

BURGESS HILL

TOWN CENTRE MASTERPLAN



SUPPLEMENTARY PLANNING DOCUMENT NOVEMBER 2006

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EXECUTIVE SUMMARY

This document is a Supplementary Planning Document (SPD) to guide the revitalisation and redevelopment of Burgess Hill town centre. It provides additional guidance to supplement Mid Sussex District Council statutory planning guidance as set out in their Local Plan and it will be used to help assess planning applications within the town centre.

This SPD is the result of a collaborative process between Mid Sussex District Council, Burgess Hill Town Council, West Sussex County Council, Thornfield Properties plc and the local community. Thornfield Properties plc are the Council's appointed development partner.

To ensure that the proposals contained within this SPD for the regeneration of the town centre were firmly based within the community and responded to local issues and concerns a Visioning process was undertaken. This involved local stakeholders taking part in workshops to explore what was good, bad and needed to be changed in Burgess Hill to allow the town to continue to evolve and attract new families and businesses. The outputs from these workshops were then used to inform the development of the master plans and this resultant SPD.

This SPD sets out the policy context, background information on the town, a vision for how the town should develop over the next 20 years and seven objectives that new development should accord with to meet this vision.

The overall vision is encapsulated in the following:

PRIDE IN PROGRESS

“A prosperous town centre, with a strong and varied shopping offer and excellent community facilities that fosters business and innovation. A welcoming town that is a pleasure to live, work and visit.”

This vision will be delivered through the following seven strategic objectives:

OBJECTIVE 1

To structure and positively plan for development to support and enable the future expansion of the town as a whole.

OBJECTIVE 2

To develop an accessible, legible and welcoming town centre that is well connected with key activity generators such as the station and the Victoria Business Park.

OBJECTIVE 3

To provide a quality public realm and new public spaces that will form the heart of civic life.

OBJECTIVE 4

To provide high quality and mixed-use development within the town centre that is a more efficient use of land and increases vitality and diversity, including the provision of affordable housing to meet the needs of local residents.

OBJECTIVE 5

To improve the quality of the shopping experience in the town centre through diversification, the provision of additional shopping, the creation of a high quality retail circuit and appropriate parking.

OBJECTIVE 6

To ensure new development fosters a positive identity for Burgess Hill with appropriate height and scale.

OBJECTIVE 7

The creation of a sustainable environment

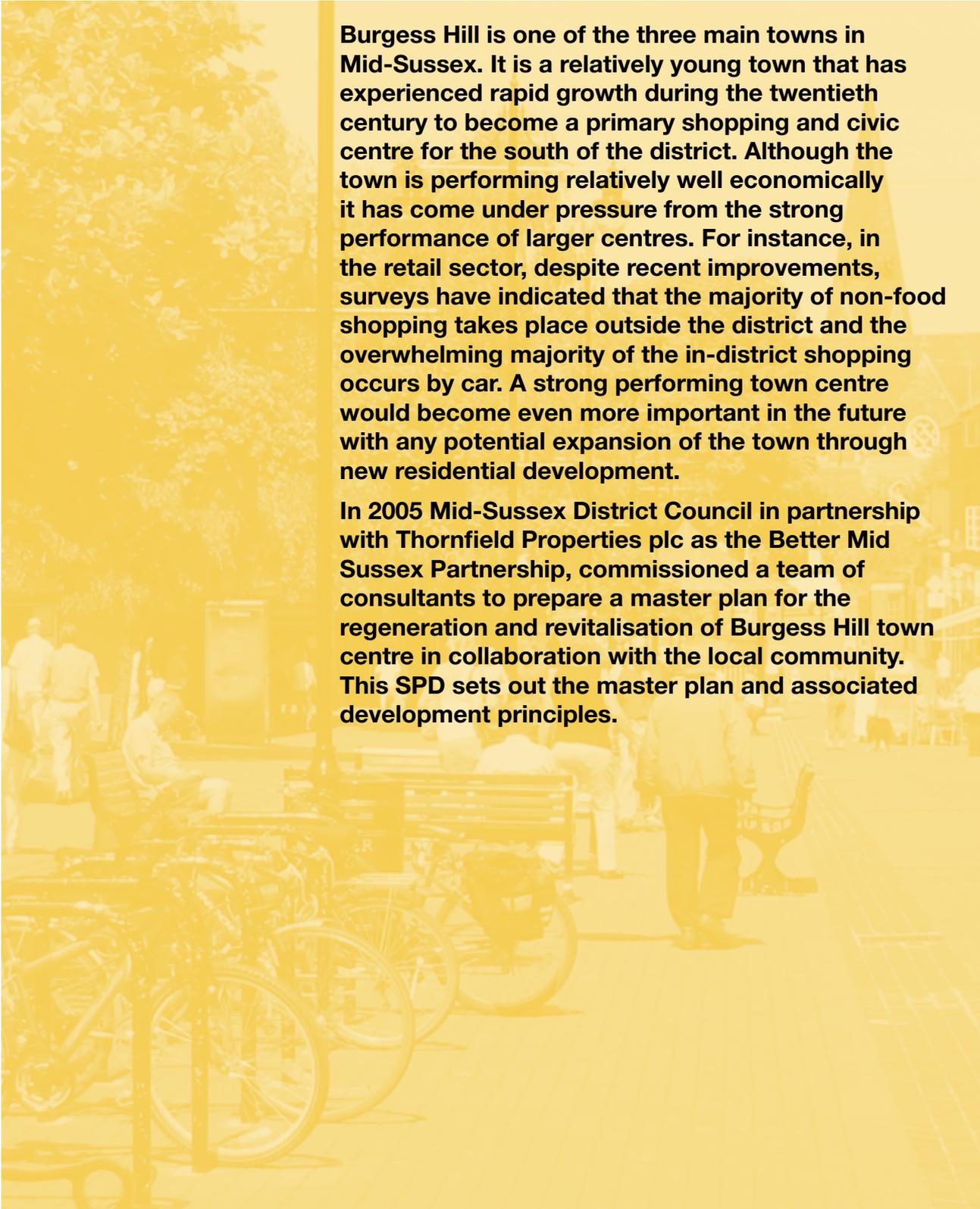
Information is also set out on phasing of development and planning obligations. A glossary provides definitions of planning and design terminology.

01

INTRODUCTION

Burgess Hill is one of the three main towns in Mid-Sussex. It is a relatively young town that has experienced rapid growth during the twentieth century to become a primary shopping and civic centre for the south of the district. Although the town is performing relatively well economically it has come under pressure from the strong performance of larger centres. For instance, in the retail sector, despite recent improvements, surveys have indicated that the majority of non-food shopping takes place outside the district and the overwhelming majority of the in-district shopping occurs by car. A strong performing town centre would become even more important in the future with any potential expansion of the town through new residential development.

In 2005 Mid-Sussex District Council in partnership with Thornfield Properties plc as the Better Mid Sussex Partnership, commissioned a team of consultants to prepare a master plan for the regeneration and revitalisation of Burgess Hill town centre in collaboration with the local community. This SPD sets out the master plan and associated development principles.



PURPOSE OF THIS DOCUMENT

1.1 This SPD provides additional guidance for Burgess Hill town centre and will be used to supplement relevant policies within the adopted Mid Sussex District Local Plan. In particular this SPD will supplement policies B1, B9, B11, H2, S1, S2, T4, T5, and the Burgess Hill chapter.

1.2 This document will set out the key spatial planning and design issues, principles and recommendations that Mid Sussex District Council will use to help determine planning applications in Burgess Hill town centre master plan area as shown in Figure 1 Study Area.

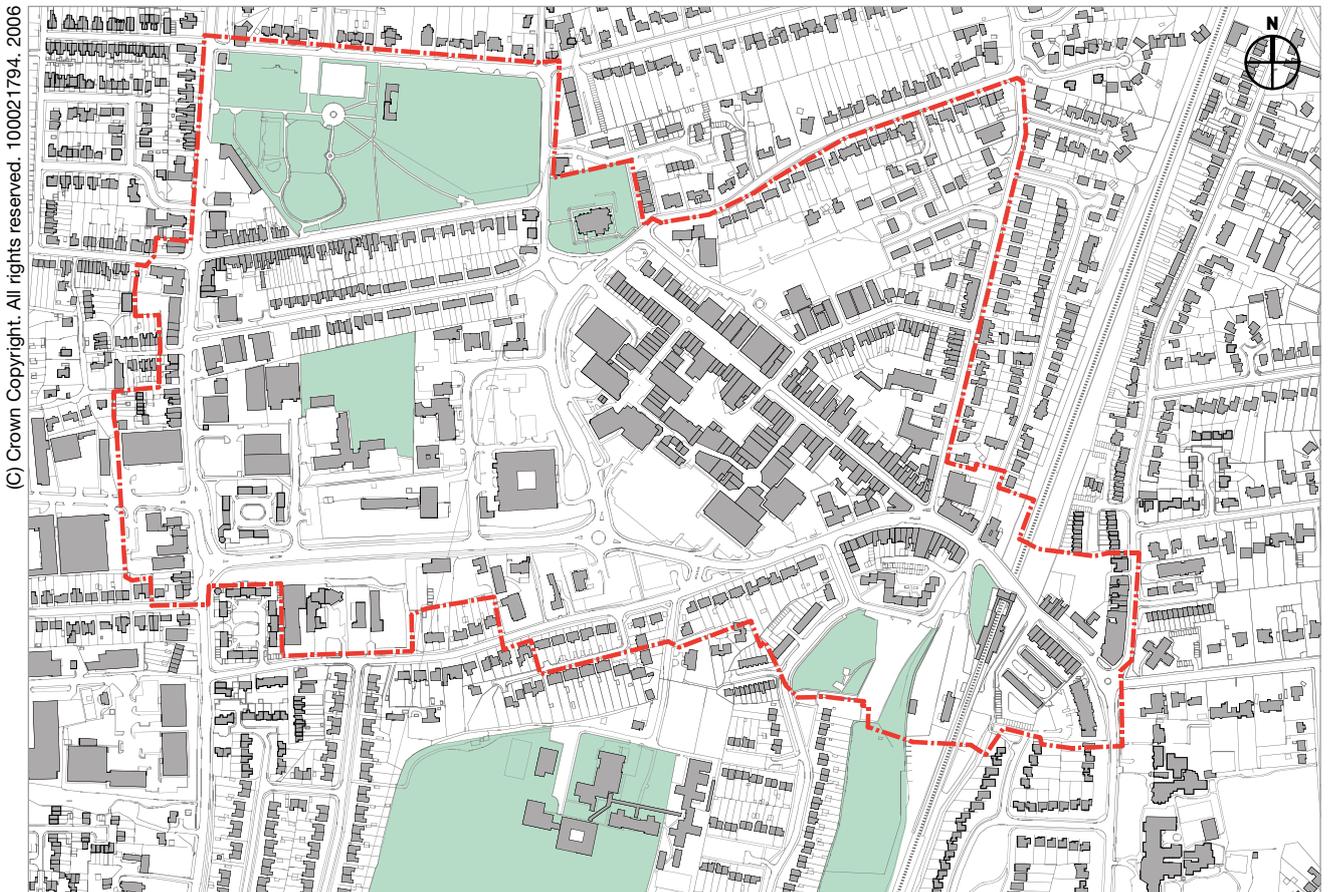


FIGURE 1: Study Area

THE NEED FOR REGENERATION AND REVITALISATION

1.3 Mid Sussex District Council recognise the importance of Burgess Hill in its Local Plan, and this is articulated through its Burgess Hill chapter, which acknowledges the current limitations of east-west movement across the town due to the railway and the limited crossing points, the congestion of some roads and the need to encourage bus use. It also identifies the need for the redevelopment of several key sites within the town, which include the Martlets car park, the station and the former open market site at Cyprus Road.

1.4 Key aims, which the SPD has sought to provide further guidance on are;

- the provision of new housing and commercial development, as far as possible on previously developed land.
- improvements to Burgess Hill station
- the redevelopment of the Martlets multi-storey carpark and adjoining land

1.5 Regional policy also emphasises the importance of vibrant and attractive town centres, which contain a mix of uses to ensure sustainable development and to make them multi-use nodes, so cutting down on the number of journeys people need to make. Fundamental to this is the role of retail. Mid Sussex Council commissioned a Retail Study in January 2005 (updated June 2006), to inform and guide retail planning in the district. The conclusions highlighted that it is critical for Mid Sussex town centres to improve their retail offer in light of growing competition in the wider sub-region. Where smaller centres have been unable to diversify their offer or create niche markets they have suffered.

1.6 At present, Haywards Heath, Burgess Hill and East Grinstead retain only 37% of total comparison goods expenditure within the survey area, leaving 63% to leak to competing shopping destinations including Crawley, Brighton and Royal Tunbridge Wells. These centres all have proposals in the pipeline to considerably enhance their retail offer, thereby increasing the level of trade leakage from Mid Sussex District, and Burgess Hill town centre.

1.7 The assessment of Burgess Hill has identified a relatively healthy centre, performing well in a number of vitality and viability indicators. The analysis did, however, highlight potential signs of vulnerability and areas of opportunity to enhance and strengthen the centre over the period to 2016 and beyond. In particular, the centre has a weak representation of clothing/fashion retailers, key retail attractors and A3 restaurant/café provision. Low vacancy rates reflect the health of the centre, but highlights the inability of Burgess Hill to accommodate growing demand from retailers for shop units. Based on these limitations, Burgess Hill is not meeting the potential in terms of higher income shoppers, i.e. those from the AB/C1 socio-economic groups. They are instead choosing to travel further afield to higher order retail destinations, such as Brighton and Crawley.

1.8 Environmentally, the Retail Study identified The Martlets and adjoining multi-storey car park as significant detractors in the town centre. Furthermore, it is considered that the cinema and bingo hall on Cyprus Road, linkages between The Martlets and The Market Place shopping centres, and the Station Road car park have not met their full potential as key town centre retail/leisure sites. The Study concludes that there are considerable opportunities to enhance the town centre through identified development opportunity sites and enhanced linkages and connectivity between different areas.

STUDY PROCESS

1.9 This SPD is the result of a collaborative process between Mid Sussex District Council, Burgess Hill Town Council, West Sussex County Council, Thornfield Properties plc and the local community. Thornfield Properties plc are the Council's appointed development partner.

1.10 The process began with visioning work carried out with key stakeholders in 2004. This identified problems, opportunities and aspirations from a community's perspective. A master planning exercise was then undertaken to respond to these issues through the creation of a physical framework. The master planning exercise involved further workshops with key stakeholders to explore the emerging master planning proposals.

1.11 This SPD builds on existing policies in the Mid Sussex Local Plan and the West Sussex Structure Plan. Other information sources include:

- Burgess Hill Into the Future
- South Mid Sussex Area Transport Plan
- Extensive Urban Survey
- Small Scale Housing Allocations Preferred Options Report
- Mid Sussex Community Strategy
- Mid Sussex Retail Study

1.12 The master plan was then incorporated into a SPD and public consultation undertaken. Comments arising from the consultation were then considered with amendments to the master plan made accordingly.

1.13 As part of the SPD process a Sustainability Appraisal was carried out. This is to ensure that the proposals put forward in the SPD are fully considered in regard to how they contribute to sustainable development. The SA is a document that is subject to the same consultation process as the SPD and is freely available to the public.

1.14 Once adopted, the SPD and SA will be regularly monitored and reviewed against base line objectives to ensure that objectives are being met, the guidance remains relevant and that sustainable development is being delivered.

POLICY CONTEXT

1.15 Below is a summary of an in-depth analysis of the national, regional and local policy which supports this master plan SPD set out in Appendix A.

National and Regional Policy

1.16 Guidance at the national level through Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) inform the policy context. PPS6 Planning for Town Centres was published in March 2005 and replaces PPG6: Town Centres and Retail Developments. The statement outlines the Government's key objectives of promoting vital and viable town centres, focusing on retail, leisure, commercial and arts and cultural uses as well as housing in mixed-use developments. This is to be achieved through applying the sequential approach, as set out in paragraph 2.4 of PPS6, which seeks to prioritise growth and development of existing centres rather than edge or out of town locations.

1.17 This is interpreted at the regional level through Regional Planning Guidance 2001-2016 (RPG 9) which sets out key development principles for the region including increasing the attractiveness of urban areas, intensifying and strengthening existing towns and encouraging economic development. The West Sussex Structure Plan 2001-2016 emphasises the need to maintain and enhance the quality of the existing town centres in policies NE9 and NE10.

1.18 These policies are broadly reiterated in the draft Regional Spatial Strategy which covers the period up to 2026.

Local Policy

1.19 The Mid Sussex Local Plan sets out the aims and policies to guide development in Burgess Hill town centre. The plan identifies Burgess Hill as the main shopping centre for its catchment areas and aims to 'secure improvements to Burgess Hill ... stations (and) to secure the redevelopment of the Martlets multi-storey car park and adjoining land' (p.172-3). Policy S1 of the Local Plan supports development that maintains and enhances the range, quality and vitality of existing shopping areas in the town centre and resists out-of-town development which erodes the countryside. It supports redevelopment of the shopping centre to provide for new and improved retail floorspace.

1.20 The Local Plan defines a series of key projects in and around the town centre. This SPD will help to coordinate and integrate these proposals within a comprehensive framework for the town centre. These projects are:

- Significant development at the former open air market site, Cyprus Road (BH1)
- A large mixed-use development at Burgess Hill Station (BH2) incorporating improvements to the station, inter-modal transport interchange and car parking provision
- The redevelopment of the Shopping Centre for retail and adjacent land to include a mix of uses (BH13)
- Integrate and manage the options for pedestrianisation and car parking in the town centre



Burgess Hill Aerial

02

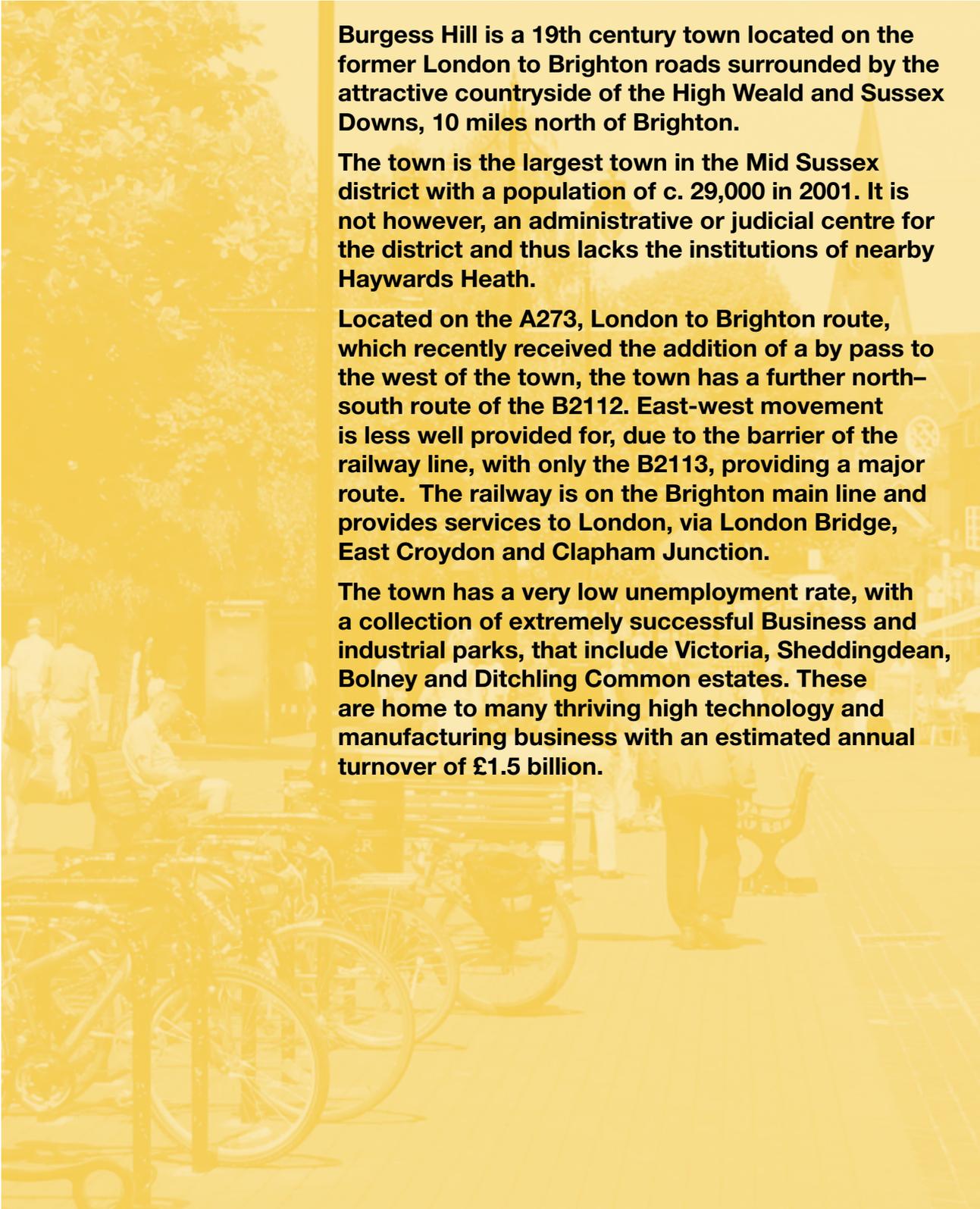
CONTEXT: BURGESS HILL TOWN CENTRE

Burgess Hill is a 19th century town located on the former London to Brighton roads surrounded by the attractive countryside of the High Weald and Sussex Downs, 10 miles north of Brighton.

