

**WEST SUSSEX COUNTY COUNCIL  
PLANNING APPLICATION CONSULTATION**

**DATE: 29<sup>th</sup> January, 2016**

**FROM: Spencer Bryan                      TO: Mid Sussex District Council**  
**FAO: Steve Ashdown**

**SUBJECT: DM/15/3858 - demolition of multi-storey car park, public library, community building and offices. Provision of additional retail floor space (Class A1-A5), residential units (Class C3), a multi-screen cinema (Class D1), public library (Class D2), a hotel (Class C1), the reconfiguration and expansion of existing car park, amendments to the site access, public realm improvements including landscaping and other associated works.**

**The Martlets Shopping Centre, The Martlets, Burgess Hill, West Sussex**

**RECOMMENDATION:**

|                  |                                     |                     |                          |                         |                                     |
|------------------|-------------------------------------|---------------------|--------------------------|-------------------------|-------------------------------------|
| <b>Advice</b>    | <input checked="" type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/> | <b>More Information</b> | <input checked="" type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/>            | <b>No Objection</b> | <input type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/>            |

I would like to take this opportunity to reiterate the County Council's in principle support for the town centre regeneration proposals. In responding to this full planning application, the Council has considered the benefits in the wider context of Burgess Hill and more specifically supporting the growth from the new housing, employment areas and infrastructure improvements. This is in line with the aspirations of the 2011 Burgess Hill Town Wide Strategy, the Town Council's recently "made" Neighbourhood Plan and the emerging Mid Sussex District Plan.

This consultation response follows the initial comments provided on 19<sup>th</sup> November, 2015 to the proposals submitted by NewRiver Retail.

The County Council has subsequently held discussions with NewRiver Retails appointed highway consultant and with their architect and planning advisor. The further comments below outline the Councils position regarding the application following those discussions. Furthermore NewRiver Retail has started engagement with the Councils property team on the arrangements and terms of the lease agreement relating to the library. This includes providing in principle Heads of Terms covering 1) a surrender of the County Councils lease from MSDC, 2) a funding and development agreement (linked to what NewRiver will fund and build when the County Council know the detail) and 3) the agreement for the County Council to enter into a new lease conditional upon full delivery.

West Sussex County Council, in its capacity as the local highway authority (LHA), has previously provided comments in response to the consultation on the proposed redevelopment. More information was requested in order to address matters of highway design and to enable full assessment of the highway impacts of the proposed development. A meeting was held with the Developer on the 18<sup>th</sup> December to specifically discuss the highway and transport matters relating to the proposal. A further meeting to discuss the wider implications of the proposal involving the library service was held on the 7<sup>th</sup> January with the wider Development Team.

Since this time, additional information has been provided to the LHA in the form of a sensitivity test of the traffic distribution using most recent Census information and this has been provisionally accepted by the highway authority.

However, there are still several outstanding matters that can only be resolved following receipt of further information from the Applicant. It is understood that the Planning Authority are looking to determine the application at the MSDC Planning Committee on the 11<sup>th</sup> February and it is unlikely that there will be sufficient time prior to the Committee for the receipt and review of additional information.

Therefore should MSDC resolve to grant permission the County Council would recommend that appropriate safeguards are implemented to minimise and mitigate the development's impact on local infrastructure. The most appropriate method for securing these safeguards would be by either a suitable planning condition or through S106 obligation used to enable further consideration and agreement of the access arrangement to ensure that any infrastructure is fit-for-purpose and safe.

Below is the specific detail of the outstanding issues which it is recommended are covered by condition or Section 106 obligation:

#### Design and Road Safety Audit

As proposals progress evidence will be required to demonstrate that all alterations to the public roads meet the appropriate design standards and all necessary Road Safety Audits are in place.

#### Civic Way Mini-Roundabout

Further information has been sought to determine whether there may be alternative solutions in this location. The proposed design must be compliant with highway design standards. The junction is close to the service access and could put users of the junction at risk from emerging HGVs. Consideration of use by non-motorised users is important and should be considered in the design of these proposals.g provision for the visually impaired at car park exit.

