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MID SUSSEX DISTRICT PLAN 2021 - 2040

MM60 LAND WEST AND EAST OF MALTHOUSE LANE, BURGESS HILL

ON BEHALF OF **VISTRY GROUP**

SITE: LAND AT MALTHOUSE LANE, BURGESS HILL

SITE REF: 1105/710

RESPONDENT REF: 1191618/1191628

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1.0 INTRODUCTION AND SUMMARY

1.1 This Matter Statement has been prepared on behalf of Vistry Group who are promoting Land at Malthouse Lane, Burgess Hill for a residential-led development comprised of a new neighbourhood of a minimum of 750 homes. The site now forms an allocation in the Plan under MM60.

1.2 This Hearing Matter Statement is submitted on behalf of Vistry to individually address select questions under each Matter to be considered at Hearing session on Tuesday 3rd November 2026. Reference should also be made to our representations on the Main Modifications consultation dated 4th September 2026 and the Statement of Common Ground between Mid Sussex District Council (MSDC) and Vistry.

1.3 The Statement references the detailed Vision Document and technical work published under the Council's Site Allocations Evidence Library, which is available on the Council's website.

MATTER A: MOVEMENT

2.1. The Inspector's Agenda (IDJB-15) identifies the following considerations in relation to movement:

- form of access from Jane Murray Way
- proposals for buses, cycling, wheeling and walking and connectivity between the two parcels, the town centre and the station
- availability of, and distance to social and community facilities
- effect on the surrounding road network and highway safety for all users, including school children and horse riders, taking into account mitigation measures

2.2. This matter is addressed below.

FORM OF ACCESS FROM JANE MURRAY WAY

2.3. The Statement of Common Ground (October 2026) between Vistry and MSDC confirms that both parties support the provision of a primary access from Jane Murray Way. Following further discussion since the publication of MM60 for consultation, it has now been agreed that the wording can be amended to remove specific reference to a roundabout as suggested in our Main Modification representation:

"Provide a suitable primary access to the site via ~~a roundabout junction on~~ Jane Murray Way"

2.4. This minor amendment to the policy text for MM60 ensures that the policy framework allows for an alternative access arrangement should this be found to be preferred at pre-application or application stage. It is noted that similar wording is used within other allocation policies, and therefore aligns with the flexibility applied elsewhere within the Plan.

2.5. Vistry has demonstrated that primary access to the MM60 site can be achieved from Jane Murray Way via either a roundabout, which incorporates the existing

B&Q access, or a standalone right turn lane. Both options can be accommodated within Highway Maintainable at Public Expense, land understood to be owned by MSDC and/or land in the control of the promotor.

2.6. Both access options will incorporate the existing Green Circle corridor which runs parallel to Jane Murray Way with shared footway/cycleways measuring three metres wide set back from the carriageway edge. A signal-controlled Pegasus crossing on the MM60 site arm can be provided to accommodate equestrian movements.

PROPOSALS FOR BUSES, CYCLING, WHEELING AND WALKING AND CONNECTIVITY BETWEEN THE TWO PARCELS, THE TOWN CENTRE AND THE STATION

2.7. The site masterplan supports the principle of delivering mobility hubs within the development to complement and supplement provision at DPSC1 and other developments. Policy wording within MM60 is considered sufficient to deliver this through the application process.

2.8. As shown on the enclosed isochrone plans appended, the site is located within reasonable walking and cycling distance of a number of existing facilities and amenities that may be required on a daily basis (see Appendices A - E). Policy wording within MM60 also requires the provision of a multi-functional neighbourhood centre which will minimise the need for future residents to travel offsite.

2.9. The closest existing bus stops to the site are located at Burgess Hill Tesco (approximately an eight-minute walk from the approximate centre of the eastern parcel). Services from these stops serve the town centre and train station, enabling linked trips to be made.

2.10. MM60 is also well located to benefit from intended improvements to the frequency of existing bus services serving the site and surrounding area (such as a 100/100A service) and future plans to reroute this service and others (273 and Fastway 20) through new developments including the Burgess Hill Science and

Technology Park, DPSC1 and developments elsewhere along the route at Sayers Common (including DPSC3).