The town is the largest town in the Mid Sussex district with a population of c. 29,000 in 2001. It is not however, an administrative or judicial centre for the district and thus lacks the institutions of nearby Haywards Heath.

Located on the A273, London to Brighton route, which recently received the addition of a by pass to the west of the town, the town has a further north-south route of the B2112. East-west movement is less well provided for, due to the barrier of the railway line, with only the B2113, providing a major route. The railway is on the Brighton main line and provides services to London, via London Bridge, East Croydon and Clapham Junction.

The town has a very low unemployment rate, with a collection of extremely successful Business and industrial parks, that include Victoria, Sheddingdean, Bolney and Ditchling Common estates. These are home to many thriving high technology and manufacturing business with an estimated annual turnover of £1.5 billion.





ABOVE: London Road, formerly the main London to Brighton route
RIGHT: Burgess Hill is located on a Roman Road



HISTORY

2.1 The name Burgess Hill has been in use since at least 1468 to identify the hill immediately to the east of the railway station. Burgess having been taken from the name of the adjacent farm Burgeyseslond later Burgess Hill and and connected to John Burgeys. With the arrival of the railway station, the name was still in use to describe the hill and farm, but, despite the majority of existing development being in the vicinity of St John's Common, the name of Burgess Hill was retained to describe the growing town.

2.2 The origins of Burgess Hill are not exactly known, whilst a roman road connecting London to the south coast passed through the town, there is no evidence of a settlement arising from this. By Elizabethan times a settlement had arisen, although much of what is the present day town would have been common land for grazing and fuel. By the early 17th century brick and tile making industries were established and the common land began to be parcelled up for development. In 1770 the London to Brighton road was turnpiked and the adjacent common land on St John's common was enclosed and developed. At this time and within the vicinity of London Road several small shops and businesses had established in response to the road activity, but it was not until the opening of the London to Brighton railway in 1841 that rapid growth and expansion took place. Between 1850 -1880 the insignificant rural settlement evolved into a town of 4,500 people.

2.3 Brick making is one of the earliest recorded industries of Burgess Hill, with evidence of brick making works dating back to the 16th century with expansion through the 17th, 18th and 19th centuries. This was fed in part by the rapid expansion of the town, which created a ready and immediate market along with the more expansive possibilities accessed through the opening of the railway. However, the town right from its earliest days was characterised by a commuting population and land, in close proximity to the brick works, was quickly developed for housing. This, along with the national trends of automation, the depression and second world war, ultimately contributed to the decline of brick industries in the 20th century.

2.4 The town grew steadily up to the Second World War and it was made a civil parish in 1933. Considerable expansion took place post war with the population almost doubling to 14,000 between 1951 and 1961. Further considerable growth took place during the 1990s.

2.5 Notwithstanding the brick making industry, economic activity since the town's earliest times has been strongly service sector based and this continues today through the many high technology industries and businesses based within Burgess Hill, as well as residents commuting to Gatwick, Crawley, London and Brighton.



The town's relatively recent history is evidenced through its few remaining examples of Victorian architecture, although St John's Park is a survivor from earlier times when it was part of St John's common

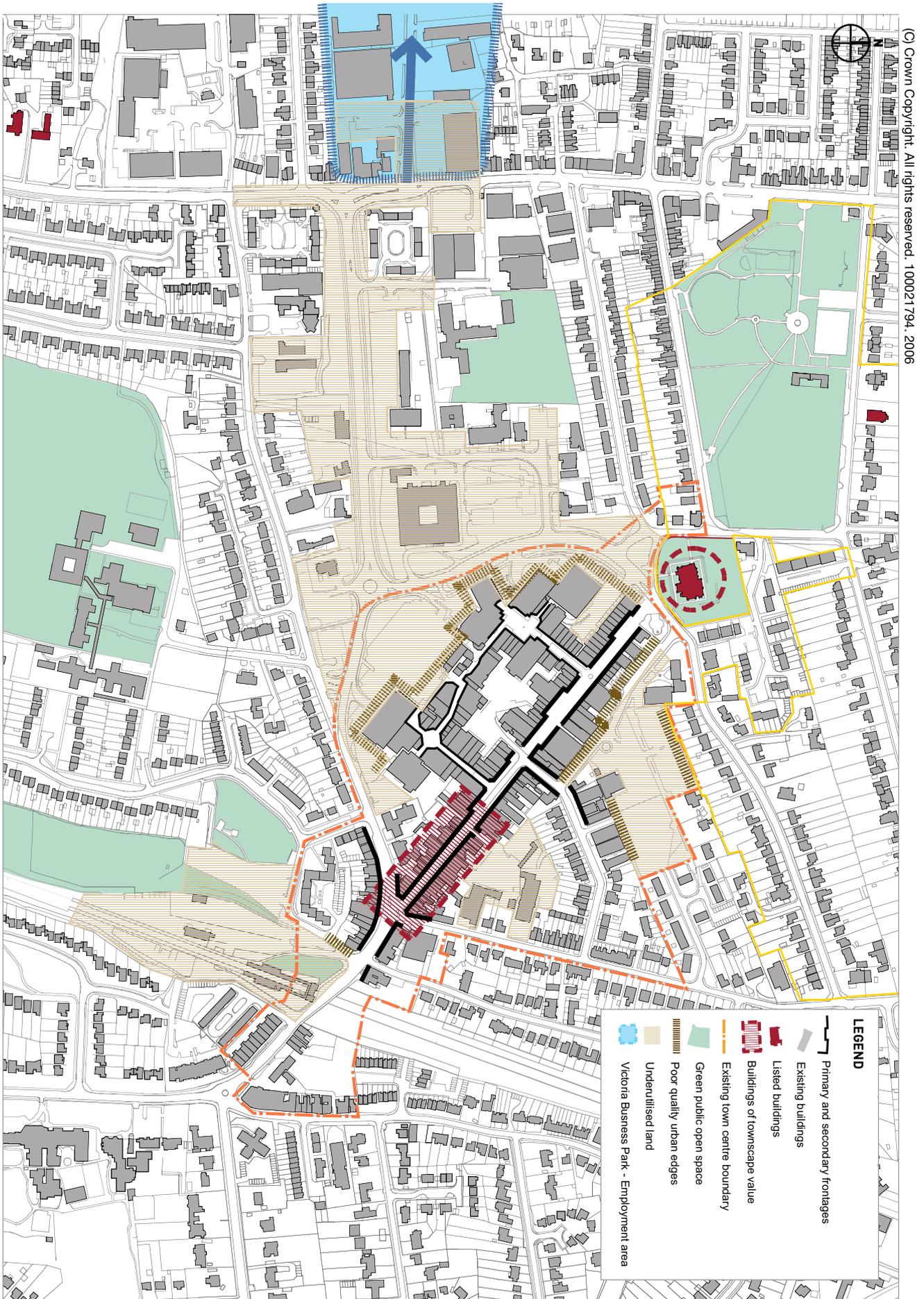


FIGURE 2: Townscape Analysis

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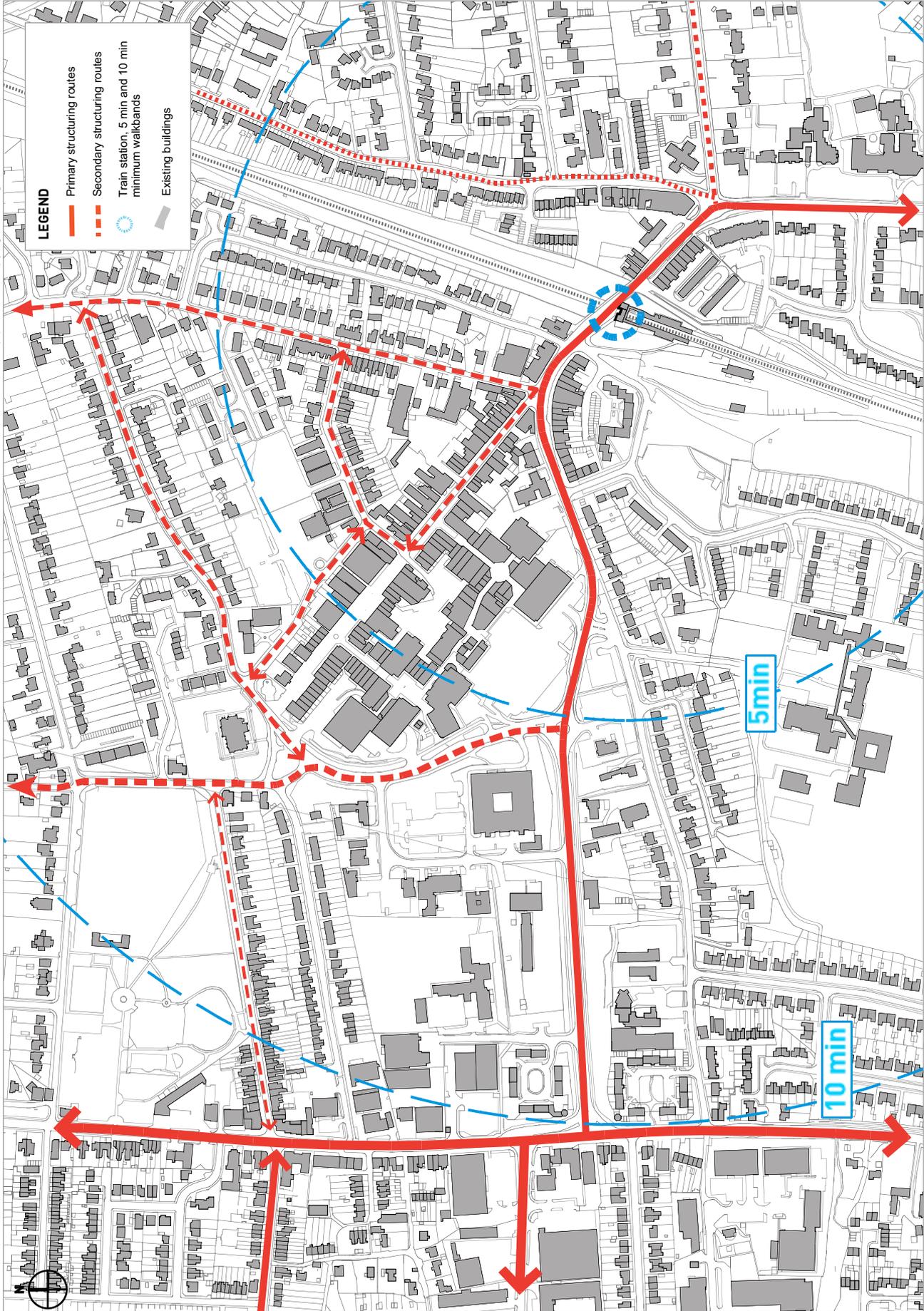


FIGURE 3: Movement Analysis

DEVELOPMENT POTENTIAL

2.6 Development Potential has been assessed through a visual examination of buildings and structures. This considered the age, condition, conservation or listed status, business or economic use, surrounding context, contribution to townscape quality, (character, continuity and enclosure, ease of movement, legibility, quality of the public realm, adaptability, and diversity) and a broad classification given denoting the potential for development. Within Burgess Hill, there are a large number of post war buildings, which do not contribute positively to the town's character, identity or urban structure and have a poor relationship with the street. These are identified for redevelopment to enable the restructuring of the town and to allow a more efficient use to be made of land. The identification of buildings having low potential does not preclude development, with sympathetic alteration, renovations, additions and changes of use, all possible, subject to urban design, conservation and listed buildings policy.

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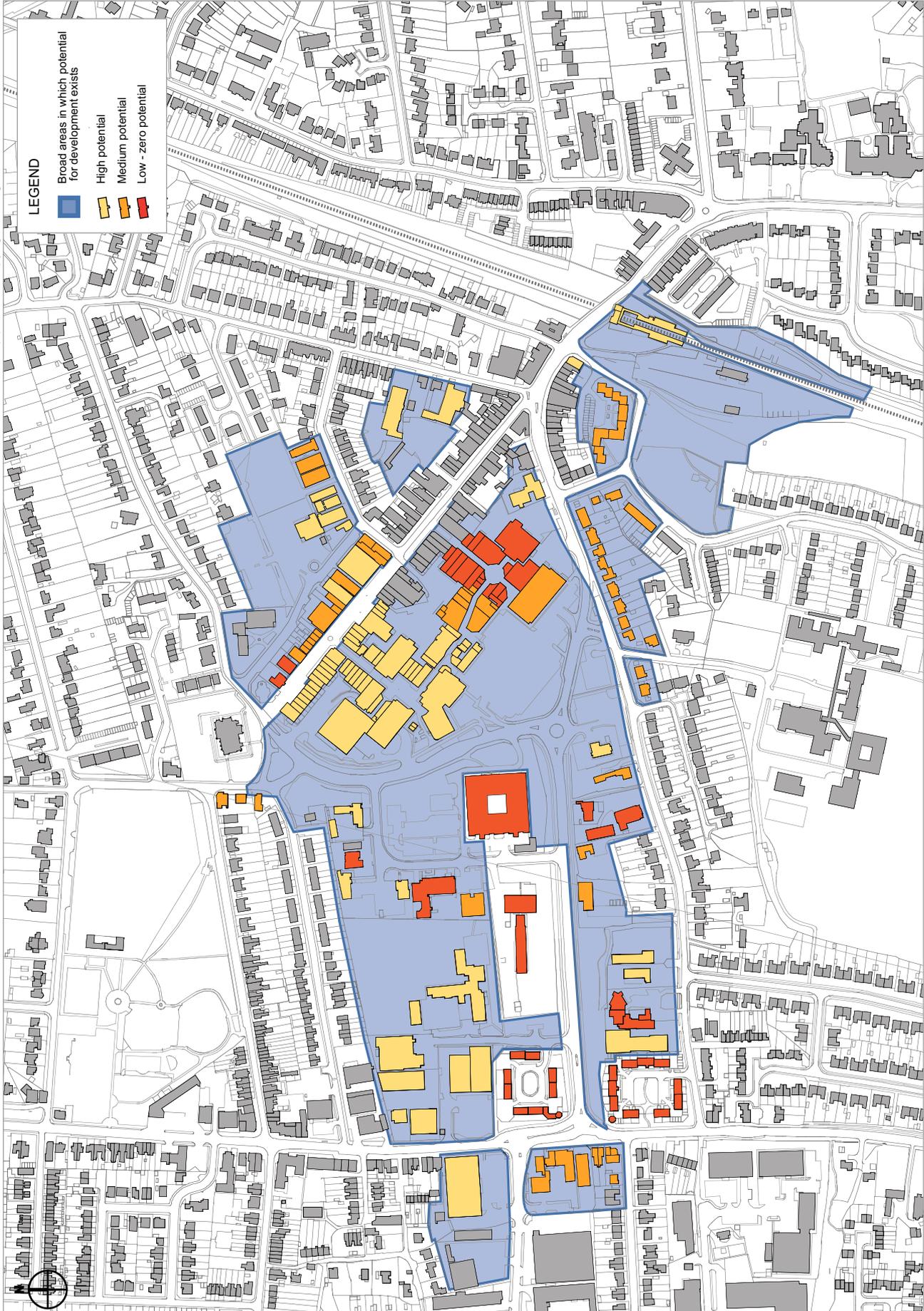


FIGURE 4: Development Potential

URBAN DESIGN ANALYSIS

CHARACTER

A place with its own identity.

2.7 Burgess Hill having developed rapidly during the mid 19th century onwards, with much of its earlier redevelopment being subject to further, and repeated, redevelopment, has little strong historical character. It does have however, some attractive and mainly Victorian buildings, which due to its dispersed historical development are scattered throughout the town and its wider area.

2.8 The town's underlying structure of street pattern and subsequent development has been largely influenced by its former common and field boundaries and routes leading to and across the commons. These include the much earlier Anglo Saxon Wealden-Downland transhumance routes of London Road and Junction Road/Keymer Road. Station Road is also on the alignment of a pre enclosure track from Keymer Road to Church Road, continuing then along a former track across the common to London Road.

2.9 Such routes, coupled with the extensive brick making industry and residential development focused around the Railway station and St John's Common (now partially remaining as St John's Park), created dispersed nuclei of development and a loose urban form, with the now central route of Church Road linking these latter two together. Surprisingly, this road up to the mid 20th century still contained houses and open land and it was not until the building of the Martlets in 1972 that its continuous commercial frontage appeared. The pedestrianisation of part of Church Road at this time resulted in the construction of Civic Way and Queen Elizabeth Avenue.

2.10 This loose urban form is particularly prevalent in the former brickfields between Church Road and London Road, which were subject to predominantly commercial infill post war and the residential infill of large villas, often detached, located in the vicinity of the railway station. Whilst few of these remain, semi detached villas along St Johns Road and West Street have been better preserved,

2.11 Important buildings of note are the polychrome brick St Johns Church 1861-1863. Grade II listed designed by Thomas Talbot Bury a pupil of A.C Pugin, its location determined by its donated land. The railway station, originally built in the c. 1841, was replaced with the buildings seen today during the 1850s and the brick built ticket office 1877-8. The railway hotel was in existence in 1862. An engaging stretch of shops along Church Road and the late 19th century mock timber framed Venacular Revival group at 10 -20 Station Road, whilst unlisted, provide rare evidence of small, rural town character.

2.12 In view of the recent development of the town, there is little vernacular architecture, although the important brick and tile making industry produced local materials for buildings.

2.13 Although Burgess Hill has some attractive and mainly Victorian buildings which includes an engaging stretch of shops along Church Road, the town overall does not have a strong identity and character. Much of the post-war development lacks any reference to the locality with a blandness of form, material and detailing.



Church Road includes an attractive stretch of Victorian shops



CONTINUITY AND ENCLOSURE

A place where public and private spaces are clearly distinguished.

2.14 Church Road and Church Walk and stretches of London Road provide good continuity and enclosure with active frontage strongly defining public and private space. However the newer development of the Martlets, Market Place Shopping Centre and their car parks, Civic Way, Queen Elizabeth Avenue and the entrance to the Victoria Business Park provide poor enclosure as the built form is largely set back from the street.