#### Residential Car Parking

Car parking should be in line with the Parking Demand Calculator, to ensure sufficient supply to cater for the demand generated. Further information is required on the parking strategy and whether it accords with anticipated demand when assessed against housing mix, tenure etc.

#### Retail Car Park Design

The car park is of a traditional design with a number of likely blind spots for users returning to or leaving their vehicles. The main route for non-motorised users to the development travelling from the west runs directly across the centre of the car park thus increasing risk for all users. Alternative routes are longer and less direct. It is recommended that further consideration be given to the route to provide an obstacle free car park that minimises risk for both motorists and non-motorised users (NMU).

While a detailed car parking analysis has been carried out by the applicant, the authority remains concerned that the proposed level of car parking may be inadequate to serve the retail and cinema elements of the development.

The provision of parking for buses and the Police on Civic Way needs to be resolved.

Appropriate carriageway markings to manage parking on Civic Way will be required.

#### Traffic Assessment – Residential and Retail

The future-year capacity assessments are shown to be working adequately in 2020 based on the information submitted within the transport assessment. There is no core issue with the trip rate

analysis undertaken except that there is no substantive information on the demand for access to the site by NMUs or how the demand for vehicular access could be minimised.

Retail analysis does not reflect a town-centre location and limited information regarding the influence of the effect on trip rates and reallocation of demand to the development from other shopping centres. This may result in unanticipated additional demand on local junctions to the detriment of performance if suitable improvements are not undertaken to mitigate the additional demand.

There is no information on a multi-modal assessment to determine the likely demand for NMU trips. Infrastructure proposals may be required to accommodate the additional demand and ensure safe and suitable access to the site, and minimise the demand for vehicular access. In particular, it is essential that the development provides free pedestrian flow to other elements of the town centre, including the adjacent Market Place shopping centre. No information has been provided by the applicant on the provision of links between the proposal and the emerging Green Circle sustainable transport network in the town.

#### Goods Servicing – Demand and Access

Limited information is provided in respect of servicing arrangements – evidence will be required to demonstrate that proposals are in place to accommodate demand. The current design may result in congestion of the service access and increased risk to NMUs at the access.

#### Sustainable Access

A Non Motorised User Audit is required and this might identify the need for measures to support sustainable transport – if so these should be provided by the developer. Currently there is minimal sustainable transport provision with no links/enhancement to the wider network for pedestrian and cycle journeys. In particular, the development does not address links to the “spokes” of the “Green Circle” network, which is being developed jointly between the Friends of the Green Circle Network, Burgess Hill Town Council and the LHA. No enhancement of the bus stops closest to the site has been proposed, e.g. waiting areas, real time information etc. Bus services on a Sunday are limited and there is no proposal to support or enhance.

Whilst it is recognised that the proposed development is not required to address existing issues, the development is likely to result in a change of travel patterns and desire lines, opening up routes that may not have previously been used such as linked trips between facilities. Without the further analysis, the opportunity to enhance access could be missed and this may require future intervention to mitigate any new issues introduced by the redevelopment.

#### Signage

It is likely that, should the proposed development be permitted, this will require amendments to the existing road signing strategy. Obligations would be required in the S106 requiring the Applicant to review the signing strategy as part of associated Section 278 Agreements and amend as necessary.

#### Library

With regard to the relocation of the library, NewRiver Retail has committed to work with the Council’s library service to develop details proposals for the internal layout. The intention is to ensure that the scheme provides the right environment for users, enables good access to the building and circulation around it and satisfies lighting and height level criteria.

The main issues that the scheme must address are summarised below:

1. Pedestrian access.

2. Heights.
3. Natural Light and Ventilation.
4. Acoustics
5. Site levels
6. Fire escape route
7. Waste and servicing
8. Internal obstructions and structural supports
9. Disabled or child/parent parking
10. The loading bay
11. Further detail regarding the interim provision of a library service during construction
12. Proposed car parking for staff.

The details of these issues were explained in more detail in the previous response from the Council dated 19<sup>th</sup> November, 2015.

Finally, NewRiver Retail committed to explore the provision of an 'at level' lift to enable mobility impaired customers and parents with buggies to access both the library level and car park level easily. Further details are awaited from NewRiver Retail