

Brookleigh Phase 1C

Burgess Hill - Design Principles Statement

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FPCR | environment
& design



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Introduction



INTRODUCTION

Purpose of the Document

This Statement has been prepared on behalf of Hill Group Ltd and Homes England in support of an application for reserved matters approval for the redevelopment of Phase 1C of the Brookleigh development.

The outline planning application for Brookleigh was approved by Mid Sussex District Council in October 2019. Brookleigh will deliver approximately 3,500 new homes, 30 per cent of which will be affordable. The new homes will be built alongside new community facilities including three neighbourhood centres, three new schools and employment opportunities. Phase 1C includes the sub-phases P1.7 and P1.8, OS 1.2 and EP (Eastern Park) totalling circa. 18 ha.

This application for reserved matters approval seeks permission for the Eastern Neighbourhood Centre which comprises the following:

- Eastern Neighbourhood Centre comprised of the following:
 - Apartment Block A – Arranged over ground and three upper storeys
 - Apartment Block B - Arranged over ground and three upper storeys
 - Apartment Block C Arranged over ground and two upper storeys
 - Extra Care Block Arranged over ground and three upper storeys
 - Serviced parcel for the Community Building
 - Public square
 - Primary school drop off parking
- Up to 270 dwellings including:
 - 210 residential dwellings of mixed tenure as follows:
 - Private dwellings
 - 36 no. private 1 & 2 bed flats
 - 153 no. private 2, 3 & 4 bed houses;
 - Shared Ownership Units
 - 12 no. shared ownership 1 & 2 bed flats;
 - 9 no. shared ownership 2 & 3 bed houses
 - Affordable Rent Extra Care units
 - 60 no. 1 & 2 bed units;
- 1100 sq.m of flexible commercial and leisure floorspace.
- Eastern Parkland comprising the Multi-Use Games Area, Public Art, child play facilities and other natural green space.
- The Green Circle, Green Super Highway, pedestrian and cycle connections, resident and visitor parking, drainage and associated infrastructure.



Marleigh, a Hill and JTP scheme in Cambridge

The Approved Northern Arc Masterplan



Figure 3: The Northern Arc Masterplan

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KEY				
Site boundary	Woodland	Grassland	Vehicular bridge	Cycle and pedestrian route
Residential area	Ancient woodland veteran tree buffer	Flood zone - maximum extend	Pedestrian bridge	Green circle
Gypsy and traveller's facility	Parkland	Local nature reserve	Proposed primary road	Green super highway
Employment area	Centre for Community Sports	Veteran trees	Proposed secondary road	Public Rights of Way
Ancient woodland (hatched)	Natural green space	Indicative layout of neighbourhood centre	Proposed tertiary road	Mitigated odour contour
				Water main (400mm)
				Gas main (250mm)
				Primary school with an indicative layout
				Secondary school with an indicative layout

The Northern Arc Masterplan was approved by Mid Sussex District Council in September 2018 as a material consideration in the determination of subsequent planning applications within the Northern Arc Strategic Allocation area.

The Masterplan includes an over arching vision for the Northern Arc as follows: “The Northern Arc will combine the best of town and country to offer vibrant local centres, excellent community facilities and well-designed residential neighbourhoods set within a highly attractive landscape of existing mature woodlands, river valleys and extensive natural areas to provide a great place to live, work and visit. It will provide up to 3,500 new homes, local employment, education, health, leisure, sports, recreation and community facilities within a series of sustainable neighbourhoods linked by a new Northern Arc Avenue, green cycle and footpaths and successfully integrated into Burgess Hill and the wider improvements to the town”. The Masterplan includes 24 Strategic Development Principles (SDPs) which underpin the Masterplan.



INTRODUCTION

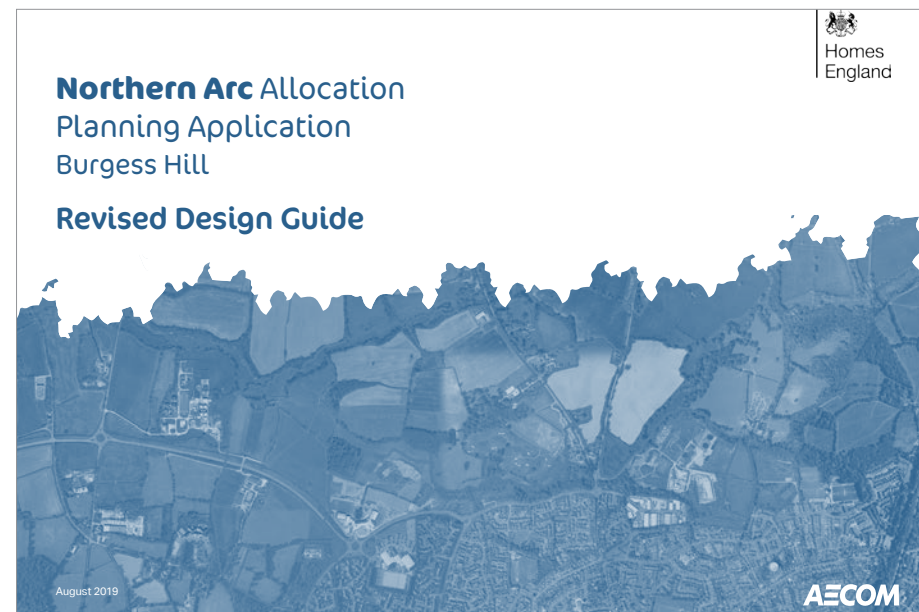
Northern Arc Design Guide & Street Design and Adoption Manual