2.11. The site comprises two land parcels which are currently connected by a private drive leading from Malthouse Lane with an overall corridor width of no less than five metres wide. Public Right of Way footpath '57hu' follows this route and it therefore already acts as a shared surface. This route will be upgraded to provide access for buses and pedestrians / cyclists to enhance connectivity between the eastern and western parcels. At this stage, it is envisaged that this could comprise a three-metre-wide carriageway to accommodate a one-way bus loop and on-road cycling, and a two-metre-wide footway.

2.12. On this basis, Vistry have begun to engage with the Local Transport Authority (West Sussex County Council) and operators to contribute towards these emerging plans. The development will provide financial contributions towards sustainable transport measures but also offers further opportunities for additional connectivity between DPSC1 and the wider settlement through the creation of a new primary access onto Jane Murray Way. The policy text for MM60 sufficiently addresses the potential for this to form a part of the future application for the site.

2.13. The site is also set to directly benefit from Phase 2 of the Burgess Hill Place and Connectivity Programme, which is a funded scheme by West Sussex County Council to improve active travel provision in the south-west of the town – widening existing footways into pedestrian and cycle paths, improving road crossings and bus accessibility throughout this area. Delivery is scheduled for 2027 and these works will therefore improve pedestrian, wheeling and cycle provision between MM60 and the town centre.

AVAILABILITY OF, AND DISTANCE TO SOCIAL AND COMMUNITY FACILITIES

2.14. The proposed site directly adjoins the built-up area boundary of Burgess Hill to the south-west of the settlement. As a result the development would have immediate access to a wide-range of existing local shops and services, as well as high-quality public open spaces and community infrastructure.

2.15. A list of existing social and community facilities available within reasonable proximity to the site are identified at Appendix A and Isochrone Plans showing the relevant walking and cycling distances from each main land parcel are attached at Appendices B – E.

2.16. New local centres will be provided within the MM60 and DPSC1 sites, alongside a number of other social and community facilities required by policy. These include:

- Full-day care nursery (DPSC1 and MM60)
- Outdoor sports facilities (DPSC1 and MM60)
- Parks and play areas (DPSC1 and MM60)
- Natural, semi-natural and amenity green space (DPSC1 and MM60)
- 2FE Primary School with Special Support Centre (DPSC1)
- Self-service library (DPSC1)
- Community allotments (DPSC1)

2.17. These factors, particularly when considered in context with Policy DPSC1, will deliver a high-quality 20-minute neighbourhood in alignment with the District Council's ambition expressed in the Plan itself[1].

EFFECT ON THE SURROUNDING ROAD NETWORK AND HIGHWAY SAFETY FOR ALL USERS, INCLUDING SCHOOL CHILDREN AND HORSE RIDERS, TAKING INTO ACCOUNT MITIGATION MEASURES

2.18. The site's boundary with Malthouse Lane and proximity to existing public walking and cycle routes at Malthouse Lane Meadows and the wider Green Circle network provide opportunities for new segregated walking, wheeling and cycle routes along the western edge of Malthouse Lane and connecting into both parcels of the MM60 site. The provision of these new segregated active travel routes will improve overall highway safety for both new and existing residents, whilst also protecting existing assets and public rights of way.

[1] notably page 17 onwards as well as policies DPB1 and DPT1

2.19. Along the western edge of the site a similar opportunity exists with Danworth Lane, however it is the intention to redirect vehicular traffic into the Land at Malthouse Lane site and reduce the necessity or potential for additional vehicle use along Danworth Lane. The proposals therefore meaningfully improve highway safety and walking route provision for current and future school users.

2.20. More generally, Land at Malthouse Lane can encourage good levels of home working, provide on-site facilities and is located on the edge of Burgess Hill close to existing employment opportunities.

2.21. Initial work undertaken by Vistry suggests that the site could be associated with up to 218 vehicle movements in the AM peak hour and up to 392 vehicle movements in the PM peak hour. When these trips are distributed on to the local highway network, site MM60 is not forecast to have a material impact in isolation with less than a five percent impact at the majority of local junctions.

2.22. At the A23/A2300 junction, cumulatively MM60 and DPSC1 could be associated with around two additional vehicles per minute on average in the busiest peak hour. This is not considered to be a material increase in real terms. It is therefore concluded that in combination, site DPSC1 and MM60 would not materially affect the operation of the local road network, including the A23 junction with the A2300.