EASE OF MOVEMENT

A place that is easy to get to and move through.

2.15 London Road provides a direct north-south route through the town, but does not run close to the town centre, which is to the east. Queen Elizabeth Avenue provides a direct east-west link between London Road and the town centre, although the roundabout junctions at both ends provide a very poor sense of arrival. Both these roads are vehicle orientated and do not encourage pedestrian and cycle use. Within the town centre there is a good network of routes, although the railway line tends to cut the town centre off from the rest of the town to the east, the Station Road bridge providing the main crossing point. The railway facilitates a good train service on the London to Brighton line, although the station has few facilities and is not well located in terms of direct access to the town centre. Local bus services are adequate, although the one-way northbound routing along Church Road leads to buses incurring non-revenue generating mileage and makes routes more difficult to understand for unfamiliar users.



LEGIBILITY

A place that has a clear image and is easy to understand.

2.16 Whilst London Road and Queen Elizabeth Avenue create fairly legible routes, they both skirt the town centre, and do not engage positively with it, thus allowing the possibility of visitors passing the centre by. The gateways at the station, the Victoria Business Park and the roundabout adjacent to St John's Church all require improvement.



QUALITY OF THE PUBLIC REALM

A place with attractive and successful outdoor areas.

2.17 Public realm quality is variable and most of the routes are vehicle orientated with few pedestrian crossings. The pedestrianised section of Church Walk is bland and of an evening has too little natural surveillance for all members of the community to feel comfortable in this area.



ADAPTABILITY

A place that can change easily.

2.18 Burgess Hill has major opportunities for regeneration, particularly to the west between the retail core and London Road, which will enable the town to adapt to changing circumstances. There are few constraints in regard to any valuable historic fabric as there is a significant expanse of poor quality development that is tired or requiring major investment to render it fit for purpose.



DIVERSITY

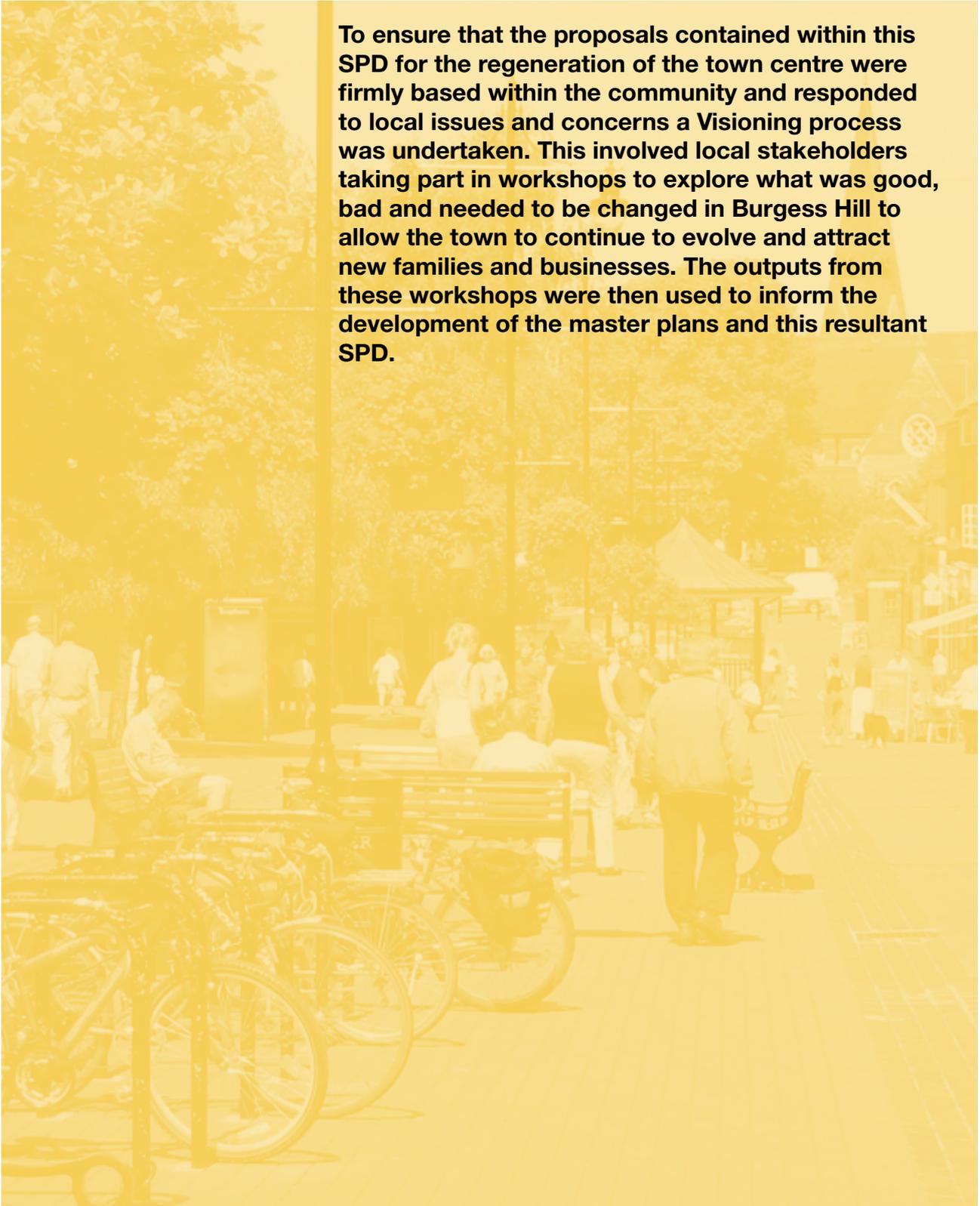
A place with variety and choice.

2.19 The town centre has a good range of uses, although after around 5.30pm, the area is quiet. The existing residential in the town centre should be strengthened as should the 'café culture' which has gradually developed to date. The strong employment uses on Victoria Business Park bring investment and activity into the town but better connections are required to and from the town centre itself.

03

STRATEGIC PROPOSALS

To ensure that the proposals contained within this SPD for the regeneration of the town centre were firmly based within the community and responded to local issues and concerns a Visioning process was undertaken. This involved local stakeholders taking part in workshops to explore what was good, bad and needed to be changed in Burgess Hill to allow the town to continue to evolve and attract new families and businesses. The outputs from these workshops were then used to inform the development of the master plans and this resultant SPD.



The Visioning process established a clear vision for Burgess Hill's town centre:

PRIDE IN PROGRESS

A prosperous town centre, with a strong and varied shopping offer and excellent community facilities that fosters business and innovation. A welcoming town that is a pleasure to live, work and visit.

To guide and deliver this vision a strategy has been developed consisting of the following seven key development objectives. These development objectives are based on Local Plan policies, the visioning process carried out by the local community and government policy as set out 'By Design Urban Design in the planning system; towards better practice' (DTLR 2000). These objectives will apply to any application for development within the SPD area.

Development Objectives;

OBJECTIVE 1

To structure and positively plan for development to support and enable the future expansion of the town as a whole.

OBJECTIVE 2

To develop an accessible, legible and welcoming town centre that is well connected with key activity generators such as the station and the Victoria Business Park.

OBJECTIVE 3

To provide a quality public realm and new public spaces that will form the heart of civic life.

OBJECTIVE 4

To provide high quality and mixed-use development within the town centre that is a more efficient use of land and increases vitality and diversity, including the provision of affordable housing to meet the needs of local residents.

OBJECTIVE 5

To improve the quality of the shopping experience in the town centre through diversification, the provision of additional shopping, the creation of a high quality retail circuit and appropriate parking.

OBJECTIVE 6

To ensure new development fosters a positive identity for Burgess Hill with appropriate height and scale.

OBJECTIVE 7

The creation of a sustainable environment

MASTERPLAN

Burgess Hill Indicative Town Centre Master Plan

LEGEND

-  Study area boundary
-  Listed buildings
-  Existing buildings
-  Green open space
-  Proposed new buildings
-  Defined / active frontage
-  Existing buildings to be renovated
-  Pedestrianised public realm
-  Carriageway shared between vehicles and pedestrians
-  New tree planting
-  New water feature
-  New public art

1. The London Road Gateway
2. Residential square as part of St Wilfrid's School redevelopment subject to relocation of St. Wilfrid's School
3. Queen Elizabeth Avenue redefined as a boulevard
4. New mixed use - office / residential development with structured parking
5. Redevelopment of existing car park into a residential square
6. Future of Crescent Way to be re evaluated over time with the potential reintroduction of limited vehicular traffic to Church Walk
7. Potential closure of a section of Lower Church Road to vehicular traffic with an improved shared surface public space in front of the Church
8. Potential for the reintroduction of limited vehicular movement into Church Walk (buses only / limited access)
9. Refurbishment of existing Martlets shopping centre
10. New mixed use development incorporating shops and possibly cinema, with residential and/or other mixed use accommodation above
11. Civic Square
12. Redevelopment of the Market Place/Martlets shopping centres to accommodate larger shops with residential accommodation above
13. New Market Hall
14. The Market Square - Flexible public space - potential alternative location for limited short stay parking
15. Potential for new development to accommodate reprovided civic facilities such as the library and one stop shop - alternative location for cinema on first floor
16. Potential location for landmark buildings to house civic functions
17. New mixed use development incorporating shops with residential accommodation and/or other mixed use accommodation above
18. Parking forecourt improved and made more attractive or alternatively reprovide parking elsewhere in the town centre to produce a smaller attractive forecourt space in front of the existing office block
19. Formalise Queens Crescent with new residential development creating enclosure on the eastern edge
20. New station square with new development including station related retail and residential accommodation above. This is associated with an improved public transport interchange on Wolstonbury Way
21. Amalgamation of the Queens Crescent and station car parks into a single surface car park with the relocation of the existing builders merchant
22. New residential development subject to reposition of proposed surface car park as a structured car park to accommodate commuters
23. Configuration of Cyprus Road/ Crescent Way junction to be reviewed
24. Proposed block to provide enhanced continuity and enclosure if Waitrose should be redeveloped

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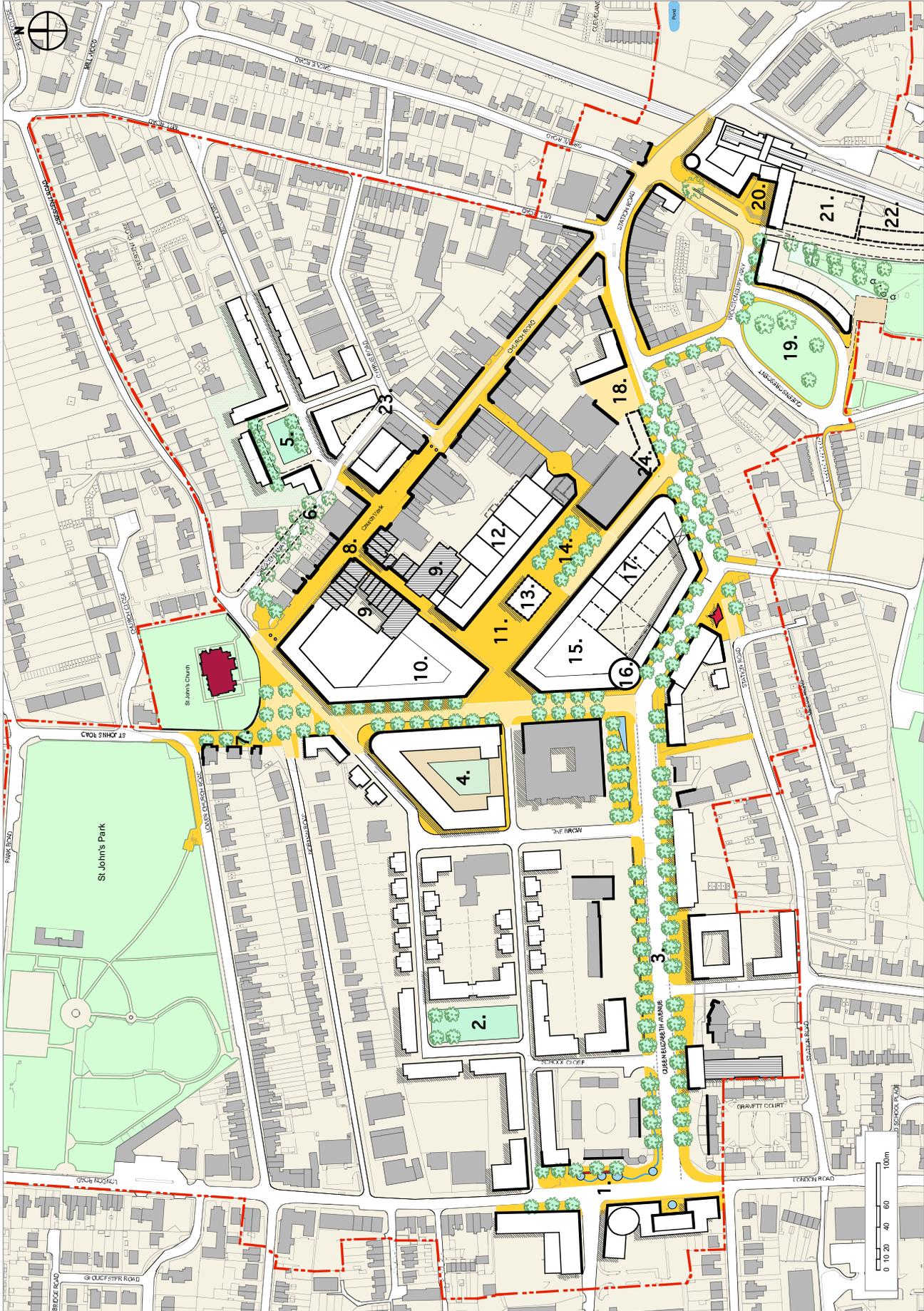


FIGURE 5: Burgess Hill Indicative Town Centre Master Plan.

OBJECTIVE 1

To structure and positively plan for development to support and enable the future expansion of the town as a whole.

ISSUES

Development space

3.1 The South East is the major economic driver for the whole of the United Kingdom, and there is strong pressure for further growth. This is being planned and managed for through regional guidance as set out in the emerging South East Plan and the West Sussex Structure Plan. The District Council is preparing a Local Development Framework. This may identify Burgess Hill as a suitable location for further significant levels of new housing and related infrastructure. If Burgess Hill is required to accommodate further housing development, much of the development would be built outside of the town centre, however it would be critical that these new communities are integrated into the existing town centre and the surrounding areas and have good and easy access to jobs and services through safe and direct routes and links that allow a choice of travel modes.

3.2 It will be important that the town centre expands to meet not only the current but anticipated growth of Burgess Hill, so that appropriate levels of services can be provided and that the town centre is the focus of community and civic life on a sustainable basis. Currently within the town centre there are areas of land that are under utilised or have no clear use. This inefficient use of land is largely due to the poor layout of some existing development and through careful planning and design a more efficient use of this land can be made. See Figure 2 Townscape Analysis

3.3 Areas of land that could be more intensively developed are, west of the town centre, bounded by London Road, Queen Elizabeth Avenue, Civic Way and Norman Road, land to the north east bounded by Church Walk, Cyprus Road and Crescent Road, and land around the station. These areas would also benefit from improved connectivity with the rest of the town.

3.4 The land to the west of the town centre contains several important uses: Police station, Health Centre, Ambulance and Fire Stations and St Wilfrid's Infant and Primary School. Whilst St Wilfrids School has indicated that it does not wish to relocate in the short term, the possibility of relocation in the longer term cannot be discounted. In the redevelopment of this area, these uses would need to be reprovided and potential new locations would need to be considered in the light of the potential expansion of Burgess Hill up until 2026.

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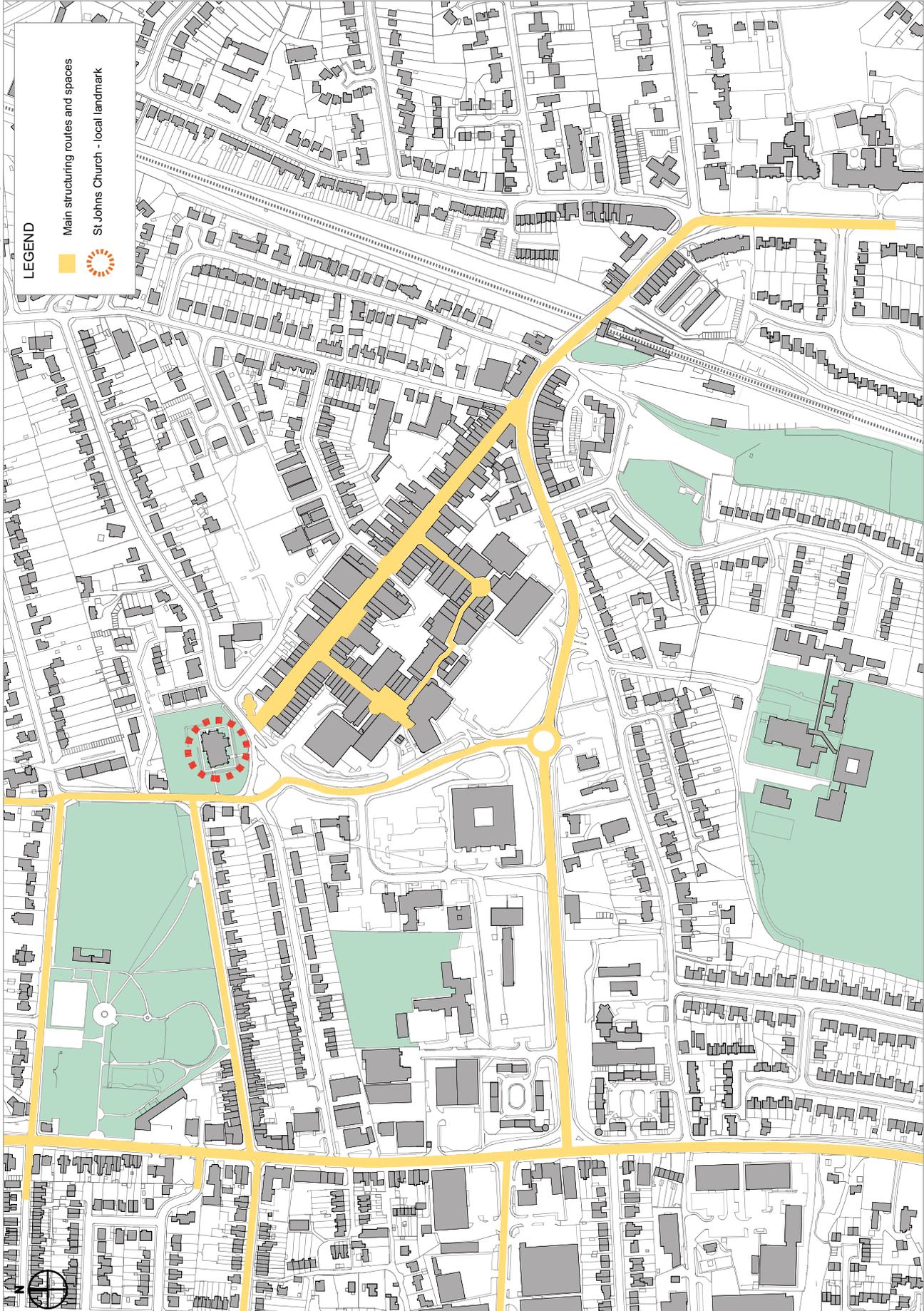


FIGURE 6: Existing Town Structure

3.5 An expansion of the town centre west would also allow better connections to be made with the Victoria Business Park and provide space for other employment and ancillary uses. London Road could become the new boundary for an expanded town centre in the longer term with secondary retail and mixed-use promoted within a tight urban form.

3.6 The western edge of the existing retail core is currently surface car parking for Waitrose and the rear entrances of the Martlets and Market Place Shopping Centres. The layout and uses are not efficient uses of space with large tracts of 'left over' space. These areas should be redeveloped to make better use of the land. Existing retail and parking uses should be retained, with parking reprovided in structures (i.e. multi storey or basements).