The Design Guide was prepared by Homes England to support the delivery of an exemplary new community at the Northern Arc in accordance with the approved Masterplan for the site. The purpose of the Design Guide is to set out the key urban design, public realm and place-making principles that will be applied across the site to create a distinctive and attractive place where people will want to live, work and visit for generations to come.

The Design Guide does not seek to prescribe a particular design approach in detail. Rather it seeks to provide clear guidance on the over-arching design and place-making principles that are to be applied across the Northern Arc and in individual phases of development.

The design team has regularly reviewed the proposals against the Design Guide to ensure alignment with the over-arching place-making principles for the Northern Arc (Brookleigh) as follows:

- Creating walkable neighbourhoods with vibrant centres that are accessible to all;
- Co-locating schools, community centres and open spaces with the neighbourhood centres to support vitality and community identity;
- Designing streets as places that are well defined encourage social interaction as well as walking, cycling and public transport;
- Ensuring that streets, public realm and open spaces are well overlooked and designed to feel safe and secure;
- Creating a place that is easy to find your way around with a clear hierarchy of streets and spaces, landmark features and views;
- Setting development within an interconnected, easily accessible network of attractive streets, green infrastructure, green corridors and open spaces to act as wildlife corridors and sustainable transport links;
- Incorporating trees, gardens and green spaces throughout the development to provide shade and cooling during extreme heat events and to increase its ability to adapt to climate change;
- Supporting health and well-being through opportunities for active lifestyles and living in close contact with nature;
- Providing a variety of different Character Areas which reflect variations in landscape and topography, as well as the role and function of different parts of the community;
- Integrating business and employment uses to diversify day time activities;
- Accommodating car parking and servicing in ways that are convenient and safe but also unobtrusive.



3.7 Fronts and backs

Designing development blocks with a clear distinction between the front and back of the property is crucial in order to achieve best practice place-making, and to create secure and coherent streets and places.

In the Northern Arc a clear distinction should be made between public fronts and private/semi-private backs. The primary accesses of the buildings should align with the public spaces to create activity, while private or semi-private frontages – such as service areas and gardens – should be located at the back. Fronting the public space with blank walls, high fences and hedges which block the view of the public spaces must be avoided. Ambiguous spaces that are neither fully public nor fully private should also be avoided.

Blocks that contain narrow lanes and pedestrian and cycle routes should ensure that they are overlooked in order to create natural surveillance and a sense of security.

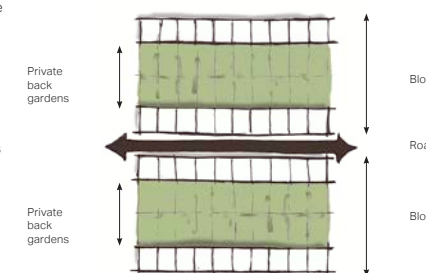


Figure 39:
A traditional typology for fronts and backs.

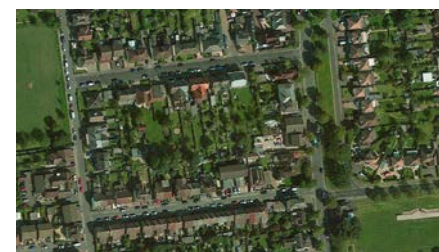


Figure 40:
A perimeter block layout successfully fronting public spaces with active frontages and backs are backed with the neighbouring properties' back. London Road, Burgess Hill



Figure 41:
A road fronted by rear garden fences of properties must be avoided throughout the whole Northern Arc development.



Figure 235: Examples of continuous footway treatments in Newquay.



Figure 236: Continuous footway treatment with a stepped cycle track in Copenhagen, Denmark.