MATTER B: LANDSCAPE, COUNTRYSIDE AND HERITAGE

3.1 The Inspector's Agenda (IDJB-15) identifies the following considerations in relation to landscape, countryside and heritage:

- effect on the separate identity of settlements taking into account landscaping and planting buffers
- effect on the significance of heritage assets
- effect on the countryside and access to it, trees, woodland and wildlife

EFFECT ON THE SEPARATE IDENTITY OF SETTLEMENTS TAKING INTO ACCOUNT LANDSCAPING AND PLANTING BUFFERS

3.2 The proposed development and masterplanning work undertaken to date are informed by a detailed Landscape Baseline Analysis Framework, which is published alongside other supporting site-specific documents within the Council's Evidence Library[2].

3.3 The development would maintain a significant element of physical separation between Burgess Hill and surrounding settlements. At its closest point to the existing built-up areas of Hassocks and Hurstpierpoint (and not accounting for landscape buffers within the development site), there would continue to be an intervening gap of at least 900m of open countryside and fields between MM60 and Hurstpierpoint (at its western end) and Hassocks (at its eastern end).

3.4 This gap is significantly larger than other examples of existing local gaps such as that between Hurstpierpoint/Hurst Wickham and Hassocks (700m excluding linear development on Hurst Road), Burgess Hill and Haywards Heath (800m)

[2] https://www.midsussex.gov.uk/media/vwkj13di/landscape-baseline-analysis.pdf [accessed 12th October 2026]

and Cuckfield and Haywards Heath (600m). These settlements continue to maintain their separate identities, with a clear sense of entering and leaving each settlement and without harm to the character of each community.

3.5 In addition to these physical separation distances, the Landscape Baseline Analysis Framework also shows (see Figure 2: Topography Plan) how the site lies between two local ridges with a gentle slope resulting in the developable areas of the site being obscured from longer views by the surrounding landscape.

3.6 Figure 10 (Visual Analysis Plan) sets out the potential visibility of the site (without accounting for mitigation) and demonstrates that the development would not be visible from the rural edge of Hurstpierpoint.

3.7 The landscape and planting buffers proposed within Vistry's masterplan – and secured through the Policy text of MM60 – would further mitigate against visual impacts on the surrounding countryside. These measures include expanded areas of riparian woodland planting, enhancing both the natural screening along the southern edges of the site, while also allowing for the delivery of a wide-ranging multifunctional benefits including enhanced natural corridors and habitat connectivity, new high-quality public open spaces, active travel routes and on-site delivery of biodiversity net gain.

EFFECT ON THE SIGNIFICANCE OF HERITAGE ASSETS

3.8 The existing site masterplan has been informed by a detailed Built Heritage Assessment by RPS and the Landscape Baseline Analysis by Define referenced above. Both documents form part of the Council's Evidence Library for MM60. This work is being updated as part of the pre-application process but remains an up-to-date baseline for masterplanning purposes.

3.9 Many nearby listed buildings would have no visibility of the site even without mitigation, despite their proximity. The Visual Analysis Plan (Figure 10) within the Landscape Baseline Analysis demonstrates that even glimpsed or partial views of the site would not be likely from Clayton Priory (Grade II*) to the east, Hammond's Mill Farmhouse (Grade II) to the south-east, Ruckford Mill and

Ruckford Mill Cottages (both Grade II) to the south) and Hurstpierpoint College and Star House (Grade II) due to existing buildings, trees, woodland and topography.

3.10 Danworth Brook Farmhouse (Grade II) to the south-west of the western parcel and Kent's Farmhouse (Grade II) to the north-east of the western parcel would have glimpsed or partial views of the development without mitigation. The current masterplan addresses these considerations, but the policy text of MM60 also appropriately requires for the development to sensitively respond to these considerations.

3.11 In addition, views towards the chapel tower at Hurstpierpoint College (which lies on a ridge to the south of the development) are also identified as important, offering an opportunity for this to form an attractive setting to elevated parts of the development site. The Landscape Strategy Plan (Figure 11) and site masterplan incorporate new areas of public open space adjacent to the existing Green Circle route, which will allow this vista to be integrated into the designed layout of the development and ensure these views can continue to be appreciated by residents of the development and the wider public.

3.12 On this basis, it is Vistry's position that the proposed policy framework sufficiently addresses heritage considerations and will allow the detailed design of the proposed development to be appropriately assessed at application stage.