3.7 The land to the north east of the town centre contains the former markets site. Most of the land is used as surface car parking which is poor quality. There are also some low grade commercial buildings, the cinema, which although an attractive building and important use, provides a limited service and a cluster of well used community buildings. In view of the close proximity to the town centre, this land should be more intensively used, although the retention of the community buildings is encouraged, and at the very least, must be re provided for in any comprehensive redevelopment of the area.

3.8 Burgess Hill station currently performs poorly as a transport interchange. Whilst the station is on a high quality rail link the layout of the station building and the area immediately surrounding it compromises its performance. The land around the station is very inefficiently used with large tracts of land used for surface car parking. Some of this car parking is long stay parking serving commuters who use the station while other surface car parks serve a short stay function for the town centre. Queens Crescent Park which is adjacent to the car park is poorly defined with low levels of enclosure and surveillance. This area offers the opportunity for the consolidation of inefficiently used land into clearly defined, high quality public spaces enclosed with new uses such as residential and commercial development. Parking for both the town centre and commuters should be reprovided in structures. In any redevelopment proposals, the retention of the Victorian station buildings are encouraged, whilst these are not listed, they provide a rare reminder of Burgess Hill's past.

DEVELOPMENT GUIDANCE

- Proposed new residential development outside of the town centre will need to be integrated into the existing town centre and the surrounding areas with good and easy access to jobs and services through safe and direct routes and links that allow a choice of travel modes.
- The area of land west of the town centre, bounded by London Road, Queen Elizabeth Avenue, Civic Way and Norman Road, should be more intensively developed.
- London Road should be considered as the new boundary for an expanded town centre in the longer term with secondary retail and mixed-use promoted within a tight urban form.
- The existing uses of the Police Station, Health Centre, Ambulance Station, Fire Station and St Wilfrid's Infant and Primary School should be reprovided with new facilities informed by the projected expansion of Burgess Hill.
- The western edge of the existing retail core should be more intensively developed. Existing retail and parking uses should be retained, with parking reprovided in structures.
- The area of land to the north east of the town centre bounded by Church Walk, Cyprus Road and Crescent Road should be more intensively developed. Where existing community uses are affected, these would need to be reprovided for.
- The area of land around the station should be more intensively developed. Open space should be consolidated into clearly defined, high quality public spaces enclosed with new uses such as residential and commercial development. Parking for both the town centre and commuters should be reprovided in structures.
- The retention of the Victorian Station buildings is encouraged.

OBJECTIVE 2

To develop an accessible, legible and welcoming town centre that is well connected with key activity generators such as the station and the Victoria Business Park.

ISSUES

3.9 In terms of general accessibility, Burgess Hill town centre could be considered to be 'off pitch', located on the edge of the main vehicular routes and poorly connected to the station. London Road, which provides a direct north-south route through the town, runs some way to the west of the heart of the town centre, although it is an important route, providing a high level of continuity, accessibility and legibility, it is subject to heavy levels of traffic and the quality of the public realm is poor. It is currently lined with secondary retail, much of it being 'fine urban grain' that fronts on to the street, however some larger retail sheds have recently been developed, which are set back and this has started to break up the building line.



FIGURE 7: Gateways

GATEWAYS

3.10 Although Queen Elizabeth Avenue provides a direct east-west link that connects the town centre with London Road, the junction of the two roads does not read like a town centre gateway see Figure 7 Gateways. Queen Elizabeth Avenue itself does not feel in any way like a town centre street, and the eastern roundabout junction with Civic Way presents a very poor sense of arrival and welcome. Queen Elizabeth Avenue effectively leads people into back spaces and service areas of the town centre namely the Waitrose car park and the MacDonalds restaurant. This produces a poor first impression of the town and contributes to giving it a poor image. Queen Elizabeth Avenue is characterised by poor level of enclosure and low levels of surveillance which compromises the environment for pedestrians and general users of the road.

3.11 Civic Way, like Queen Elizabeth Avenue, is a vehicular dominated environment onto which the development of the town centre effectively turns its back, with surface car parking and service areas. Once again, levels of enclosure and surveillance are poor and the spaces that about the road are unattractive and have been know to be associated with anti social behaviour.



The view down Queen Elizabeth Avenue is a poor first impression of the town

3.12 Victoria Business Park is an important centre of employment for the town and attracts many visitors and commuters from outside Burgess Hill. It is located to the west of London Road and is accessed from London Road by Victoria Way. While the urban environment within this area will always be dictated by factors of industry and production, characterised by large sheds and warehouses, there is a opportunity to develop stronger links between it and the town centre, via Queen Elizabeth Avenue.

3.13 Despite the negative aspects of much of the current road infrastructure, the directness of both London Road and Queen Elizabeth Avenue, and the potential for remodelling the junctions at both ends of the latter, mean that the essential structure is a suitable base on which to build improvements. Figure 8 Reconnecting the Town Centre. Figure 9 Indicative Section through Queen Elizabeth Avenue.

3.14 The original retail core of the town is structured along Church Road/Church Walk, which runs on a northwest-southeast alignment between the railway station and St John's Church. Traffic is able to use Church Road in the north-westerly direction only, with Church Walk having previously been pedestrianised, in the hope of improving both environmental quality and economic performance. There is no clear consensus on whether the pedestrianisation has been successful, with Church Walk having relatively low footfall at certain times of the day.

3.15 Perhaps paradoxically, the trafficked section of Church Road is a much more lively and welcoming part of the town, even if pedestrian and vehicle movements are brought into conflict. The future of this route needs careful thought through, with the merits both of complete pedestrianisation and of the limited re-opening of Church Walk to vehicles (e.g. buses only) requiring assessment, as the town evolves through future redevelopment phases.

PUBLIC TRANSPORT

3.16 Burgess Hill benefits from having a station on the main London to Brighton line, with typically three to four trains per hour in each direction stopping at the station. However, the station is not well connected to the town centre. The current ticket hall, which is often unstaffed, is located on the bridge with access down to the platform via stairs. Although level access is possible to each platform, the access routes are of very poor quality and especially unattractive after dark. The space in front of the ticket hall is used as a pick up and drop off points by taxis and private cars, but is too small to accommodate these activities appropriately. Bus stops nearby add to the congestion and confusing vehicular and pedestrian movements in the vicinity and contribute to an inferior sense of arrival.

3.17 Bus-rail interchange is poor, due to the location of the bus stops relative to the platforms and to the number of bus routes/services that actually call at the nearest stops. The station building itself is in need of modernisation which will enable it to improve its capacity, the facilities it offers, and the opportunities for access by disabled people. The Council, however recognise its historic value and would seek to retain its structure sensitively in any redevelopment of the station.

3.18 The railway corridor itself means that links between the town centre and the parts of Burgess Hill to the east are very restricted. Only Station Road provides anything link a direct link in this regard.

3.19 Bus services in Burgess Hill are not currently provided at a level that is likely to encourage car users to transfer. While the frequency and reliability of services are obviously areas to which attention should be paid, the fact that many buses are required to circulate through the town centre in a one-way direction makes routes difficult to understand for those who are unfamiliar with them. The diversion of many routes through the back-lands of Crescent Way, caused by the pedestrianisation of Church Walk, means that there is only one bus stop along the whole (450m) length of the Church Road-Church Walk route.



Bus services need improvement in Burgess Hill

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FIGURE 8: Reconnecting the Town Centre

WALKING

3.20 Overall, Burgess Hill's town centre is not especially walkable. In addition to the issues already raised concerning Queen Elizabeth Avenue and Church Walk, many pedestrian routes along important desire lines are poorly provided for in terms of crossing points of busy roads (e.g. Civic Way and Station Road) or are located in unattractive and unwelcoming environments. Whilst this is important for all people, safe and convenient crossing facilities are particularly important for children. The proposed changes to Station Road and Queen Elizabeth Avenue, will require careful consideration to ensure appropriate and convenient pedestrian crossing facilities for children and parents of Oakmeeds School.

3.21 St John's Park is an important and highly valuable green public space within the town. Its central location and direct connection with St John's Church are positive features within the town and need to be strengthened. It has high levels of surveillance and is valued by the community as a recreational amenity space. Unfortunately the link between the town centre and St John's Park is poor. This results from two things: firstly, Civic Way runs between the park and the town centre effectively severing the two elements; and secondly, the Church itself obstructs the visual connection between the town centre and the park. Improved connections need to be sought.

ACCESS

3.22 Providing access for all is fundamental to creating a successful place. This means designing streets and spaces for all members of society, including those with disabilities, the elderly and parents with small children and buggies. The Mid Sussex Southern Access Group represents these users and Mid Sussex District Council will seek their early involvement in consultation on planning applications.



Pedestrian movement is compromised by the highway layout and character

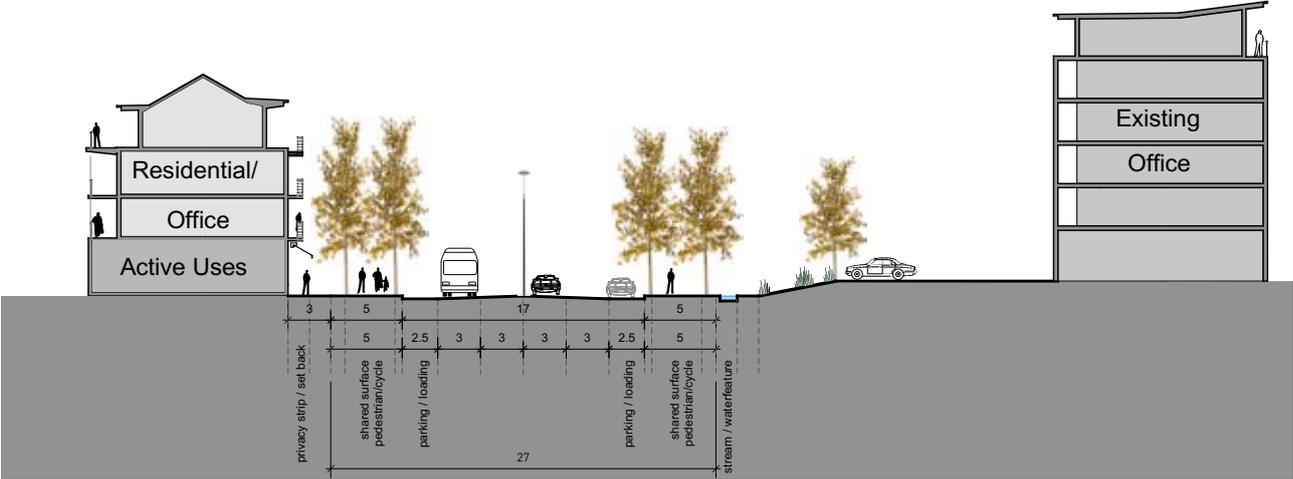


FIGURE 9: Queen Elizabeth Avenue Section

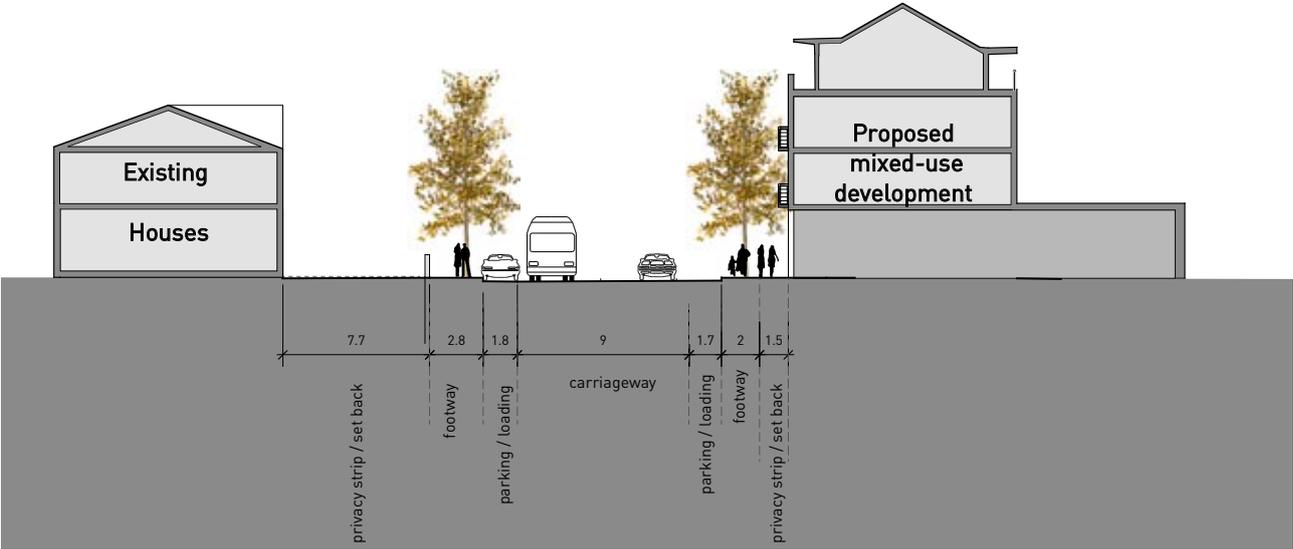
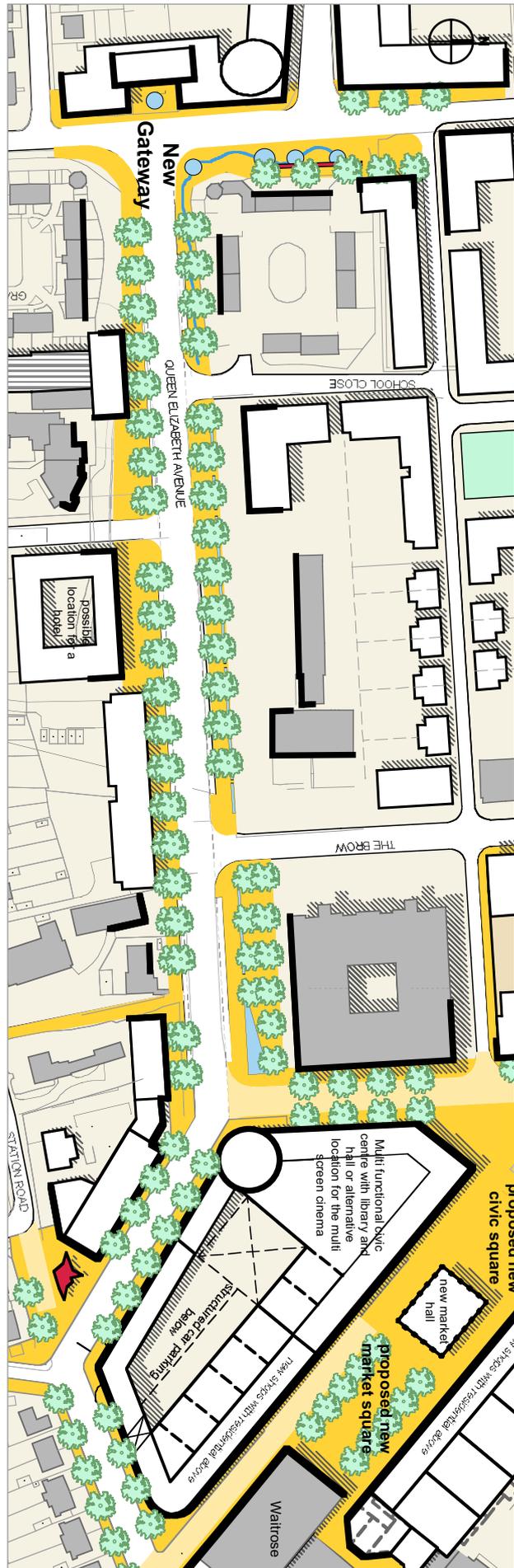


FIGURE 10: Station Road Indicative Section



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FIGURE 11: Queen Elizabeth Detail

DEVELOPMENT GUIDANCE

- Mark and celebrate the gateway to the town centre and Victoria Business Park at the intersection of London Road, Queen Elizabeth Avenue and Victoria Way. This would include public realm improvements particularly for pedestrians and the reconfiguration of the junctions in order to create a clear and legible movement structure.
- Promote Queen Elizabeth Avenue as a key connecting element between the Business Park and the town centre, celebrating it as a processional space and approach to the town centre. This can be achieved by planting two rows of trees either side of the carriageway, creating a boulevard, and by promoting the development of new buildings along Queen Elizabeth Avenue with positive frontages onto the street.
- Reconfigure the highway system within the town centre, involving the closure of Civic Way between The Brow and Station Road/ Queen Elizabeth Avenue, and its replacement as the distributor route to the west of the town centre by The Brow, modified as necessary.
- Mark and celebrate the arrival point in the town centre, which would be at junction of Queen Elizabeth Avenue with The Brow.
- Create a new station square on the west side of the station, in Wolstonbury Way, connected to a new station building at platform level. This square would be used as the main vehicular access point (taxis, buses and cars). The square should be enclosed with new development and address gradient changes in a creative way to ensure access for all.
- Improve bus routing to ensure easy and legible access to all key town centre facilities. Buses should continue to use Church Road, and the opening up of Church Walk to buses only (and in one direction only) should be reviewed.
- Introduce improved pedestrian crossing facilities on key desire lines, increasing the relative priority for pedestrians over vehicles in such locations. This will be particularly important at the junction of Station Road and the entrance to Oakmeeds School.
- Provide more cycle parking in convenient, secure locations, where this is likely to encourage cycling for trips to and from the town centre.

OBJECTIVE 3

To provide a quality public realm and new public spaces that will form the heart of civic life.



Water features could be part of a new identity for Burgess Hill

ISSUES

3.23 The existing public realm in Burgess Hill is of variable quality. Some parts of the town are pedestrianised, whilst other routes are extremely vehicular orientated with fast moving traffic, few pedestrian crossings and roundabouts. The public realm of Civic Way and Queen Elizabeth Avenue is particularly poor, with the built form set back from the roads and providing poor enclosure of space. Pieces of 'left over' space are also prevalent. Successful public realm needs to be properly enclosed by continuous built form, with a common building line that provides active frontage and minimal blank walls. This helps ensure good surveillance and security. Primary entrances to buildings and developments should also be from the street and not from internal courts.

3.24 To achieve good quality public realm and new spaces in Burgess Hill, it is proposed that the design approach should demonstrate that spaces are enclosed by built form and the needs of all users are balanced with the fundamental principle of providing good accessibility for all. Whilst this is always important, in Burgess Hill where there is a high proportion of elderly, the disabled and young families, good access for all will be critical to the future success of the town. This could be through greater use of shared surface, possibly more pedestrianisation and the transforming of 'roads' into 'streets'.

3.25 This latter method should be used to transform Queen Elizabeth Avenue into a boulevard, which, whilst maintaining traffic flows, would become far more pedestrian friendly with wide footways, tree planting and new development with active frontage to face onto the street to ensure activity, vitality and surveillance. As a method of increasing this route's attractiveness, an option could be for a new linear water feature to run from the new gateway at the junction of London Road, Victoria Business Park and Queen Elizabeth Avenue along the Avenue to the new town square. This would help create underpin a new identity for Burgess Hill of freshness and innovation as well as being highly attractive. In any proposal for water features, the recycling of water should be a key consideration.

3.26 Throughout the town the public realm should be upgraded using appropriate materials in a quality commensurate to location. This may require the use of stone or quality concrete pavers with stone aggregates. Paving should be smooth, flat and easily cleanable with dropped kerbs and efforts should be made to reduce street clutter through the minimisation of guard railing, street furniture and sign poles and road markings. In locations where outdoor dining and drinking is proposed, materials should be selected to resist staining and to allow easy cleaning. In locations with changes in gradient, alternatives to steps should be provided. Where possible and particularly along pedestrian lanes, street lighting should be wall hung due to the narrow width. New street lighting should also minimise light pollution, by being downward facing.