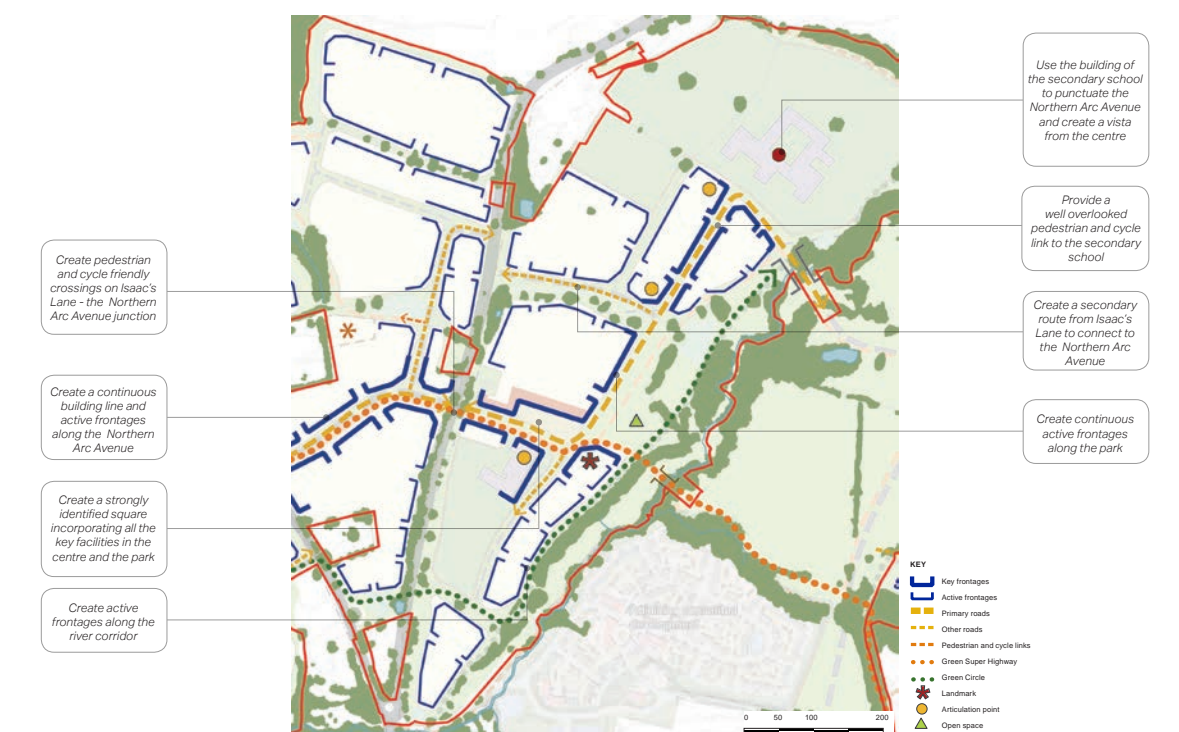


Figure 237: Continuous footway treatment across a junction with a minor road in Stockholm, Sweden. A two-way cycle track also runs along the footway.

AECOM

Streets and Adoption Manual, Examples of Continuous Footways, p118

Northern Arc Design Guide – Eastern Neighbourhood



Phase 1C is within the Eastern Neighbourhood and includes the Eastern Neighbourhood Centre. The Northern Arc Design Guide sets out key design principles that should be applied at Eastern Neighbourhood Centre Character Area which have informed the proposals;

Place-making

- Create a strongly defined gateway to the Eastern Neighbourhood Centre.
- Create a high-quality multi-functional square with distinctive buildings and public realm design creating an important transition townscape between Isaac's Lane and the river corridor.
- Create an urban park that integrates the Northern Arc Avenue and the neighbourhood centre and has a strong, regular built edge to emphasise its focus of activity for the Character Area as a whole.
- Create sufficient visibility into the Centre from Isaac's Lane.
- Define streets and spaces with strong and consistent building lines.
- Provide active frontages along the square, streets and public spaces.
- Retain existing trees and significant hedgerows and integrate these within the urban layout and parks.
- Create a car-free zone within the square focusing on leisure use which can also accommodate street markets and community events.
- Provide residential car parking for the mixed-use building at the rear.
- Provide car parking for visitors and school drop-offs at a part of the square and on-street within and around the neighbourhood centre combined with trees.
- Promote a single type of pavement material along the neighbourhood centre in order to slow the vehicular movement.
- Create a high degree of enclosure along Isaac's Lane and the Northern Arc Avenue junction by using 4-5 storey buildings with strong building lines and active frontages.

Building heights and types

- Create a high-quality residential environment that attracts a wide range of residents and provides a range of tenures and housing typologies.
- Provide 4 -5 storey mixed-use buildings with retail units at the ground floor and residential above.
- Use articulation elements on the buildings especially along Isaac's Lane to announce the centre and to create a space hierarchy.