EFFECT ON THE COUNTRYSIDE AND ACCESS TO IT, TREES, WOODLAND AND WILDLIFE

3.13 The site already benefits from access onto the surrounding public rights of way network and any future development would need to maintain and enhance this provision. The policy text for MM60 makes this a focal point for any future development.

3.14 The development offers opportunity for enhanced connectivity between existing public open spaces (at Malthouse Meadows and Hammonds Ridge Meadows) and new linear parks along the Herrings Stream corridor as well as wider public routes to the south and west of the site.

3.15 The existing privately owned land at Maltings Farm (eastern parcel of the site) limits the extent of the Green Circle to a single bridleway between Jane Murray Way (A273), in close proximity to the Victoria Business Park and main road. The masterplan envisions that this area would become a wider area of public open space (reflecting the character of the wider network), improving the recreational value of this space.

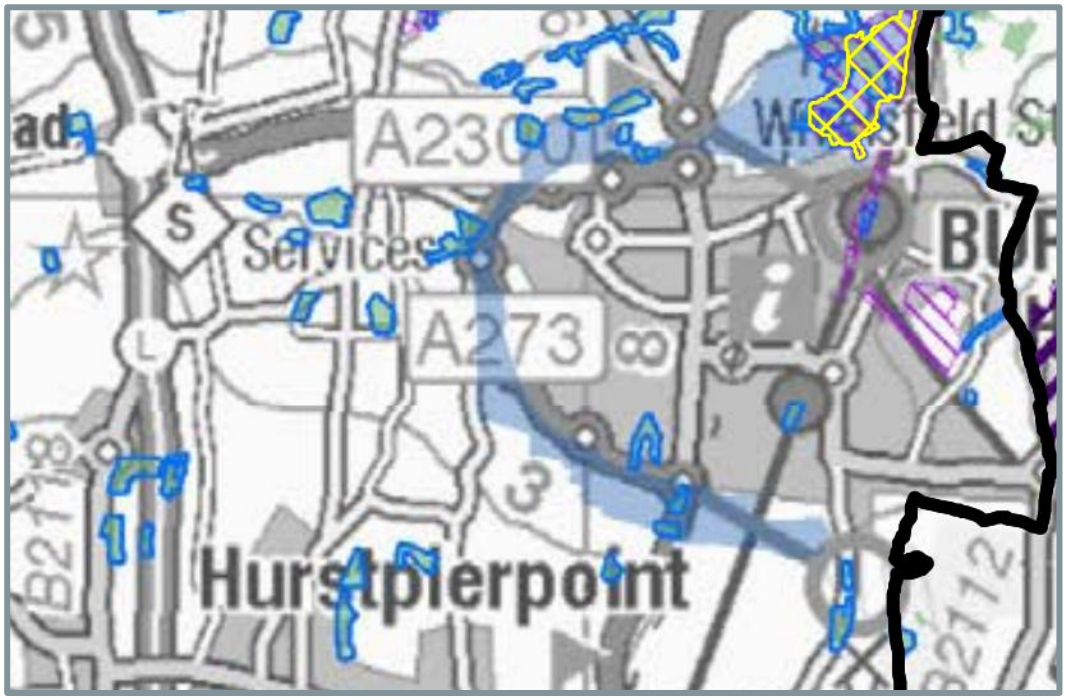
3.16 In addition to maintaining and enhancing this existing corridor, the development will also open up a new recreational route along the Herrings Stream corridor which will form the new settlement edge. This corridor would benefit from easy connectivity with existing footpaths at the southern end of Hammonds Ridge Meadows (an existing public open space owned by Mid Sussex District Council) and along the southern edge of the Herrings Stream, as well as connectivity into the western parcel of the site and beyond onto Danworth Lane.



Vision Document/Masterplan extract showing new and existing public routes for active travel

3.17 Land surrounding the development site to the east, south and west of the development parcels features established areas of woodland with some connectivity through the site through mature tree lines.

3.18 The development offers the opportunity to better connect some of these surrounding natural features through new tree and woodland planting on land that has been grazed for equestrian purposes for all of the site's recent history. However, none of this surrounding woodland is ancient woodland (see Figure 2.1 of ENV19) with the majority broadly established over the last twenty-five years.