3.27 The upgrading of the public realm in Church Walk and Church Road will be particularly important to help ensure that these areas continue to be well used, connected and successful parts of the town centre once redevelopment of the western edge of the town has been initiated.

3.28 Burgess Hill has little tree coverage and street tree planting is encouraged to provide seasonal interest, shelter and shade, benefits to wildlife and cool and cleanse the environment. Care is required though in the location of trees that they do not obscure CCTV cameras and sightlines and the selection of species will be important. It is proposed that Queen Elizabeth Avenue is planted with double row of trees using species of a sufficient scale to complement proposed new development. Grid tree planting is also encouraged for the new space adjacent to the Church, to enhance its appearance. Further information on tree planting can be obtained from the Council's Arboricultural Officer.



Public realm in Burgess Hill is of variable quality

NEW SPACES

3.29 Burgess Hill does not at present have a main civic space or town square. Consultation with the community has strongly endorsed the concept of a new town square to create a gathering and meeting space and to enable civic and community activity. To ensure the square is successful with lots of activity and movement it needs to be located on the junction of the key routes as shown in Figure 12 and be surrounded by ground floor uses that generate high degrees of activity such as shops, restaurants, cafes and bars. To ensure the square has a civic character it is strongly recommended that a new civic/community building also faces onto this space. This would ideally be located on the alignment of Queen Elizabeth Avenue to create a stunning new landmark that would act as a gateway to the space. Such a use would also help the square become more than just a shopping location and allow the creation of a new heart and identity for the town. The square should be of a high quality contemporary design with the incorporation of water within its design.



The new town square could contain a new central market hall or retail pavilion

3.30 The new town square should be connected to the railway station through high quality public realm and excellent crossing facilities at the junction with Queen Elizabeth Avenue. It is envisaged that it would be the location of bus stops to facilitate good bus penetration into the Town Centre.

3.31 The new station square is proposed to create a high quality welcome and arrival space for the town. Currently the station provides a very poor quality arrival experience with no space for vehicular pick up and drop offs or interchange with buses and taxis. The redevelopment of the station and surrounding land allows the creation of a square which, through creative use of the topography allows at grade access from the square to the northbound platform with appropriate wheelchair access to the southbound platform. The station square would also need to function as an efficient transport interchange where inter-modal transfers can be made quickly and easily.



The new town square would provide a pedestrianised environment

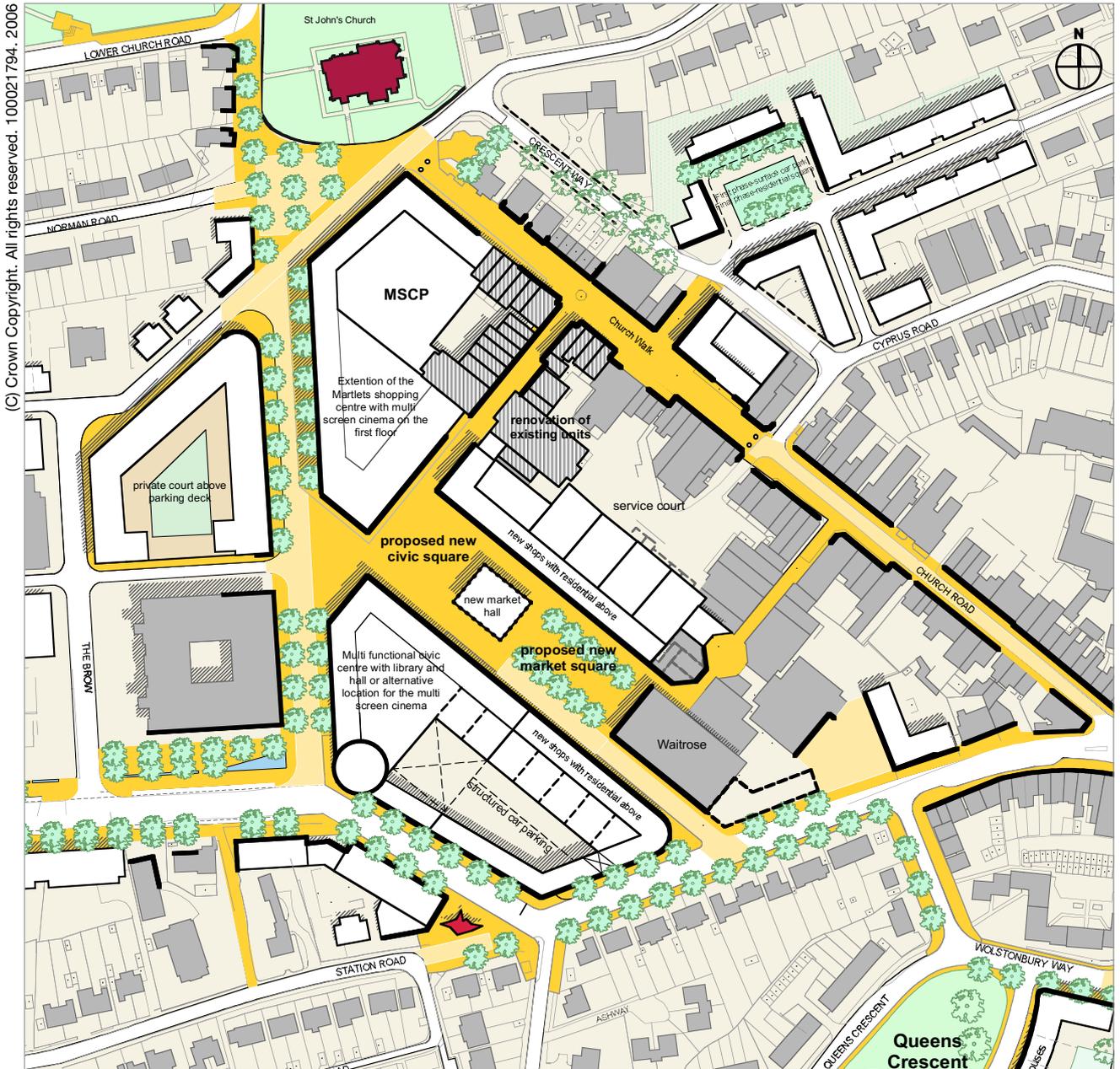


FIGURE 12: Town Square Detail



Duke of York Square off the Kings Road in Central London is a useful example of the quality and character Burgess Hill's town square could aspire to

3.32 The station square is envisaged as being of a high quality contemporary design with plentiful seating, with possibly a kiosk selling newspapers and flowers. The space should be well lit at all times with surrounding active uses such as retail to ensure good surveillance and security. The use of shared surface would provide vitality and movement whilst encouraging slow traffic speeds and good access for all.

3.33 The existing green space at Queens Crescent is an important space for the community, although it lacks structure and good overlooking. The redevelopment of the station allows the opportunity for this space to be better integrated into the surrounding development through a new enclosing street to its west and a crescent of new housing to front into the space to provide better surveillance. The retention of trees and landscape improvements should be part of any redevelopment scheme.

3.34 A further new pedestrian only public space is proposed at the junctions of Station Road and Queen Elizabeth Avenue, this would allow through pedestrian and cycle traffic but stop Station Road from becoming a 'rat run'. The space would also act as a gateway to the Oakmeeds School and to facilitate the heavy pedestrian flow between the School and the town centre, excellent crossing facilities on Queen Elizabeth Avenue would be required at this location.



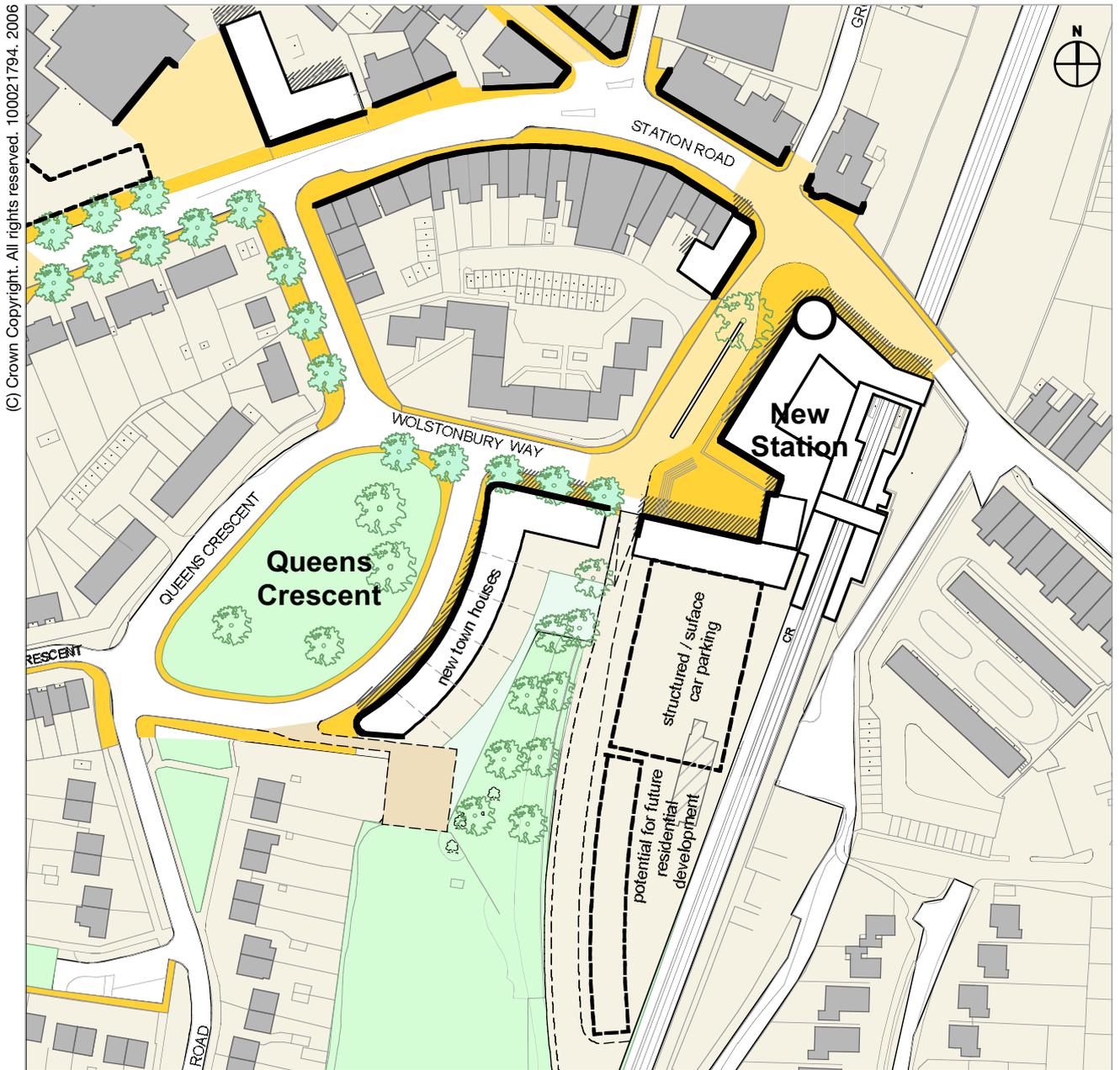
Water should be a feature of Burgess Hill's new identity



Queen Elizabeth Avenue should be transformed into a boulevard

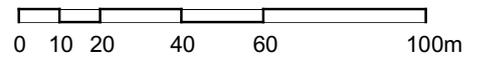


St John's Park does not have a clear link to the town



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FIGURE 13: Queens' Crescent Detail



Queen's Crescent Park is to be upgraded

3.35 St Johns Park is a valuable asset for the town but the connection between the town and the park is tenuous. The current roundabout and poor public realm make the route illegible and very pedestrian unfriendly. St John's Church is also relatively isolated and should be better integrated with the rest of the town centre. A new direct route between the new town square and St John's Park is proposed to better link the public spaces to the Church. This would be enabled through an amended highway layout as set out in Objective 2, which includes the removal of the roundabout to create a new public space in front of the Church. This space would provide Church parking and set down facilities for weddings and funerals as well as creating an attractive setting for the Church.

DEVELOPMENT GUIDANCE

- The public realm needs to be properly enclosed by continuous built form, with a common building line that provides active frontage and minimal blank walls to ensure good surveillance and security.
- Primary entrances to buildings and developments should be from the street not from internal courts.
- Proposals should demonstrate that the needs of all users are balanced with the fundamental principle of providing good accessibility for all. This could be through greater use of shared surface, possibly more pedestrianisation and the transforming of 'roads' into 'streets'.
- Queen Elizabeth Avenue should be transformed into a boulevard, with wide footways, tree planting and new development with active frontage to face onto the street to ensure activity, vitality and surveillance.
- Aspiration for a new linear water feature to run from the new gateway at the junction of London Road, Victoria Business Park and Queen Elizabeth Avenue along the Avenue to the new town square.
- The enhancement of public realm throughout the town centre to give smooth, flat and easily cleanable surfaces using appropriate quality materials.
- In locations where outdoor dining and drinking is proposed, materials should be selected to resist staining and to allow easy cleaning. In locations with changes in gradient, alternatives to steps should be provided.
- The reduction of street clutter and the use of wall hung lighting where possible for pedestrian lanes.

DEVELOPMENT GUIDANCE

- Church Walk and Church Road public realm to be upgraded.
- The planting of street trees using appropriate species.
- The creation of a new town square on the junction of the key routes as shown in Figure 12. surrounded by development lined with active ground floor uses.
- A new civic/community building should face onto this new square and be ideally located on the alignment of Queen Elizabeth Avenue to create a stunning new landmark that would act as a gateway to the space.
- The new town square should be connected to the railway station through high quality public realm and excellent crossing facilities at the junction with Queen Elizabeth
- The creation of a new station square to create a high quality welcome and arrival space for the town.
- At grade access from the square to the northbound platform should be provided with appropriate wheelchair access to the southbound platform.
- The station square should function as an efficient transport interchange where inter-modal transfers can be made quickly and easily.
- The station square is envisaged as being of a high quality contemporary design with plentiful seating.
- The space should be well lit at all times with surrounding active uses.
- The existing green space at Queens Crescent to be retained and enhanced through a new enclosing street to its east and a crescent of new housing to front into the space. The retention of trees and landscape improvements should be part of any redevelopment scheme.
- The town square to be of a high quality contemporary design using quality materials and the inclusion of public art or a water feature.
- A further new pedestrian only public space is proposed at the junctions of Station Road and Queen Elizabeth Avenue. Excellent crossing facilities on Queen Elizabeth Avenue would be required at this location.
- A new direct route between the new town square and St John's Park should be created to better link these public spaces and the Church.

OBJECTIVE 4

To provide high quality and mixed-use development within the town centre that is a more efficient use of land and increases vitality and diversity, including the provision of affordable housing to meet the needs of local residents.

ISSUES

Residential

3.36 The core of Burgess Hill town centre has a small population with most of the residential accommodation for the town located in its suburbs. This means that the town centre lacks activity after normal shopping hours, with the resultant lack of safety and security that would be provided by natural surveillance.

3.37 There is very little variety in terms of different types of residential accommodation in the town and whilst property prices are lower than in the neighbouring Haywards Heath and East Grinstead, the high property prices mean that many young families and first time property buyers are unable to find affordable accommodation within the town. This is creating problems of recruitment for local businesses and can make it difficult for local people to remain within the town. It is also important that accommodation is appropriate for people at all stages of their lives and that it is fully accessible including for those with disabilities, the elderly and parents with small children and buggies. The Mid Sussex Southern Access Group represents these users and Mid Sussex District Council will seek their early involvement in consultation on planning applications.



New development should seek to create high quality contemporary design

3.38 New residential development is encouraged in the town centre at these suggested locations:

- apartments on the upper floors of a redeveloped shopping centre,
- town houses and or apartments on the former surface carparks at Middle Row and Cyprus Road,
- apartments on the upper floors of infill development on Church Walk,
- apartments and or town houses as part of a mixed-use development at the new station
- town houses to face on to Queens Crescent open space
- apartments on the upper floors as part of mixed-use development along 'Queen Elizabeth Boulevard'.
- apartments and town houses as part of mixed-use development west of The Brow.

Affordable housing will be required in accordance with Mid Sussex Local Plan policy.

3.39 The types and mix of new housing will be informed by the Housing Requirements Study 2004. This indicated a particular need for:

- More one bedroom open market apartments
- More affordable housing of all sizes, and recommended that within the affordable housing provision a tenure balance of 75% affordable rented to 25% intermediate tenure, such as shared ownership, should be achieved. The exact tenure balance and mix will be considered on a site by site basis.
- More accommodation for younger newly forming households and for older people and people with disabilities. A proportion of affordable homes should be suitable for a wheelchair user on suitable sites.



New residential development should be high quality

3.40 All affordable housing should meet the Housing Corporation's requirements and the Council's own standards as set out in the Revised Draft Supplementary Planning Guidance.

Commercial

3.41 Burgess Hill has a thriving commercial and industrial economy and the District and Town Council consider this is important to the future prosperity and sustainability of Burgess Hill and wish to encourage the retention and expansion of these employment uses. Victoria Business Park adjacent to the town centre is a key location for this and the master plan seeks to improve the integration of the London Road entrance of the Business Park into the town centre. The area of land between the business park and the town centre should be redeveloped as residential led mixed-use to include space for other employment and ancillary uses, such as commercial accommodation in a range of sizes, affordable business units, cafes, associated outlets such as sandwich shops, conference facilities and possibly a hotel.

3.42 The area around the redeveloped station is also identified for new commercial development as part of a mixed-use scheme and could also be a possible location for a new hotel.

Leisure

3.43 The evening economy of the town is limited, with few facilities for young people under 18. This has led to problems of anti-social and criminal behaviour, with many sectors of the community reluctant to visit the town of an evening. A leisure offer that is more orientated to families and older persons is required that consists of a broader range of restaurants, cafes and cultural/recreational activities and could include a new multi-screen cinema, a bowling alley and a new performance venue to replace the outdated Martlets Hall.

3.44 Burgess Hill existing cinema is a small but popular cinema in Cyprus Road, however improved and expanded cinema facilities are warranted. A large multi-screen cinema is sought for a town centre location with associated family orientated restaurants, bars and cafes. A location facing onto the proposed new town square, as part of the town centre redevelopment is considered appropriate with associated new structured car parking.

3.45 Martlets Hall provides Burgess Hill with a performance venue. However it is not fit for purpose due to its limited range of facilities which do not satisfy contemporary entertainment requirements. It also does not comply with the Disability Discrimination Act (DDA) and would be difficult to adapt to make compliant. The proposed expansion of Burgess Hill would require an expansion of entertainment facilities in addition to the immediate need for upgrading, therefore a new performance venue is sought for the town centre.

3.46 Restaurants and cafes are currently focused along the junction of Station Road and Church Road with a few others located in Church Walk. A varied mix of food and drink establishments is encouraged to ensure vitality for the town, although the safeguarding of residential amenity will be required. Outdoor tables and chairs can help to bring this activity out on to the streets and the potential reopening of Church Walk to some traffic should encourage more activity and vitality in this area, particularly in the evening. The creation of a new town square should also help in boosting and broadening the evening economy of Burgess Hill, particularly for the larger multiple operators that require larger floor areas.



New public toilets should be provided



New contemporary architecture will help create a new identity for Burgess Hill

Community

3.47 The Town Council is currently accommodated in premises on Church Walk, which incorporates one stop facilities for public services, a tourist information centre, Town Council chambers, meeting rooms and office accommodation. The present accommodation has reached capacity and upgraded and expanded accommodation is now sought. A new civic building is required which would provide accommodation for all of these uses. Other uses which could also be potentially included are the youth information shop and the community resource centre, which provides community/voluntary organisations with meeting rooms, office space and resource facilities, the Citizens Advice Bureau (CAB) and the Community Volunteer Service (CVS) who are currently located in Church Road. Consideration could also be given to housing a relocated police station. It is considered that by consolidating all these community and civic functions, economies of scale could be made as well as providing a range of easily accessible services.