Northern Arc Design Code - Eastern Neighbourhood Centre Design Principles



Northern Arc Design Guide Checklist Methodology

As part of the design team’s study of the Northern Arc Design Guide we have compiled a checklist to clearly set out how the design proposals apply the design and place-making principles that are to be applied.

The checklist has been compiled from the ‘musts’ and ‘shoulds’ within the guide and compliance scored as ‘yes’, ‘partial’, ‘no’ or ‘not applicable (n/a)’. The extracts to the right demonstrate how the Permeable and Interconnected street network section was formed as an example, in some cases when guidance points are similar they have been combined for conciseness.

The following pages set out the previously tested design options which have informed the development of the current proposals. The checklist covers placemaking, movement and parking principles relevant to this section of the EBLR/ Northern Arc Avenue with key points highlighted in a darker fill.

Northern Arc Design Guide

3.3 Permeable and interconnected street network

The permeable and interconnected street network provides people with a choice of different routes allowing traffic to be distributed more evenly across the network. A permeable layout generates a higher level of pedestrian activity, which makes social interactions more likely, and increases the level of security.

New housing proposals in the Northern Arc **must** provide permeable layouts within the development sites, as well as connecting to the wider area and to public footpath networks beyond. The network **should** provide direct and attractive connections between neighbourhoods and to local facilities such as neighbourhood centres, schools and public transport. The design of the street network **should** establish a clear and legible layout with a strong structure, and avoid being formed around the technical demands of traffic. The layout **should** respond to the topography, natural desire lines and access to the site. It should avoid creating cul-de-sacs and indirect pedestrian and cycle routes, to ensure lower traffic levels on minor roads and to encourage the use of sustainable movement alternatives. Pedestrians and cyclists **must** be able to move freely between all parts of the development and have easy access to the surrounding street networks and key destinations.

When creating the internal street network, vehicle movement **should** be kept to a maximum level of permeability. Where it is not possible, pedestrian and cycle links **should** maintain the permeability of the area (figure 27) . Gates and barriers must be avoided throughout the whole settlement.

In order to create free movement and attractive routes, an irregular grid-based residential layout is recommended. Figure 26 illustrates a linear grid layout in the centre of Burgess Hill.



PLACEMAKING	YES	PARTIAL	NO	N/A
PERMEABLE AND INTERCONNECTED NETWORK				
New housing proposals in the Northern Arc must provide permeable layouts within the development sites, as well as connecting to the wider area and to public footpath networks beyond.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The network should provide direct and attractive connections between neighbourhoods and to local facilities such as neighbourhood centres, schools and public transport.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The design of the street network should establish a clear and legible layout with a strong structure, and avoid being formed around the technical demands of traffic.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The layout should respond to the topography, natural desire lines and access to the site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians and cyclists must be able to move freely between all parts of the development and have easy access to the surrounding street networks and key destinations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
When creating the internal street network, vehicle movement should be kept to a maximum level of permeability. Where it is not possible, pedestrian and cycle links should maintain the permeability.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Building for a Healthy Life Principles

Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods. Produced by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. It sets out 12 considerations to create successful places - from macro through to micro scale.

The design team have consistently reviewed our proposals against the toolkit to ensure compliance with the 12 considerations set out below:

These considerations are addressed throughout this document:

Integrated Neighbourhoods

- Natural connections
- Walking, cycling & public transport
- Facilities and services
- Homes for everyone

Distinctive places

- Making the most of what's there
- A memorable character
- Well defined streets and spaces
- Easy to find your way around

Streets For All

- Healthy streets
- Cycle and car parking
- Green and blue infrastructure
- Back of pavement, front of home



What 'green' looks like

- ✓ Streets with active frontages.
- ✓ Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces.
- ✓ Cohesive building compositions and building lines.
- ✓ Front doors that face streets and public spaces.
- ✓ Apartments that offer frequent front doors to the street.
- ✓ Dual aspect homes on street corners with windows serving habitable rooms.
- ✓ Perimeter blocks.
- ✓ Well resolved internal vistas.
- ✓ Building typologies that are designed to straddle narrow depth blocks.