Relevant extract of Figure 2.1 from ENV19 (ancient woodland edged blue)

3.19 The masterplanning process has also be supported by a detailed ecological and arboricultural assessments, with the resulting Tree Survey and Tree Schedule available within the Council's Site Allocations Evidence Library. As set out within the Vision Document, the development incorporates existing trees, hedgerows and woodland and has been arranged on this basis. New areas of habitat and wildlife corridors have been incorporated into the emerging plans. A summary is can be found at pages 17 (ecology) and 19 (arboriculture) of the published Vision Document.

3.20 Work is ongoing to update these environmental baseline conditions and this evidence will inform the forthcoming pre-application and application process.

MATTER C: INFRASTRUCTURE DELIVERY AND CAPACITY

SITE CAPACITY AND DELIVERY RATES

4.1 Vistry have promoted the MM60 site as a residential-led development delivering 750 dwellings through the Plan preparation process. However, at that stage the site capacity was based on earlier iterations of the site's masterplan - which included land reserved for the potential delivery of an onsite primary school to futureproof the development.

4.2 Following further engagement with the local education authority (West Sussex County Council) and the allocation of a neighbouring site under DPSC1 which already includes the delivery of an onsite primary school, it has become clear that this land is no longer needed for future primary school provision. Additionally, the County Council have now also lowered their child yield assumptions due to changing demographic trends, further reducing the anticipated future demand for local primary school places. The policy wording under MM60 reflects this position and instead secures financial contributions towards off-site delivery of new school places.

4.3 The development will instead deliver a new full-day nursery onsite as well as new and improved active travel infrastructure providing connectivity with existing (and planned) schools. However, this also unlocks further land within the MM60 site that could be utilised for additional residential development.

4.4 In our representations on the main modifications consultation, Vistry Group set out three further scenarios that were shared with the local planning authority alongside relevant supporting evidence earlier in 2026. Full details can be found in our formal representation, but scenarios B (835 dwellings) and C (900 dwellings) demonstrated that an uplift in delivery could be achieved whilst still delivering a lower density of development than comparable sites such as DPSC1 (West of Burgess Hill and north of Hurstpierpoint) and DPSC3 (South of Reeds Lane, Sayers Common).

4.5 For these reasons, it is Vistry's position that the MM60 site has the capacity to deliver additional housing should the Inspector consider that it is necessary to do so to ensure compliance with paragraph 11 (b) of the NPPF, or where other allocations are deemed to fail the tests of soundness.

UTILITIES AND ANY POTENTIAL IMPEDIMENT TO DELIVERY

4.6 A number of representations made during the consultation reference past works to the existing sewerage infrastructure on Malthouse Lane. These works reflect a normal programme of maintenance and repairs undertaken by utility providers and are not indicative of any capacity constraint.

4.7 Southern Water have undertaken an assessment of existing capacity and their ability to meet forecast demand on all additional sites proposed at Main Modifications stage, as confirmed in their consultation response dated 28th August 2026[3]. They have no objections to MM60 and have proposed no amendments to the policy.

4.8 South East Water will need to provide a solution to future supply requirements through their Water Resource Management Plan, due to be published in March 2028. Adoption of the new Mid Sussex District Plan will provide certainty for them ahead of their updates Resource Position Statement in May 2027.

FLOOD RISK

4.9 As part of detailed masterplanning work undertaken by Vistry, Stantec have prepared a detailed Flood Risk and Surface Water Drainage Appraisal available within the Site Allocations Evidence Library. This detailed baseline work and its recommendations have informed the overall masterplan for the site and the policy-wording for MM60.

[3] Comment ID 17073748/1476/1 (Ryan Lownds, Strategic Planning Lead, Southern Water)

4.10 The site itself is not meaningfully affected by flood risk, however due to the topography of the site which gently slopes down to the Herrings Stream as the site's southern edge, there is an opportunity for the development to meaningfully improve the conveyance of water by attenuating and treating flows across the site, and reducing the rate of surface water run-off to the watercourse and better protecting surrounding areas from future flood risk in the process.

WHETHER THE ADDITIONAL REQUIREMENTS SUGGESTED BY THE COUNTY COUNCIL IN THEIR REPRESENTATION ARE NECESSARY FOR SOUNDNESS AND CONSISTENT WITH OTHER SITE ALLOCATIONS

4.11 The suggested amendments are not necessary for the soundness of the Plan in our view and are either wording changes that duplicate national policies or considerations that would form part of a detailed evidence and assessment at application stage.