3.48 This new civic building should be of a landmark design and be located in a prime location in the town centre, such as the proposed new square to provide a civic heart to the town. Ground floor access should be provided for all publicly available services and it must be easily accessible by public transport.

3.49 The library at Burgess Hill is located in the Martlets Hall within the town centre. Using the adopted floorspace standards as set out in the Council's Development and Infrastructure Supplementary Planning Guidance (SPG), the library has inadequate accommodation for the current population. To address the proposed increase of population the library will require accommodation of 1100sq m with 700sq m on the ground floor. To provide for this expansion a new library is sought with a town centre location and this could be as part of a redeveloped civic facility.

3.50 During any redevelopment of the current library facilities, consideration would need to be given for temporary accommodation within the town centre for the library during construction works.

3.51 There is currently a lack of health facilities in the town centre, which has been acknowledged through discussions with the Primary Care Trust, consideration may be given to relocating an existing doctor's surgery and medical facilities which could form part of a town centre redevelopment, subject to discussion with the Primary Care Trust and the medical practice .

3.52 New public toilets with disabled and baby changing facilities are required within the town centre. Possible locations are at the new civic centre, the new town square and at the station.

3.53 The District Council will strongly resist the loss of any community facilities and in any redevelopment proposals, appropriate reprovision should be made.

Provision for Youth and Younger children

3.54 Currently the town has some dedicated facilities for young people (other than Nightclubs and pubs) with provision for the 13 –18 age range generally better than for younger children and the south-eastern side of the town less well served in terms of leisure provision for all age groups. The town is also well provided for in terms of uniformed organisations for young people.

3.55 Park Centre located at the north eastern end of St John's Park is the town's Youth Centre and is open four nights per week for indoor activities and drop in advice sessions. In addition there is a youth information shop in the town centre provided by the County Council's Youth Service. The Triangle is the largest and most recent Leisure Centre in the district and provides a wide range of sports activities and swimming facilities. The Burgess Hill Boys Club also provide opportunities for sports activities at their outdoor Multi-use games area whilst, close to the town centre, St Johns Park, is a focus for informal play with a wide range of play facilities, which are well used and have become a focus for young people in the town and outside.

3.56 Research however indicates the need to create larger and more impressive informal outdoor areas, such as an adventure play park and enhanced skate-park within the town centre locality. In addition to this, further facilities are required as set out below, although any solution will need to be developed in consultation with the young people.

- A designed outdoor area to allow young people to "hang out" and perhaps practice various sports or movement skills. The area should include a ball court, an enhanced skateboard area and shelters. These areas should be situated to ensure a degree of surveillance can be maintained.

- an improvement to the current public transport provision to provide more easily readable information and integrated services to outer lying areas and to other facilities in outer areas of the town.
- Increased commercial leisure provision e.g. ten pin bowling, cinema etc
- Further development of the current young persons information shop in Church Road to create more facilities for drop in advice in a setting, which is informal in nature such as a café and/or meeting facility.

3.57 The recent PPG17 assessment undertaken by Mid Sussex District Council suggests the need for additional teenage facilities within the town to complement those at St Johns Park. In addition it identifies a requirement for a floodlit synthetic training pitch, which whilst not wholly for young people, should cater for this age group. A need for the improvement of the quality of green-spaces has also been identified.

3.58 To address the lack of younger children's play facilities, the provision of a range of new play equipment is encouraged in parks and open spaces as well as the integration within the public realm, for example town squares, of informal play opportunities, such as water features, steps and low walls. Examples of how this integration is achieved, include the 'play fountains' of Somerset House in London or the play areas in squares in french towns.

DEVELOPMENT GUIDANCE

- New residential development is encouraged in the town centre.
- The types and mix of new housing will be informed by the Housing Requirements Study 2004.
- Affordable housing will be required in accordance with Mid Sussex Local Plan policy.
- The retention and expansion of commercial and industrial uses will be encouraged.
- The area of land between the business park and the town centre should be redeveloped as residential led mixed-use to include space for other employment and ancillary uses, such as commercial accommodation in a range of sizes, affordable business units, cafes, associated outlets such as sandwich shops, conference facilities and possibly a hotel.
- The area around the redeveloped station is identified for new commercial development as part of a mixed-use scheme and could also be a possible location for a new hotel.
- A more family orientated leisure offer is required that consists of a broader range of restaurants, cafes and cultural/recreational facilities.
- A large multi-screen cinema is sought for a town centre location with associated family orientated restaurants, bars and cafes. A location on to the proposed new town square, is considered appropriate with associated new structured car parking.
- A varied mix of food and drink establishments is encouraged to ensure vitality for the town, although the safeguarding of residential amenity will be required.
- Outdoor tables and chairs are encouraged to bring activity out on to the streets.

DEVELOPMENT GUIDANCE

- The potential reopening of Church Walk to some traffic should be considered to encourage more activity and vitality in this area, particularly in the evening.
- The creation of a new town square should be a focus for the larger multiple leisure operators that require larger floor plates.
- A new Civic building is sought which provides accommodation for one stop facilities for public services, tourist information, council chambers, meeting rooms and office accommodation.
- Other uses which could also be potentially included in the new Civic building are the youth information shop, the community resource centre, the CAB, the CVS and police station.
- The new Civic building should be of a landmark design and be located in a prime location in the town centre, such as the proposed new square to provide a civic heart to the town. Ground floor access should be provided for all publicly available services.
- The new library should be 1100sq m with 700sq m on the ground floor.
- During any redevelopment of the current library facilities, temporary accommodation within the town centre for the library would be required during construction works.
- New public toilets with disabled and baby changing facilities are required within the town centre. Possible locations are at the new civic centre, the new town square and at the station.
- The provision of a designed outdoor area with a ball court, an enhanced skateboard area and shelters.
- an improvement to the current public transport provision to provide more easily readable information and integrated services to outer lying areas and to other facilities in outer areas of the town.
- Increased commercial leisure provision e.g. ten pin bowling, cinema etc
- Further development of the current young persons information shop in Church Road.
- The provision of a floodlit synthetic training pitch,
- The provision of play facilities for younger children within parks and incorporated into the public realm.

OBJECTIVE 5

To improve the quality of the shopping experience in the town centre through diversification, the provision of additional shopping, the creation of a high quality retail circuit and appropriate parking.

ISSUES

New Retail

3.59 A significant proportion of the retail spend generated from Burgess Hill is spent in the surrounding towns of Brighton, Crawley and Tunbridge Wells, due in particular to a limited offer of retailing within the town centre itself and parking issues. There is in particular, a lack of men's and women's fashion stores and many of the good quality fashion names are conspicuous by their absence. In order to address this, Mid Sussex District Council commissioned a Retail Study in 2005, to help inform, its LDF process, including the Burgess Hill Town Centre SPD. The key findings in respect of Burgess Hill are set out below.

3.60 The Retail Study has highlighted a strong representation of key national multiple retailers, but a particularly weak representation of smaller, independent retailers and larger format multiples. It will be important for Burgess Hill to maintain the choice of major foodstores to ensure the attraction and consequent health of the town centre over the forthcoming LDF period. Waitrose is the key anchor foodstore, occupying a quality unit in the Market Place, but Lidl, Somerfield and Iceland occupy poorly configured, small units within the deteriorating Martlets shopping precinct. In any redevelopment of the Martlets, quality foodstore provision will be required as a key component with good linkages with the core shopping area.

3.61 Town centre foodstore provision in Burgess Hill accounts for £21.9m or 30% of total available convenience goods expenditure within the centre's core catchment area (Zone 2, 8 and 9). The out-of-centre Tesco foodstore on Jane Murray Way accounts for £37.3m or 50% of total available convenience goods expenditure within the core catchment area. In total, therefore, foodstore provision in Burgess Hill accounts for 80% of total available convenience goods expenditure in the core catchment area. The remaining 20% travels to a number of destinations including Hassocks, Hurstpierpoint and Haywards Heath. There is limited opportunity therefore, to enhance the centre's market share without impacting on foodstore provision in nearby town/village centres. The out-of-centre Tesco foodstore is, however, considerably over-trading and there could be scope for the town centre to claw back some of this trade to support an increase in convenience goods floorspace in the town centre.

3.62 The Retail Study strongly recommends the redevelopment of The Martlets shopping precinct which incorporates Lidl, Somerfield and Iceland. In total, the floorspace of these foodstores equate to circa 2,064 sq m net. The Retail Study also strongly recommends that any foodstore development in Burgess Hill over the LDF period is directed towards the town centre. Any further out-of-centre foodstore development will have serious implications for the vitality and viability of the town centre. Likewise, it recommends against the extension of the out-of-centre Tesco on Jane Murray Way non-food purposes. At present, the comparison goods element is limited and any extension would have serious implications for the health of the town centre. Such development would divert trade away from the town centre and prevent the opportunity for linked trips with retailers elsewhere in the town centre.

Comparison (Non-Food Goods)

3.63 Driven by a strong forecast growth in retail expenditure, identified qualitative deficiencies and growing competition in the wider Sub-Region, we consider there is a need to increase, improve and consolidate comparison goods retail floorspace in Burgess Hill town centre, which should help trigger a renewed interest in the town centre. In particular, there is a need to improve the range of key attractors and clothing/fashion retailers, and provide the appropriate space to meet the growing demand from retailers to locate in the town centre. These changes are necessary to meet the growing store requirements and disposable income of shoppers, and to claw back the AB/C1 higher income earners currently travelling to improving higher order centres for their main comparison goods shopping. In order to do this, it is important that the development proposals are of sufficient scale and quality to attract modern, larger space retailers which could include a small format department store and a mix of High Street fashion names.

3.64 At present, Burgess Hill accounts for only 37% of total available comparison goods expenditure in the centre's core catchment area (Zone 2, 8 and 9). Focusing on the retail study survey area, Burgess Hill retains 15% of total available comparison goods expenditure. Residual comparison goods expenditure from the core catchment area is travelling to a number of alternative shopping destinations including Brighton, Crawley, London and Haywards Heath. We consider there is potential to claw back lost expenditure and enhance Burgess Hill's trade retention, particularly in the core catchment area. This objective would require the implementation of appropriate schemes to improve the range of key attractors, A3 restaurant/café operators, clothing/fashion retailers, foodstore provision and the quality of the environment.

Impact of Proposals

3.65 An assessment of the ability of Burgess Hill to support new retail development of the scale proposed by the master plan has been made, adopting a proposed floor area of 16, 258 sq m (or 175,000 sq ft gross). Based on a 75% net: gross ratio, the scheme will have a net comparison goods floorspace of 10,365 sq m (111,563 sq ft).

3.66 Overall, it is estimated that the comparison goods turnover of the new retail scheme will be in the region of £62.2m. For the purposes of comparison, the Town Centre North Crawley Retail Assessment (May 2006) has identified the current turnover of Crawley to be £430m. It is considered that this is a realistic turnover taking a design year of 2011, provided the centre can enhance the quality and scale of retailing in the centre. A compromised scheme in terms of retail offer and quality will not result in the necessary critical mass needed to change peoples shopping habits and uplift the market share of Burgess Hill.

3.67 To model the likely impact of the Burgess Hill development on individual centres, it has been estimated where this turnover is likely to come from, informed by analysis of current shopping patterns to competing centres, and Burgess Hill's accessibility to different parts of the catchment. Based on current shopping patterns, and the centre's more central position within the survey area, it is estimated that 100% of the turnover will be derived from Zones 1-10. This figure is based on the catchment area defined with the Mid Sussex Retail Study, 2006, with the largest proportion of its trade from Zone 2, the Zone in which the town is located (60.9% of its trade draw). This results in total trade retention of 67.5% in Zone 2 for Burgess Hill as a whole, i.e. existing and new floorspace.

3.68 The impact on existing centres has been assessed through economic modelling. It should be noted that the impact calculated will be on the centre's trade draw from the Mid Sussex survey area, and not on the total town centre turnover. The full impact on total town centre turnover will therefore be substantially conservative compared to that identified in the assessment. The improvement in the quality of comparison goods retailing in Burgess Hill will have an impact on higher order centres as shoppers will have an improved offer in closer proximity and choose not to travel further afield. As such, the most significant impact will fall on Crawley, Central London, Horsham and Royal Tunbridge Wells.

3.69 Based on the impact assessment, the retail study concludes that Burgess Hill can support the level of floorspace proposed, with minimal impact on existing centres. Furthermore, it is considered that the impact figures identified are worst case scenarios. The Retail Study has identified surplus capacity of £12.8m of comparison goods expenditure by 2011 identified entirely through population and expenditure growth. Theoretically, this expenditure is therefore available to support a proportion of the new retail floorspace without having any impact on existing floorspace.

3.70 The impact assessment has identified minimal impact on existing retail floorspace in Burgess Hill as expected from a new development drawing existing shoppers. It is critical therefore that any new development is effectively linked into the established core, and planned in such a way as to reinforce the centre as a whole taking into consideration the rural setting, scale and historic nature of the town centre.

3.71 Currently the core of the retail activity within Burgess Hill is concentrated in the town's two shopping centres: Market Place and The Martlets where there is a mixture of multiples and independents. Along Church Road and Church Walk independents are by far the majority. Whilst many of the independents provide specialist and high quality services and products that help create Burgess Hill's unique character, many of the multiples are small and lack recent investment.

3.72 A major restriction to an increase in retail is the shortage of buildings with larger floor areas to attract the larger multiples. The town centre though has significant opportunities to address this through the redevelopment of the car parks of Market Place Shopping Centre/ Waitrose, the outdated Martlets Shopping Centre and the land to the west including Civic Way. A new shopping quarter could be created with a mixture of multiples and independent shops, which connects into Church Road and Church Walk and would allow the creation of a new retail circuit. Any redevelopment of this area would require the re-provision on site of existing uses, including the Waitrose food store and its car parking. Redevelopment of this store should seek to create a new front entrance onto the new town square. New shop units around the new town square should offer opportunities in particular to medium and large sized stores.

Independent Shops

3.73 Burgess Hill has a wide range of independent shops found in the Church Road and Church Walk. The retention and expansion of these shops in Burgess Hill is critical in ensuring the town's competitiveness through providing a distinctive offer that is very different to that found in surrounding towns and helps to inspire strong customer loyalty. A successful town centre requires a good mix of local independent stores with the larger regional and national multiples. The provision of additional larger stores will draw trade back into the town centre; trade that is currently being lost to outlying towns. This offers an economic opportunity for existing traders to benefit from spin off investment. In order to maximise the benefit of new investment to existing retailers, an active town centre management programme should be created with the appointment of a dedicated manager. The management programme would include measures to improve the promotion and marketing of the town centre as part of a pro-active approach to encouraging visitors and shoppers.

Market

3.74 Burgess Hill has a regular market held in the Martlets. The District and Town Council's support this market and would like to see it expanded.. Once the new town square is created there is potential for the market to expand into this space, or for it to be relocated into the proposed new Market Hall building. Other markets, including themed markets may also be considered for the new town square, as they can bring life and vitality and provide shopping choice for people on lower incomes. Possible markets could be French and German markets, books, plants and flower markets.



Burgess Hill has a wide range of independent shops



The new town square could accommodate new cafes



Expansion to the Martlets and Market Place shopping centres are proposed

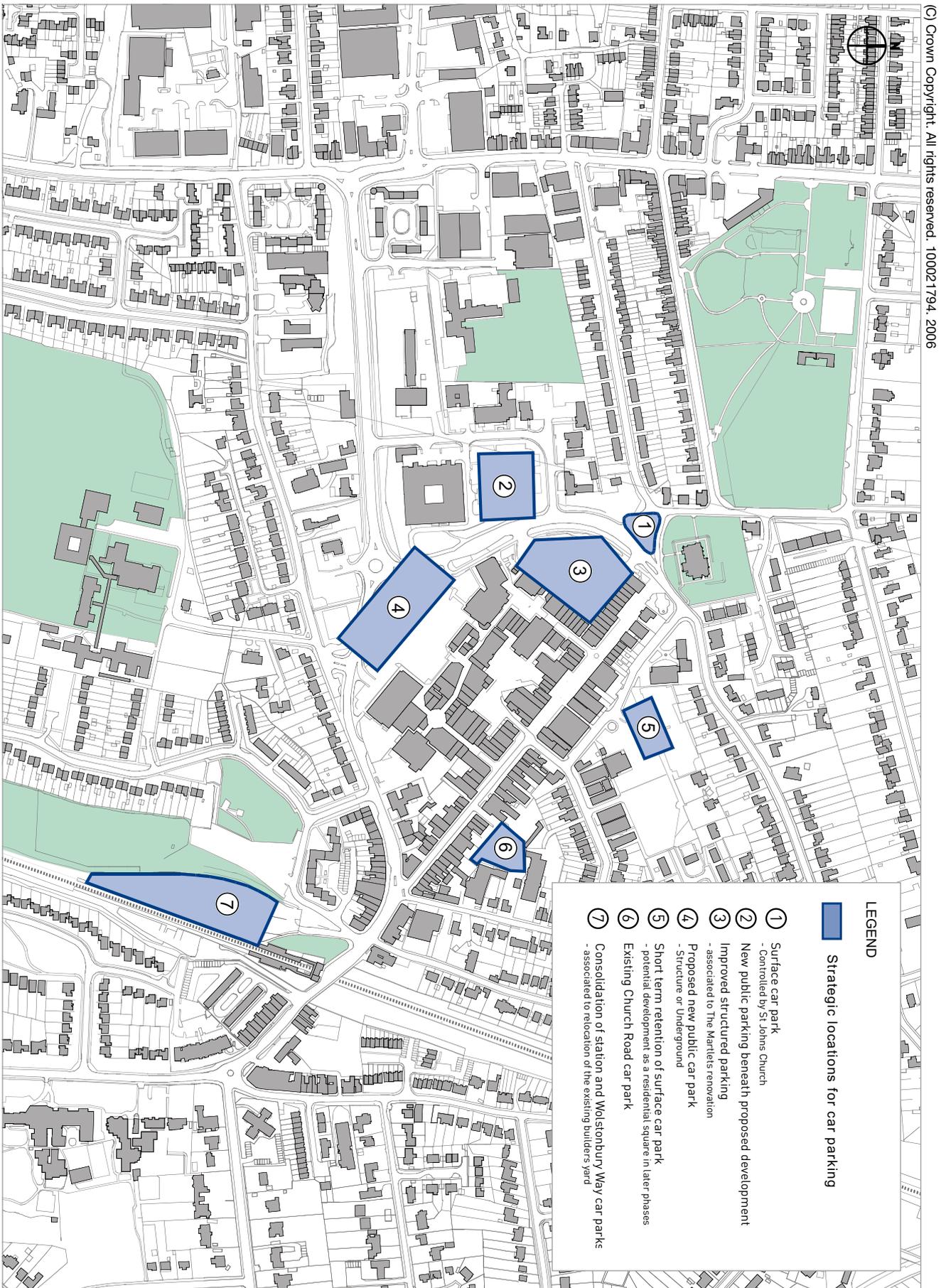


FIGURE 14: Indicative Parking Locations

Parking

3.75 Through the redevelopment of the town centre there will be greater demand for parking spaces. Any redevelopment of the town centre will require the re-provision of existing parking and additional parking in accordance with the prevailing car parking standards. New parking provision needs to be provided in safe, secure and well managed environments. Well designed structure car parks can deliver significant parking using less land than surface car parks, although blank walls will not be acceptable.

3.76 Proposed new development should be attended by the provision of new publicly-available off-street parking, which should, if possible, be provided within structure and wrapped by/embedded within the new development. The numbers of new spaces to be provided should be worked out on the basis of the quantum of new development of different types and the associated predictions of the new car trips generated. These calculations should fully consider the opportunities for improving the accessibility of new development and the town centre as a whole by non-car modes.