Figure ground diagrams can be a useful way to test this.



green = go ahead

Well defined streets and spaces



BfHL example of well-defined street



INTRODUCTION

The Brookleigh OPA Parameter Plans

Condition 2 of the Outline permission ('OPA') requires the development 'to be carried out in accordance with the approved plans'. The 'approved plans' of the extant permission across the wider site includes the following parameter plans. Each of these is summarised below in the context of the site along with an assessment against the proposals for the site:

- Boundary – 001. Rev 02
- Land Use – 002. Rev 02
- Green Infrastructure – 003. Rev 06
- Access and Movement – 004. Rev 03
- Density – 005. Rev 03
- Building Heights – 006. Rev 03
- Demolition – 007. Rev 02
- Phasing Plan – 008. Rev 08

APPROVED LAND USE PLAN



KEY

- Brookleigh Site Boundary
- - - Phase 1C Boundary
- Residential (use class C3)
- Employment (use class B1,B2)
- Secondary School (use class D1)
- Gypsy & traveller facility. 13 permanent pitches (indicative location)
- Eastern Neighbourhood Centre (south)
- Eastern Neighbourhood Centre (north)

The Brookleigh OPA Parameter Plans

APPROVED GREEN INFRASTRUCTURE PLAN



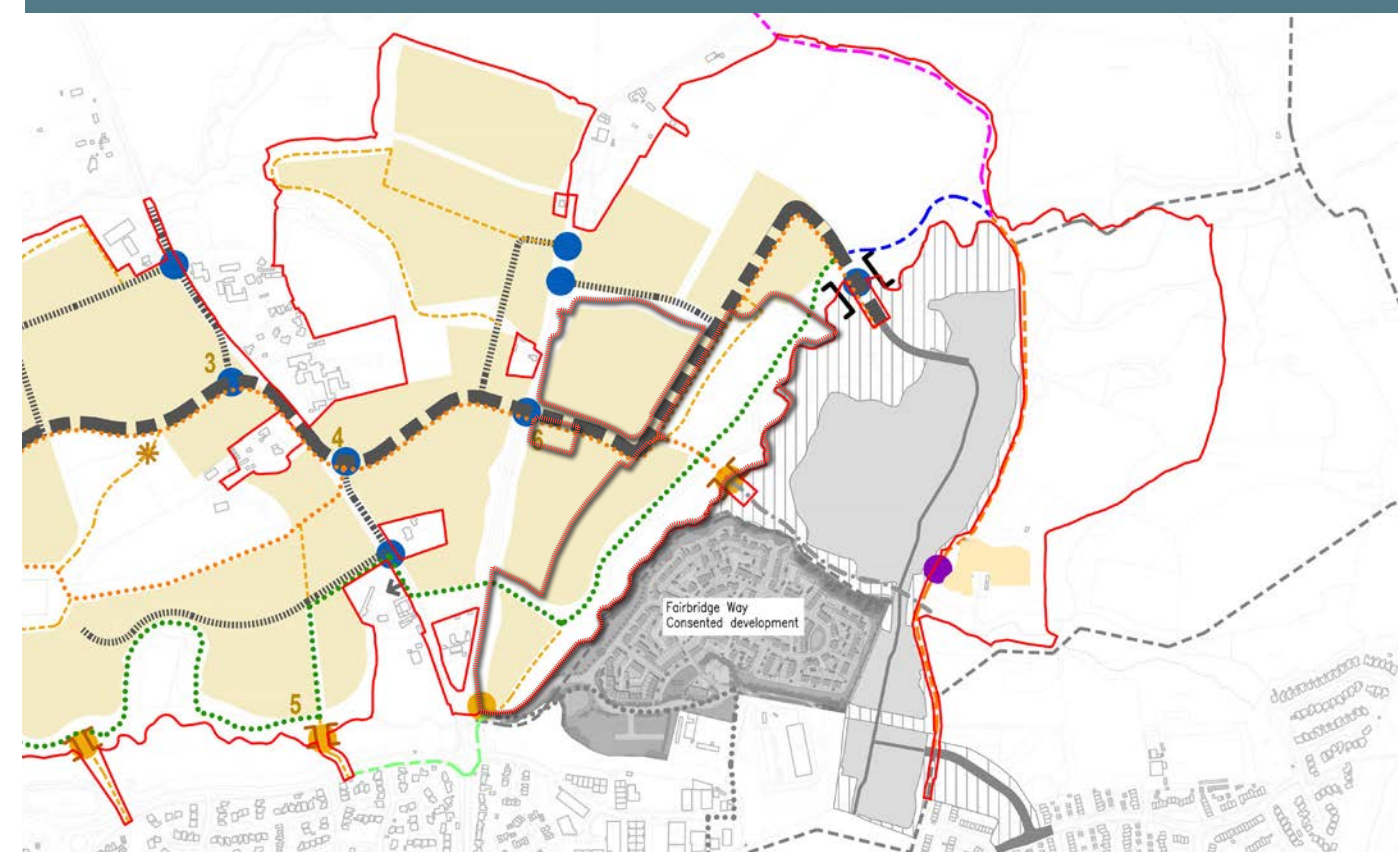
KEY

- Brookleigh Site Boundary
- - - - - Phase 1C Boundary
- Semi Natural Greenspace (SNG)
- Outdoor Sport Pitches
- Parklands
- *

