-Scale Proposals</p> <ul style="list-style-type: none"> • <u>Schemes for Commercial Square & Station and South Road are id identified</u> within WSCC's <u>Local Transport Improvement Annual Delivery</u> Programme (updated annually) • [...] 	For clarity, as a response to points made during the consultation.