3.77 The existing multi storey car park at the Martlets should be redeveloped as it provides poor quality parking and is in poor repair requiring significant investment. New structure parking should be re-provided on this site as part of a more comprehensive redevelopment.

3.78 The Middle Way surface car park is an inefficient use of space and there is poor integration between the commercial and surrounding residential area. It is proposed that this site remains as a surface car park in the early phases of the master plan programme, but in the long term there is the opportunity to redevelop for residential uses together with a parking court.

3.79 The station surface car park is an inefficient use of space and there is poor integration between the commercial and surrounding residential area. The topography of this area consists of a fall of approximately nine metres north east to south west. The redevelopment of this site to create a new station quarter should seek to use the change in level creatively and innovatively to address access, servicing and parking issues.

3.80 On street parking is proposed along Church Road and Church Walk if these streets are reopened to vehicular traffic. These spaces should be short stay to encourage passing trade.

3.81 Further guidance is provided in Mid Sussex Local Plan and the Council's adopted parking standards.

See Figure 14 for proposed Strategic Parking locations.



A regenerated town centre will include a wide range of independent and multiple shops

DEVELOPMENT GUIDANCE

- Redevelopment of the area immediately west of the existing retail core to create a new shopping quarter to connect into Church Road and Church Walk to allow the creation of a new retail circuit. The development to include a mixture of accommodation to address the requirements of multiples and independent shops, with a mixture of floor plates sizes. Including larger units. Any redevelopment of this area would require the re-provision on site of existing uses,
- Further out of centre foodstore development will be strongly resisted
- Further expansion of the out-of-centre Tesco on Jane Murray Way for non-food purposes will be strongly resisted.
- New shop units around the new town square should be medium to large floor plates stores.
- The retention of independent shops supported through an active town centre management programme.
- The expansion in size and frequency of market activities. Consideration should be given to its accommodation within the proposed town square.
- A car parking strategy for the town centre should be developed and implemented. This should include an assessment of future demand and a policy of replacing surface level parking with structured (multi-storey) facilities. Variable message signing (VMS) should be implemented to provide drivers with accurate and up to date information about the location of available spaces, and thereby to prevent unnecessary queuing and wasted mileage.
- Any redevelopment of the town centre will require the re-provision of existing parking and additional parking in accordance with prevailing car parking standards. New parking provision needs to be provided in safe, secure and well managed environments.
- Proposed new development should be attended by the provision of new publicly-available off-street parking, which should, if possible, be provided within structure and wrapped by/embedded within the new development. The numbers of new spaces to be provided should be worked out on the basis of the quantum of new development of different types and the associated predictions of the new car trips generated. These calculations should fully consider the opportunities for improving the accessibility of new development and the town centre as a whole by non-car modes.
- New development should seek to use changes in level creatively and innovatively to address access and servicing issues. Underground car parking should also be investigated.
- On street parking is proposed along Church Road and Church Walk if reopened to vehicular traffic. This should be short stay to encourage passing trade.

OBJECTIVE 6

To ensure new development fosters a positive identity for Burgess Hill with appropriate height and scale.

ISSUES

3.82 Burgess Hill is a relatively new town that has grown from a small rural settlement dramatically over the past 100 years. This has left a legacy of some attractive Victorian buildings throughout the town, but within the town centre there are few buildings with individual merit although St John's Church is listed and some of the shops within Church Walk are attractive and provide a Sussex character to the town.

3.83 Unfortunately the vast majority of the town centre is unremarkable, with generally unattractive development from the 1960s onwards, which provides no character or identity, thus making the town undistinguishable from others. New development should seek to provide high quality, contemporary design that could help forge a new physical identity that reflected the strong community pride found in the town and the wish for the town to be forward thinking, fresh and innovative.

3.84 New development should exhibit a fine urban grain and vertical rhythm. This fine grain creates structured variety and encourages activity through plentiful doors and openings. A fine grain built form also gives greater robustness and thus sustainability by allowing more selective redevelopment opportunities. Where large floor plates are required, such as for larger shops and structured car parking fine grain development should be wrapped around these structures.



New development should exhibit fine urban grain and vertical rhythm



ABOVE AND RIGHT:

Existing building heights are generally four storeys although the Schering offices and the Martlets are taller

BELOW:

New development should seek to create high quality contemporary design



BUILDING SCALE

3.85 The height of buildings within the town centre is generally two to four storeys, although the Schering offices, Sussex House and Amex building are all higher. Burgess Hill recognises that there may be some, limited cases for redevelopment at a taller height than that at present, with new development in the town centre core and the new westward extension containing the taller buildings.

3.86 Redevelopment proposals should consider the scale, height and massing of existing and retained development and streets, with consideration given to the framing of views and vistas so that new buildings integrate and enhance the townscape. New built form should generally remain in the height range of three to four storeys although there may be scope to rise to six storeys for landmark buildings or where the topography allows buildings to sit lower than surrounding form. The tallest buildings should be carefully located to optimise their potential as landmarks, gateways, to identify key nodes or terminate vistas. Where new development is higher, it should increase incrementally from existing heights to integrate with existing and retained development. Upper storey set backs can help to integrate taller buildings into the townscape and create visually distinctive and attractive massing. Figure 15 Indicative Building Heights illustrates proposed heights.

3.87 In creating new development it will be important that a varied roofscape is created, that steps up and down responding to cues such as the building's form and function and the layout, marking intersections, junctions and nodes. This helps to create character and identity and helps make a place legible.

3.88 New development should respect residential amenity including daylight, sunlight, and overlooking, including for surrounding existing residents with proposals demonstrating that privacy and a lack of overlooking have been fully addressed for all habitable rooms.

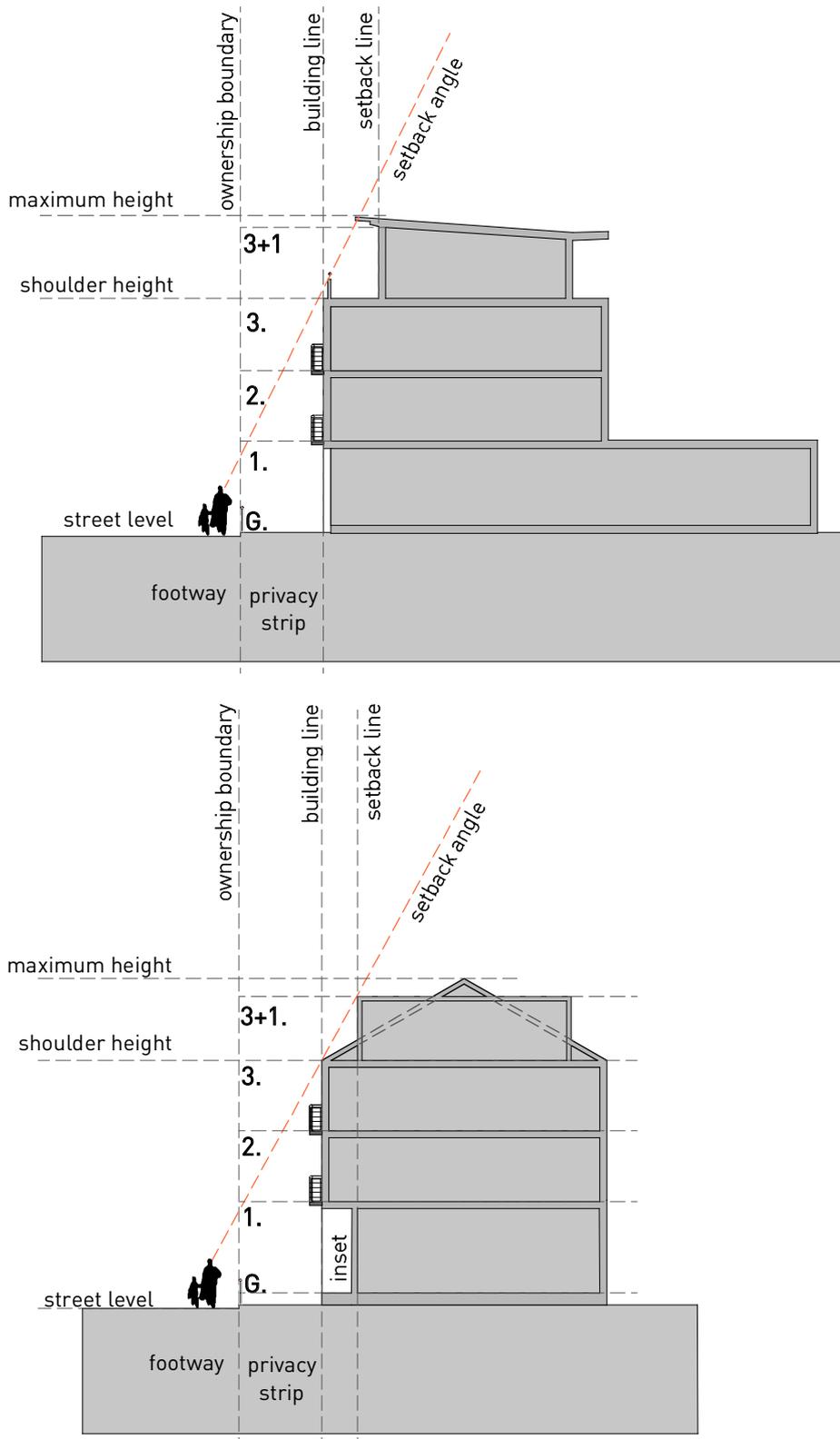


FIGURE 16: Section illustrating 3+1 set back roofs

DEVELOPMENT GUIDANCE

- New development should seek to provide high quality, contemporary design that could help forge a new physical identity that reflected the strong community pride found in the town and the wish for the town to be forward thinking, fresh and innovative.
- New development should respond to the characteristics of fine grain and a strong vertical rhythm.
- Where large floor plates are required, such as for larger shops and structured car parking fine grain development should be wrapped around these structures.
- Building heights should generally range from three to four storeys with potential for some landmark buildings rising to six storeys.
- The tallest buildings should be located to optimise their potential as landmarks, gateways, to identify key nodes or terminate vistas.
- Where new development is higher, it should increase incrementally from existing heights to integrate with existing and retained development.
- A varied roofscape shall be required.
- Proposals will need to demonstrate that they respect residential amenity, including daylight, sunlight and overlooking.

OBJECTIVE 7

The creation of a sustainable environment.

ISSUES

3.89 Sustainable development at its most simple is about creating a better quality of life for everyone, now and for future generations. The Bruntland Commission drew up the most widely used definition on Sustainable Development in 1987: 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' Sustainable development is a broad concept, which in its entirety needs to be considered from a strategic land use, planning and urban design level down to detailed design, construction and use.

3.90 Burgess Hill as a town with a variety of uses, which include employment, shopping and leisure with a train station and bus service already addresses some fundamental principles of sustainability. However, it is important that new development builds upon this strong basis and improves those elements of Burgess Hill that do not at present contribute to sustainable development. This needs to be considered at the design and layout scale by using the principles of urban design as set out in Objectives 1-7. In particular far more could be done to improve sustainability in regards to transportation and the construction of new and affordable housing in a range of types within the town centre, which would cut down upon the need to travel and help social cohesion through maintaining communities.

3.91 In addition to the urban design and planning of the town, the architectural design and construction of the new development can make a major contribution to the creation of a more sustainable environment. In both new build and refurbishment, current (and incoming) part L building regulations will provide the minimum requirement for energy efficiency and significant improvements can easily be made over and above these regulations. Consideration should also be given to the maximum use of renewable energy sources whilst minimising energy demands and ensuring the minimisation of waste, in line with Mid Sussex Local Plan policies.

3.92 It is also important that developers work in partnership with the key stakeholders (including the local community and the planning authority) to avoid confrontation and to achieve a mutually consensual approach. Adequate resources must also be provided to ensure high design standards - this will include the use of skilled design professionals throughout the design and construction process who can undertake comprehensive analysis and promote design that responds to a site's context.

3.93 Further information is set out in the Council's adopted Sustainable Construction SPD 2005.

DEVELOPMENT GUIDANCE

- Design and construct to recognized standards.

The Commission for Architecture and the Built Environment, in partnership with the House Builders Federation and the Civic Trust are promoting 'Building for Life' to encourage quality house development. This identifies a set of priorities for house builders to commit to which will help to create sustainable communities and development. English Partnerships have developed Millennium Community Standards to promote sustainable development and construction and the Building Research Establishment (BRE) have created BREEAM (the BRE Environmental Assessment Method) this measures environmental performance for buildings. EcoHomes is the residential version of this for new and renovated homes, and must be applied as a condition of housing association development to a minimum of 'Good' at present and 'Very Good' by the spring of 2006.

- Minimising the need for artificial light and optimising solar gain

A block depth of between 9 to 13m provides a naturally lit and ventilated space and the buildings should be orientated to benefit from the natural path of the sun, although this should not prejudice good urban design principles. Generally the more sun the better, although the potential for overheating and glare will need to be considered in the building design.

- Minimising running costs and utilising solar power

Photovoltaic (pv) cells convert solar radiation directly into electricity. This system does not emit greenhouse gases and can lower running costs, either for individual homes or for the landlord where blocks are concerned.

Solar thermal technology delivers hot water, rather than electricity, with a short payback period. Careful and early consideration needs to be made if planning to use both solar thermal and a CHP.

- Collect, store and use rain water

Retained rainwater could be used for landscape watering and non-potable water uses, e.g. flushing of toilets. This minimises mains water usage and can help cut down on surface drainage and pipe work infrastructure.

Sustainable urban drainage is essential. It will help reduce the pollution of groundwater and watercourses, and help reduce the impact of the built environment on flood events. Such measures should include porous surface products, including paving, car parking areas etc. and where geological conditions permit, soakaways (natural depressions in the landscaping).

- Ground source heat

Underground energy sources could be used for heating and cooling systems. The underground temperatures at a depth of 10m are approximately 14 degrees Celsius. Heat pumps can exploit this difference for both heating and cooling purposes.

- Wind

Harness the potential of wind to naturally ventilate buildings and as a possible energy source. Buildings should also be designed and positioned to minimize funnelling and to respond to microclimates. Roof top wind turbines can also generate electricity.

- Minimise waste

Seek to reuse building materials in construction, including the reuse recycled and secondary aggregates, including those generated on site. Provision should always be made for the on-site storage of such materials during the construction process. This can reduce costs and will reduce resource consumption and transportation of materials, with the knock-on benefit of reduced disruption for residents. Prefabricated elements can also help to reduce construction waste and costs. Building design should also include for deconstruction as well as change in use, guided by Lifetime Homes standards. Consideration can also be given to community gardening, the associated inclusion of organic composting systems/wormerys within the development and the provision and integration of recycling bin areas in new developments.

- Maximise locally sourced renewable materials

Locally sourced materials minimise the impact of transport and support the local economy.

- Specify appropriate materials

Materials should be prioritised which have low embodied energy, are non-hazardous in manufacture and use and which have a reduced environmental footprint, including in terms of pollution (such as volatile organic compounds [VoCs], chlorofluoro-carbons CFCs etc).

All timber should be Forestry Stewardship Council accredited, with full Chain of Custody where possible. Materials with a high-recycled content and low embodied energy should be considered.

04

IMPLEMENTATION STRATEGY

It is considered that it could take approximately 20 years to achieve in full the vision set out in section 3 and complete the redevelopment of Burgess Hill town centre. Within this timescale, a series of projects can be brought forward which whilst not attaining full delivery in the short term, will at least commence, within (1 to 5 years). In later phasing, medium (5 to 10 years) and long term (10 years plus), it is anticipated this timeframe will see their full delivery. These projects would be brought forward in the context of the overall master plan to ensure that they respect, and adhere, to the overall vision. The SPD will provide guidance which allows for development that responds to changing social, technological, and economic conditions while maintaining a clear vision of the area's future scale and form. The timescales of projects will be influenced by the ownership and availability of sites and the financial viability of their development.

Successful implementation of proposals will require a partnership approach between Mid Sussex District Council, developers, landowners and the community. This will facilitate high quality, appropriate and timely development and will be absolutely critical for projects that cross ownership boundaries, involve aspirations such as highway alterations, the creation of new routes and the construction of infrastructure such as structured car parks and a new station. To assist such partnership working, Mid Sussex District Council welcomes pre-application discussions.

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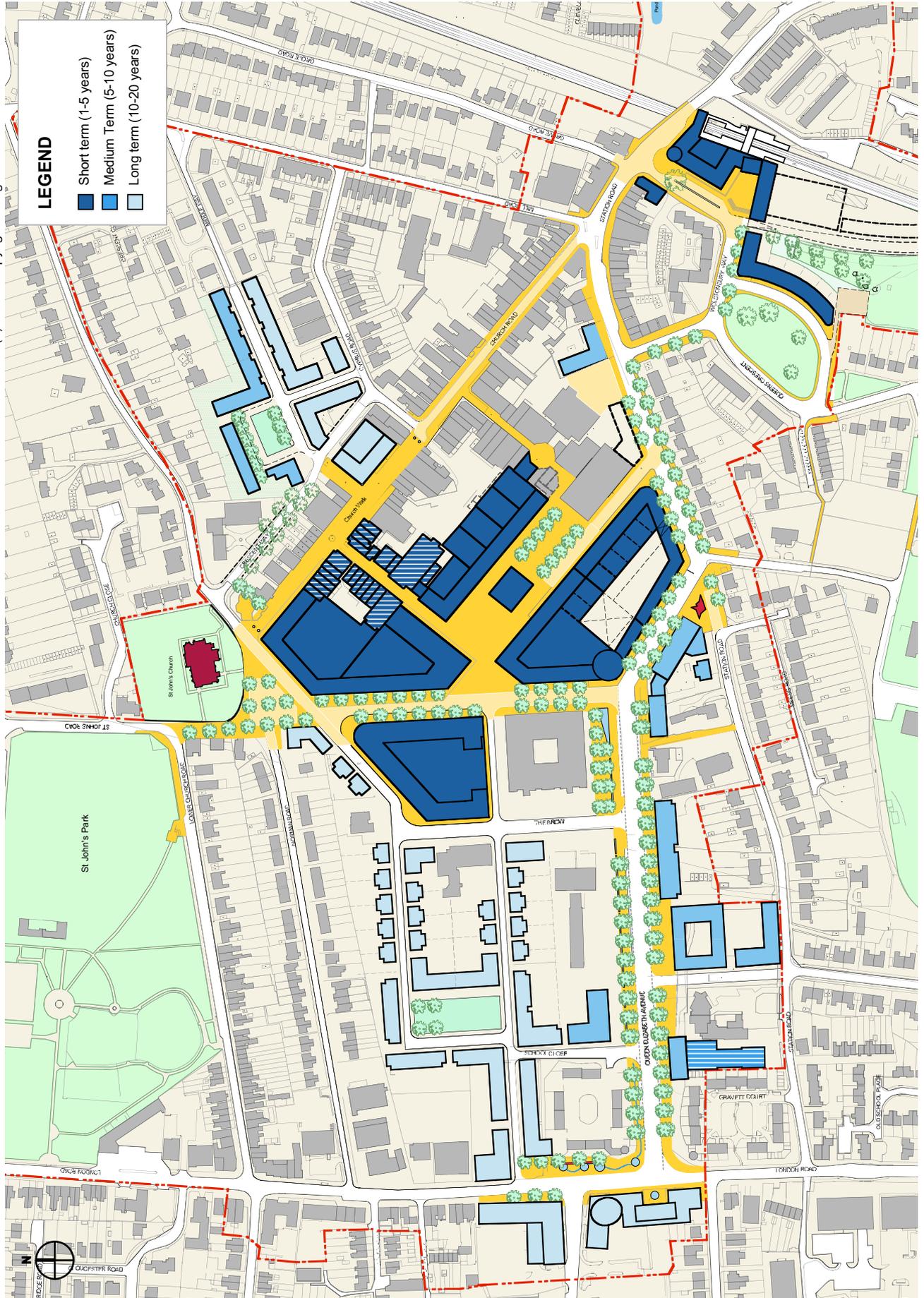


FIGURE 17: Indicative Phasing Plan.