 Area to accommodate Secondary School Sport Pitches
- Ancient Woodland
- /

 15m Ancient Woodland Buffer
- Grassland

APPROVED ACCESS AND MOVEMENT PLAN



KEY

- - - - - Proposed Northern Arc avenue
- ● ● ● ● Green Circle
- ● ● ● ● Green Superhighway: Cycle and pedestrian route
- - - - - Pedestrian and cycle routes
-]] All modes bridges
- Primary access point
- Pedestrian and cycle access



The Brookleigh OPA Parameter Plans

APPROVED DENSITY PLAN



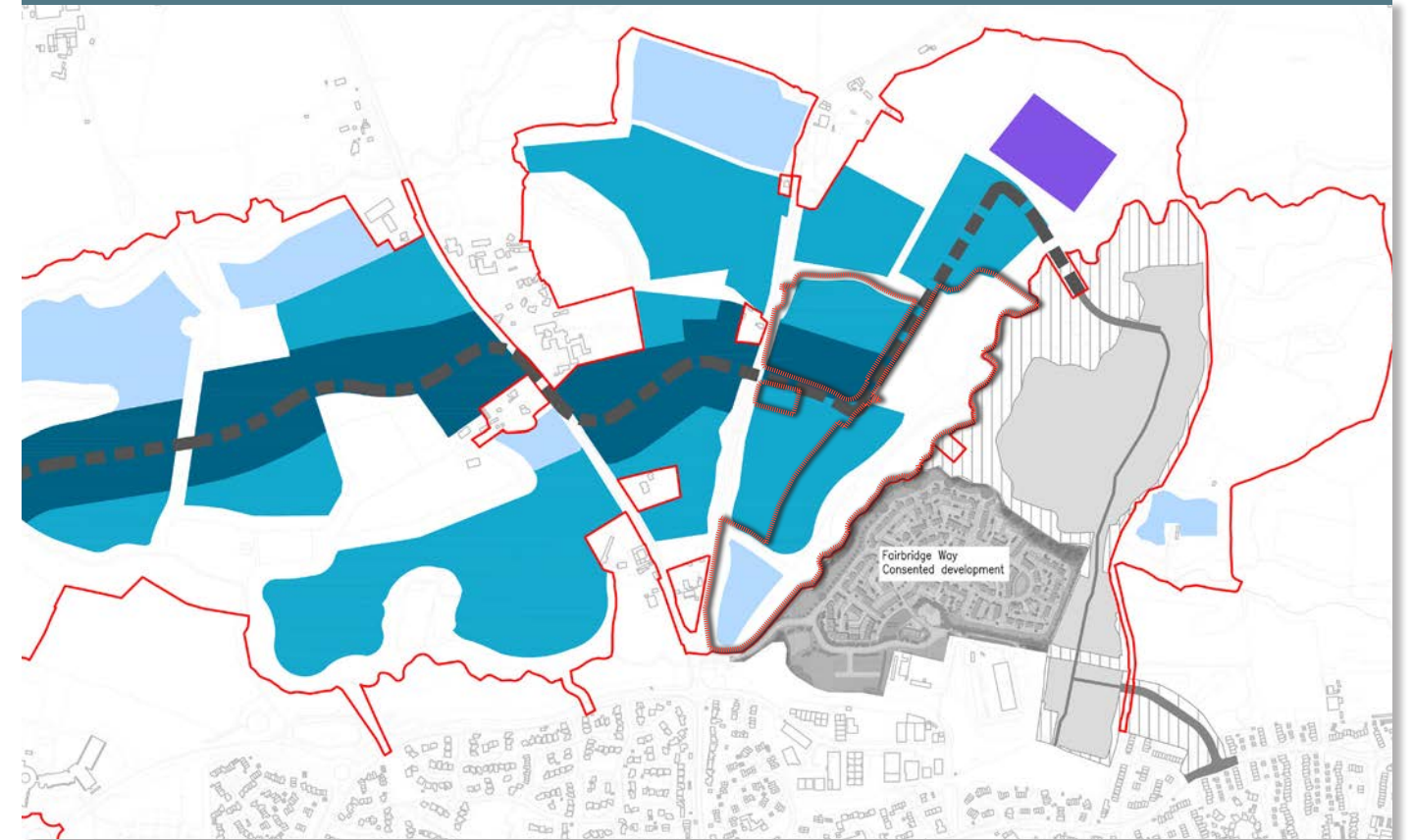
KEY

- Brookleigh Site Boundary
- Phase 1C Boundary
- 30 to 40 dph
- 35 to 50 dph
- 45 to 55 dph
- 100 to 150 dph
- Western Neighbourhood Centre: 35 to 150 dph
- Central Neighbourhood Centre: 45 to 90 dph

KEY

- Eastern Neighbourhood Centre (North): 65 to 100 dph
- Eastern Neighbourhood Centre (South): 45 to 100 dph.

APPROVED BUILDING HEIGHTS PLAN



KEY

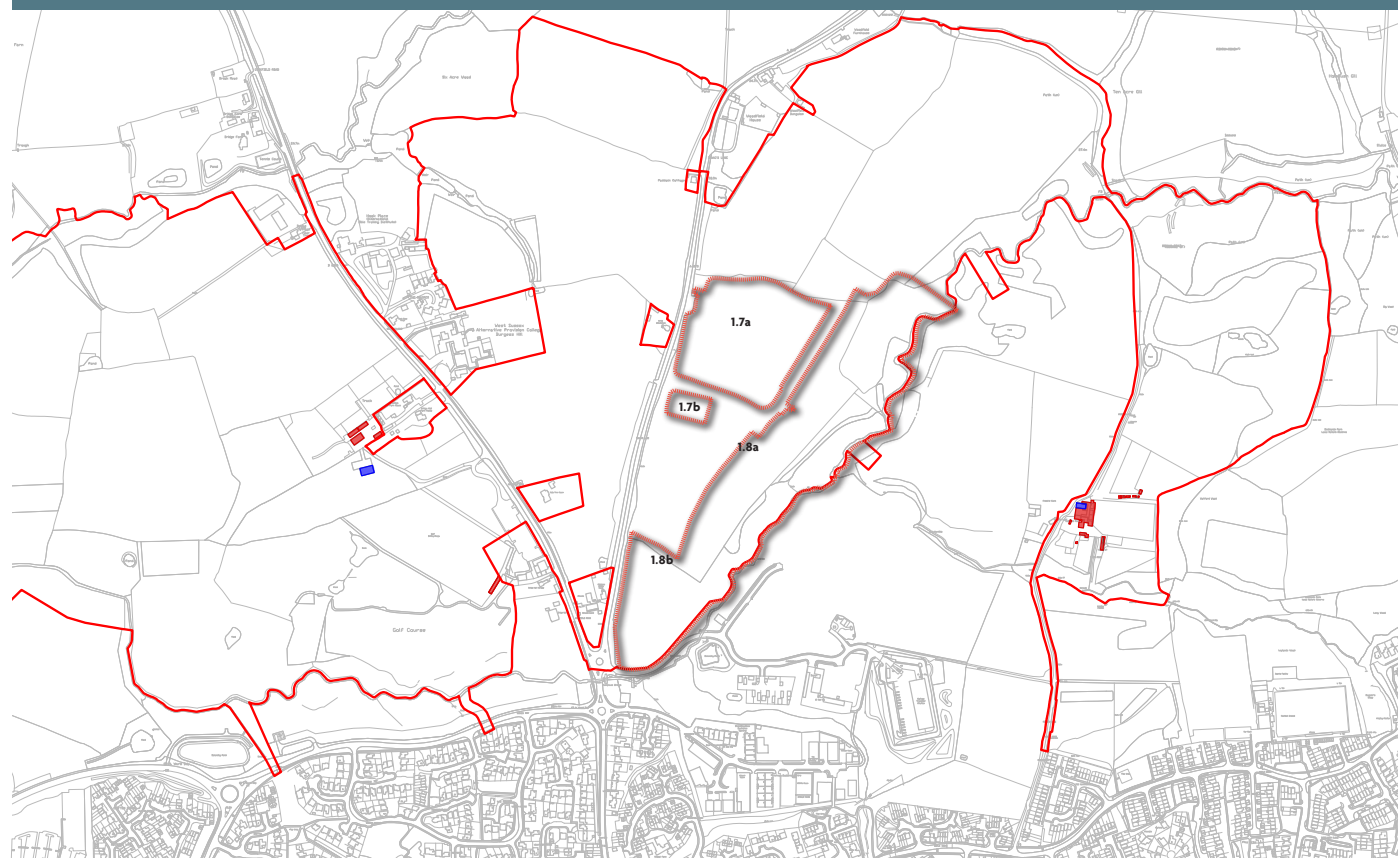
- Brookleigh Site Boundary
- Phase 1C Boundary
- Predominantly to 2/2.5 residential storeys
- Predominantly to 2/2.5 to 3 residential storeys
- Predominantly to 3 to 5 residential storeys
- Predominantly to 4 to 5 residential storeys
- Zone for Secondary School Buildings up to 15m
- Zone for Employment Buildings up to 12m

KEY

- Zone for Centre for Community Sports Built Facility up to 11m
- Zone for Community Garden Facility up to 5m
- Zone for transmission mast up to 30m
- Utilities up to 5m.