Planning Applications

4.1 Major planning applications submitted for development within Burgess Hill town centre will be expected to include the following information;

- Planning Statement
- Environmental Impact Assessment (EIA) if and as appropriate subject to screening procedures.
- Transport Assessment, including a parking survey, and as assessment of the traffic related effects.
- Travel Plan
- Access and Design Statement
- Landscape Plan, Tree Survey and Tree Schedule
- Site waste management Plan
- Ground Investigation Report
- Statement of Community Consultation

4.2 Applicants should also provide comprehensive and detailed information including plans, drawings, photomontages, artist impressions and models (if appropriate) to enable the planning application to be easily understood by officers, members and the public.

Planning Obligations

4.3 Planning obligations will be sought for development in Burgess Hill town centre to ensure that the necessary infrastructure and facilities are provided at the time of development. Obligations will also be negotiated with the aim of reducing the negative impacts of development on the local community. Mid Sussex District Council considers that planning obligations are an important tool in achieving positive planning. The approach to Planning Obligations will be:

- a) A clear understanding of what is required at each phase of development in terms of planning obligations and community benefits.
- b) The adoption of a review mechanism on increased viability, linked to individual phases of the development for an increase in affordable housing and/or other community benefit provision.

4.4 Further information is set out in the adopted Planning Obligations SPD 'Development and Infrastructure' 2006.

Monitoring and Review

4.5 To ensure that this SPD is, and remains a positive planning tool that effectively helps to guide development, in accordance with the vision and objectives set out within it over the next 20 years, it will be important that the document is regularly monitored and reviewed. This will be undertaken by Mid Sussex District Council approximately every three years.

PHASING

The following schedules set out the indicative programme of the major development opportunities included within the master plan.

Short 1-5 Years

Medium 5-10 Years

GENERAL TOWN CENTRE

Time Scale	Studies	Lead Agents	Works	Lead Agents	Initiatives	Comments
Short	Commission parking study and develop a parking strategy to be integrated with new development	MSDC / PRI-SEC				To be prepared in conjunction with town centre scheme
	Traffic modeling of proposed changes to the movement network	PRI-SEC/MSDC/WSCC				To be prepared in conjunction with town centre scheme
	Develop public transport strategy - consult in detail with service providers	PRI-SEC/MSDC/WSCC				To be prepared in conjunction with town centre scheme
	Assess the future civic needs of the town centre and develop a strategy for new civic buildings	MSDC / PRI-SEC				
	Commission design options for public realm improvements in Church Road and Walk		Public realm improvements to the southern section of Church Road			
	Review performance of Church Walk		Role of Church Walk to be reviewed			

THE RETAIL CORE

Time Scale	Studies	Lead Agents	Works	Lead Agents	Initiatives	Comments
Short	Commission the design of the, library, civic buildings, replacement emergency services buildings, town square, structured parking and new residential and commercial development	PRI-SEC/MSDC	Start construction of new town square development			

THE RETAIL CORE

Time Scale	Studies	Lead Agents	Works	Lead Agents	Initiatives	Comments
Short	Review of feasibility of station area development	PRI-SEC/MSDC / Network Rail / Southern Rail				
	Commission the design of the new station building and accompanying station development	PRI-SEC/MSDC / Network Rail / Southern Rail				

QUEEN ELIZABETH AVENUE

Time Scale	Studies	Lead Agents	Works	Lead Agents	Initiatives	Comments
Medium	Prepare strategy for development along Queen Elizabeth Avenue, Station Road and London Road	PRI-SEC/ MSDC	Public Realm improvements to Queen Elizabeth Avenue	PRI-SEC/ MSDC		
Long			Implement improvements to the gateway at the intersection of London Road and Queen Elizabeth Avenue	PRI-SEC		
			Redevelopment on sites along Queen Elizabeth Avenue	PRI-SEC		

ST JOHN'S PARK

Time Scale	Studies	Lead Agents	Works	Lead Agents	Initiatives	Comments
Short			Close a section of Lower Church Road to Vehicular traffic			

MIDDLEWAY

Time Scale	Studies	Lead Agents	Works	Lead Agents	Initiatives	Comments
Short	Feasibility study for new development on the existing car park	PRI-SEC				
Medium			Development of first phases of residential development (linked to town centre and car parking release)	PRI-SEC / MSDC		

APPENDICES

A

GLOSSARY

Accessibility – the ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Active frontage – making frontages ‘active’ adds interest, life and vitality to the public realm. Active frontage should consist of the following:

- Frequent doors and windows, with few blank walls
- Articulated facades with bays and porches
- Lively internal uses visible from the outside, or spilling onto the street

Activity node – concentration of activity at a particular point.

Built form – see ‘form’.

Context – the setting of a site or area, including factors such as traffic, activities and land used as well as landscape and built form.

Density – the floor space of a building or buildings or some other unit measure in relation to a given area of land.

Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.

Desire line– An imaginary line linking facilities or places which people would find it convenient to travel between easily.

Enclosure– The use of buildings to create a sense of defined space.

Fine Grain – see ‘grain’.

Floorplate – The surface area of a building.

Form – the layout (structure and grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Gateway – A structure, building or group of buildings that defines an entrance/exit to an area.

Grain – the pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area’s pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

Height – the height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

Human Scale – the use within the development of elements, which relate well in size to an individual human being and their assembly in a way, which makes people feel comfortable rather than overwhelmed.

Landmark – a building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Landscape – the character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

Landscape Design – involves the collective organisation of human activities, natural processes and physical components in the process of shaping external space. It encompasses both the built environment, and is allied with urban design in sharing the purpose of creating varied, distinctive and engaging places.

Layout – the way buildings, routes and open spaces are placed in relation to each other.

Legibility – the degree to which a place can be easily understood and traversed.

Massing – the combined effect of the height, bulk and silhouette of a building or group of buildings.

Mixed-Uses – a mix of uses within a building, on a site or within a particular area.

Movement – people and vehicles going to and passing through buildings, places and spaces.

Natural Surveillance – the discouragement to wrongdoing by the presence of passers-by or the ability of people to be seen out of surrounding windows.

Node – a place where activity and routes are concentrated often used as a synonym for junction.

Perimeter Block – this is the term given to street blocks where the buildings follow a continuous building line around the block and contain private space within backyards or courtyards. This is opposed to individual buildings that sit in the middle of plots. Buildings face the street and can accommodate a diversity of uses. The private areas enclosed to the rear may contain car parking, servicing and open space.

Permeability – the degree to which an area has a variety of pleasant, convenient and safe routes through it.

Public art – permanent or temporary works of art visible to the general public, whether part of a building or freestanding; can include sculpture, lighting effects street furniture, paving railings and signs.

Public realm – the parts of a village, town or city (Whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Scale – the impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person.

Sometimes it is the total dimensions which give it its sense of scale and at other times it is the size of elements and the way they are combined.

Structured Parking - Car parking provided within a structure such as a multi-storey or underground.

Sustainable Development - as defined by the Bruntland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.'

Urban design – the art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.'

View - what is visible from a certain point.

Walk able neighbourhood/ environment - a neighbourhood that designed for ease of walking. The quality of the routes should be designed to give walking priority and discourage car use. People should be able to walk to local facilities e.g. newsagent, bus stop, health centre, primary school etc.

Waste Management Plan - A plan required at application stage that sets out how waste from a proposed development shall be disposed of during the lifetime of the development

B

POLICY CONTEXT

NATIONAL POLICY

PPS 1: Delivering Sustainable Communities

This sets out the overarching planning policies on the delivery of sustainable development through the planning system. Guidance is given on planning for social cohesion and inclusion, protection and enhancement of the environment, the prudent use of natural resources and achieving sustainable economic development. It emphasises the importance of a plan led system and the integration of sustainable development into development plans. Spatial planning is promoted, which goes beyond traditional land use planning to integrate policies for the development and use of land with other policies and programmes, which influence the nature of places and their functionality. Design is strongly promoted and states that 'Good design is indivisible from good planning'. Community involvement is recognised as vitally important to planning.

Good Practice Guide for PPS1: By Design: Urban Design in the Planning System

PPS 1 acknowledges By Design as good practice guidelines for planning authorities to assess the achievement of high quality and inclusive design. It identifies seven objectives of good urban design that need to be considered within the context of an environment. These objectives allow the analysis of the factors that contribute to successful streets, spaces, villages, towns and cities and are as follows;

- **Character** - A place with its own identity
- **Continuity and Enclosure** - A place where public and private spaces are clearly distinguished.
- **Quality of the public realm** - A place with attractive and successful outdoor areas.
- **Ease of movement** - A place that is easy to get to and move through.

- **Legibility** - A place that has a clear image and is easy to understand.
- **Adaptability**- A place that can change easily.
- **Diversity** – A place with variety and choice

Companion Guide to PPS1: Safer Places; The Planning System and Crime Prevention

The aim of this guide is to demonstrate how good planning can contribute to crime prevention, the creation of safer places and well-designed, sustainable communities. It establishes seven attributes of sustainable communities that are particularly relevant to crime prevention:

- **Access and movement** places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
- **Structure** places that are structures so that different uses do not cause conflict;
- **Surveillance** places where all publicly accessible spaces are overlooked;
- **Ownership** places that promote a sense of ownership, respect, territorial responsibility and community;
- **Physical protection**: places that include necessary, well-designed security features;
- **Activity** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and sense of safety at all times; and
- **Management and maintenance**: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

PPG 3: Housing

PPG 3 sets out the Government's objectives for housing and promotes more sustainable forms of development through making better use of previously developed land. It requires that new housing and its environment should be well designed and makes a significant contribution to promoting urban renaissance and improving the quality of life. It also sets out the standards for measuring residential land and density for the planning system in England.

PPS 3 Housing Consultation paper

Issued in December 2005, this responds to the new spatial development planning system, sustainable communities and Local Development Frameworks. It seeks to ensure a wide choice of housing types, a better balance between demand and supply and improve affordability. It also recognises the importance design quality.

Good Practice Guide for PPG 3: Better Places to Live By Design

This good practice guide lays out the development principles for successful housing.

- **Movement** - A movement framework which is safe, direct and attractive to all users
- **Mix** - A rich mix of housing opportunities
- **Community** - A sense of neighbourhood and community ownership
- **Structure**- A coherent structure of buildings, spaces, landscape and routes for movement
- **Layout**- Street layout and design which is appropriate to use and context
- **Place** - Attractive and clearly defined public and private spaces
- **Amenity** - Pleasant gardens and private amenity space
- **Parking** - Convenient but unobtrusive car parking
- **Safety** -A safe and secure environment

- **Space**- Well planned homes which provide space and functionality
- **Adaptability**- Housing which is robust and adaptable to changing requirements
- **Maintenance** - An environment which can be well maintained over the long-term
- **Sustainability** - Housing designed to minimise resource consumption All
- **Detail** - Well considered detailing of buildings and spaces

PPS 6: Planning for Town Centres

PPS6 Planning for Town Centres was published in March 2005 and replaces PPG6: Town Centres and Retail Developments. The statement outlines the Government's key objectives of promoting vital and viable town centres, by planning for the growth and development of existing centres; and focusing development in these centres. The wider policy objectives seek to:

- promote social inclusion;
- encourage investment to regenerate deprived areas;
- promote economic growth of regional, sub-regional and local economies;
- deliver more sustainable patterns of development, through high-density, mixed-use development and sustainable transport choices; and
- promote high quality design to improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, and provide a sense of place and a focus for civic activity.

The policy statement focuses on retail, leisure, commercial and arts and cultural uses in town centres. The importance of housing in most mixed-use multi storey developments is acknowledged, however reference is made to more detailed policy guidance provided in PPG3.

Local authorities are advised to actively plan for growth by making more efficient use of existing land and buildings, including redevelopment, within existing centres. This should be achieved by increasing the density of development. It is essential for town centres to provide a high-quality environment if they are to remain attractive and competitive. Well designed public spaces and buildings, which are comfortable, safe, attractive and durable are key elements which can improve the health, vitality and economic potential of a town centre.

PPS 12: Local Development Frameworks

Local planning authorities should prepare supplementary planning documents taking into consideration the process of continuous community involvement in accordance with the statement of community involvement.

The process for preparing a supplementary planning document is similar to the process for development plan documents but simplified. There is no requirement for the preparation of preferred options but there should be community involvement on a draft during its preparation and participation under Regulation 17.

PPG 13: Transport

This guidance emphasizes the key role land use planning has in delivering the Government's integrated transport strategy. The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

PPG 15: Planning And The Historic Environment

The guidance sets a framework for planning to reconcile the need for economic growth with the need to protect the historic environment.

It recognises that the historic environment is by its nature irreplaceable, but that in practice it cannot be preserved unchanged. The guidance calls for the identification of what is special in the historic environment and the capacity for change, and for an assessment of the impact of development on the historic environment to be taken fully into account along with other considerations. The guidance emphasises that conservation of the historic environment and sustainable economic growth are complementary objectives.

PPG 16 Archaeology and Planning

It sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It also emphasises the importance of evaluating the impact of development proposals on historic environment assets. It gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions. It describes the importance of archeology and that they are a finite and non-renewable resource. It emphasizes the importance of appropriate and positive planning and management of archeology through the use of the development plan and development control.

PPG 17: Planning for Open Space, Sport and Recreation

Highlights the importance of open spaces, sports and recreation in people's quality of life. It identifies the need to protect open space of high quality, or of particular value to the local community and assess existing and future needs for open space, sport and recreation through robust assessments.

Quantitative and qualitative audits of existing open space, sports and recreational facilities should also be undertaken, thus enabling Local Authorities to develop strategies and policies and locally derived standards.

Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. There is a presumption against the development of open spaces unless they are clearly surplus to requirements. However, poor quality or under-use is not a good reason for allowing development. LPAs should use planning obligations to better meet needs by land swaps, or qualitative improvements in facilities.

Good Practice Guide for PPG 17: Assessing Needs and Opportunities

This guide sets out a method for undertaking local assessments of need and audits of provision, to help deliver accessible, high quality and sustainable open spaces and sports and recreation facilities which meet local needs and are valued by local communities. It seeks to build upon good practice and takes account of the recommendations of the Government's Urban Green Spaces Taskforce. Relates to Best Value regime and management and maintenance of publicly- owned open space or sport and recreation facilities.

PPG 24: Planning and Noise

Emphasises that the impact of noise can be a material consideration in the determination of planning applications. It notes that it will be hard to reconcile some land uses, such as housing, hospitals or schools, with other activities which generate high levels of noise, but the planning system should ensure that, wherever practicable, noise-sensitive developments are separated from major sources of noise.

PPG 25: Development and Flood Risk

Sets out how to reduce the risks to people and the developed and natural environment from flooding. Flood risk should be properly taken into account in the planning of developments to reduce the risk of flooding and the damage which floods cause. The 'precautionary principle' should be applied in relation to flooding and a risk-based approach to proposals for development in or affecting flood-risk areas should be used as well as a sequential test on development control decisions. This is to ensure that further development normally avoids the areas of highest risk and that appropriate measures are taken to make development safe where other considerations in favour of the development proceeding may outweigh the flooding issues.

REGIONAL AND LOCAL POLICY

Document	Status	Key Policies
RPG9: Regional Plan for the South East 2001	Adopted	RPG9 sets out key development principles for the region including increasing the attractiveness of urban areas, intensifying and strengthening existing towns and encouraging economic development, amongst other aims. It recognises that there is considerable pressure for growth in Mid Sussex
South East Plan	Draft Part I (Core Regional Policies) submitted to government July 2005. Part II to be submitted Spring 2006.	Section D8 of Part I focuses on town centres and puts forward policies that reflect PPS6. It recognises the importance of the South East's town centres, the relationships and links between them and the importance of London. It recognises the importance of dynamic and successful town centres on the achievement of sustainable development. Policies focus on the distribution of growth to middle and lower order centres to achieve a balanced network. Recognition is given to the mix of functions of town centres and that reference should be made to the distinctive character of town centres. All town centres should be developed as multi use nodes to minimise journeys.
West Sussex Structure Plan 2001-2016	Adopted 2004	Policies NE9 and NE10 emphasise the need to maintain and enhance the quality of the existing town centres.
West Sussex Local Transport Plan 2000	Adopted	Widening transport choice, improving road safety, reducing the growth in unsustainable transport and promoting access to services and facilities for all. Chapter 8 sets out a Urban Transport Plan for East Grinstead.
Sussex Extensive Urban Survey Report 2004 -2007	For information	A series of historic character assessment reports undertaken for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and funded by English Heritage.

Document	Status	Key Policies
Mid Sussex Local Plan	Adopted 2004	<p>The Local Plan aims to encourage high standards of design, local residential development in the most sustainable locations – focusing on the three towns, reducing the need to travel and the enhancement and promotion of existing town centres. The town centres should become more vital and viable, ‘through improved access, pedestrianisation, management and diversification and seeks to broaden and retain the range of shopping facilities’ (p11). New shopping development focussed in existing centres wherever possible. The relevant general policies of the Local Plan are below:</p> <ul style="list-style-type: none"> • B1: High Standards of design, construction and layout is sought in new buildings. • B9: The design and layout of new development should minimise the potential for crime. • B11: Encourages the effective use of older buildings with intrinsic and architectural merit in preference to their demolition. • B12-15, B20: Conservation areas: Haywards Heath, Burgess Hill and East Grinstead Town Centres both contain substantial conservation areas which need to accord. • B16: Areas of Townscape Character present in Haywards Heath and East Grinstead Town Centres are designated in order to prevent loss of trees, open space and buildings which contribute towards those areas characters. • H1-H5: New housing is to be focused in and on the edge of existing built up areas in designated sites. Other housing proposals need to include mix of sizes, tenures and affordability with densities of at least 30 dph. In general housing developments need to be of a high quality. • E1-2: The plan provides for new or extended business development at a series of sites and otherwise has policies that protect existing floorspace.

Document	Status	Key Policies
Mid Sussex Local Plan	Adopted 2004	<ul style="list-style-type: none"> • S1: The plan identifies East Grinstead, Haywards Heath and Burgess Hill as the main shopping centres for their catchment areas. Despite recent improvements and developments, surveys have indicated that the majority of non-food shopping takes place outside the district and the overwhelming majority of the in-district shopping occurs by car. Therefore this policy supports development that maintains and enhances the range, quality and vitality of existing shopping centres in the three towns and resists development elsewhere. It supports redevelopment of three existing shopping centres in each of the three town centres to provide for new shopping development. It aims to improve the shopping environment and improve access for all. • S2: Significant New shopping development will have to provide for access by non-car modes, be safe and wet lit and landscaped and provide recycling facilities. • S3-S4: All three towns have significant sections of primary and secondary retail frontage. These policies control the change of use to A2 (financial and professional services) and A3 (food and drink) under defined circumstances – essentially to prevent development of long sections of non-retail frontages. • T4: All new development should be situated and designed in such a way as to minimise the need for travel and encourage the use of public transport, cycling and walking • T5: The need for on site parking provision will be considered in the light of parking standards in operation at that time and other considerations. • R14: The Safeguarding of the Bluebell Railway line.

Document	Status	Key Policies
Small Housing Allocations Development Plan Document	Submitted May 2006	Sets out housing allocations for greenfield and previously developed sites.
North / Mid Sussex Area Transport Plan	2006	Sets out transport notices for real 10 year key issues: Highway and safety, public transport, cycling and walking, congestion and heavy traffic flows, parking problems.
Development and Infrastructure SPD	Adopted 2006	Provides guidance on planning obligations and affordable housing.
Sustainable Construction SPD	Adopted 2006	Provides guidance on sustainable construction.