The Brookleigh OPA Parameter Plans

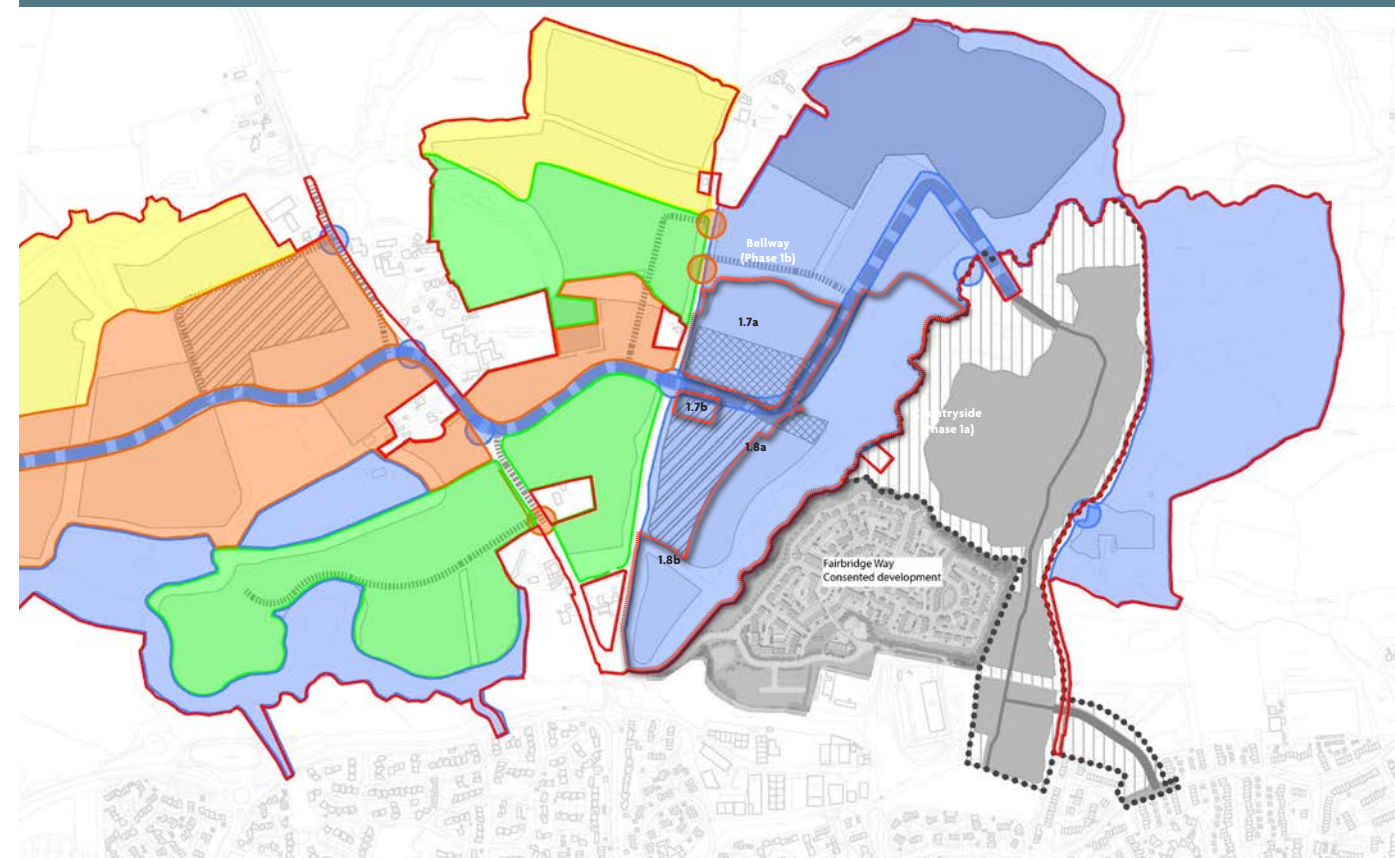
APPROVED DEMOLITION PLAN



KEY

- Brookleigh Site Boundary
- ||||| Phase 1C Boundary
- Buildings to be demolished (none within Phase 1C)
- Buildings to be retained (none within Phase 1C)

APPROVED PHASING PLAN



KEY

- Brookleigh Site Boundary
- ||||| Phase 1C Boundary
- Frees Farm Planning Permission Boundary
- Phase 1
- Phase 2
- Phase 3
- Phase 4