4.12 Reference to waste management is not necessary, this would be a material consideration in any planning application and the suggested wording does not reflect any site-specific requirement that needs to be addressed within the policy text itself.

4.13 MM60 already provides reference to financial contributions to improvements at Burgess Hill station and other sustainable transport measures.

4.14 It is not clear why the County Council are seeking reference to junctions at Coulstock Road, Burgess Hill or Stonepound Crossroads, Hassocks within the policy text as these junctions more closely relate to other allocations within the Plan. Trip generation data within our main modification representations show that the proposed allocation under MM60 would only contribute an additional 2 trips during the AM and PM peaks at Stonepound Crossroads (0.1% of the total forecast).

End

APPENDIX A

Examples of nearby social and community facilities

Public Open Spaces

The site also adjoins large areas of publicly owned open space forming part of the Burgess Hill Green Circle network which forms an interconnected loop around the entire town, as well as public footpaths and rights of way connecting from the Green Circle to the town centre.

The Green Circle will be extended as part of the Brookleigh Development in the north of the town, providing further interconnected routes through the development's public open spaces and towards the town centre:



Community Sport and Leisure Facilities

The site is also well placed for access to community leisure facilities including the Triangle Leisure Centre and The Arc Centre for Outdoor Sport. Southway Recreation

Ground and Burgess Hill Rugby Football Club are 10 – 15 minutes' walking distance from the site. Two Padel centres have recently opened within 15 minutes' walk of the site at Gatehouse Lane and Consort Way.

Existing and Planned Education Provision

The site is within safe statutory walking distance of three independent, state-funded, non-selective admissions schools – The Gattons Infant School, Southway Junior School and London Meed Community Primary School. St Wilfrid's Catholic Primary School and Hurstpierpoint College are also easily accessible from the site. Further primary school provision is proposed in close proximity to the site within DPSC1.

There are also three independent, state funded, non-selective Secondary Schools within a three-mile radius of the site (i.e. within safe statutory walking distance). The closest non-religious secondary school is the Burgess Hill Academy. In addition to existing provision, a new Secondary School is proposed within Burgess Hill to accommodate further growth and demand, with planning permission granted in December 2022.

There are several early years/nursery schools nearby including Kids Planet (15 minutes' from the eastern parcel), Kiddi Caru Nursery (7 - 8 minutes' from both parcels) and Hurstpierpoint Pre-Prep (10 – 15 minutes' from both parcels).

Retail and Convenience Stores

The site is located immediately to the south of the Victoria Industrial Estate and close to largescale retail units including a Tesco Superstore, Pets at Home store and B&Q store, offering local shops, services and sources of employment.

Community, Fitness and Social Spaces

There are already a wide-range of existing community facilities in close walking distance (all between 8- and 20-minutes walking distance (depending on the starting point within the wider development site), including:

- The Brickworks Coffee Bar and Taproom
- Horsham Roastery Coffee Shop
- Pitfield Barn Café and Kitchen

- Phx Gym
- Jumpin Fun Soft Play
- Ultimate Training Gym
- Foundry Padel Club

The western parcel is also 10 – 20 minutes walking distance from The Sportsman Pub, Eixo Padel and Only With Love Brewery + Tap.

Health Services

The Avenue Surgery is 15 – 20 minutes' walk from the site and the nearby Tesco Superstore includes a pharmacy (5 to 15 minutes' walk). There is a physiotherapy clinic on Danworth Lane (5 to 20 minutes')

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APPENDIX B

EASTERN PARCEL – 2KM WALK ISOCHRONE

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N

Key:

- Site Boundary
- Approximate Centre of Land Parcel
- Burgess Hill Town Centre
- Proposed West of Burgess Hill New Sustainable Neighbourhood Allocation Boundary
- Bus Stop
- Railway Station
- Place of Worship
- Doctors Surgery
- Pharmacy
- Leisure
- Pre School
- Primary School
- Secondary School
- College
- Public House
- Convenience Store
- Supermarket

Isochrone Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
–	DD.MM.YYYY			

TWO KILOMETRE WALKING ISOCHRONE PLAN – EAST LAND PARCEL

LAND WEST OF BURGESS HILL

CLIENT: VISTRY HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
12/10/26	NTS@A3	DRAFT	----

DRAWING NUMBER: P25-1281_SK11

DRAWN BY:	APPROVED BY:	OFFICE:
JAN/RB	----	BRS

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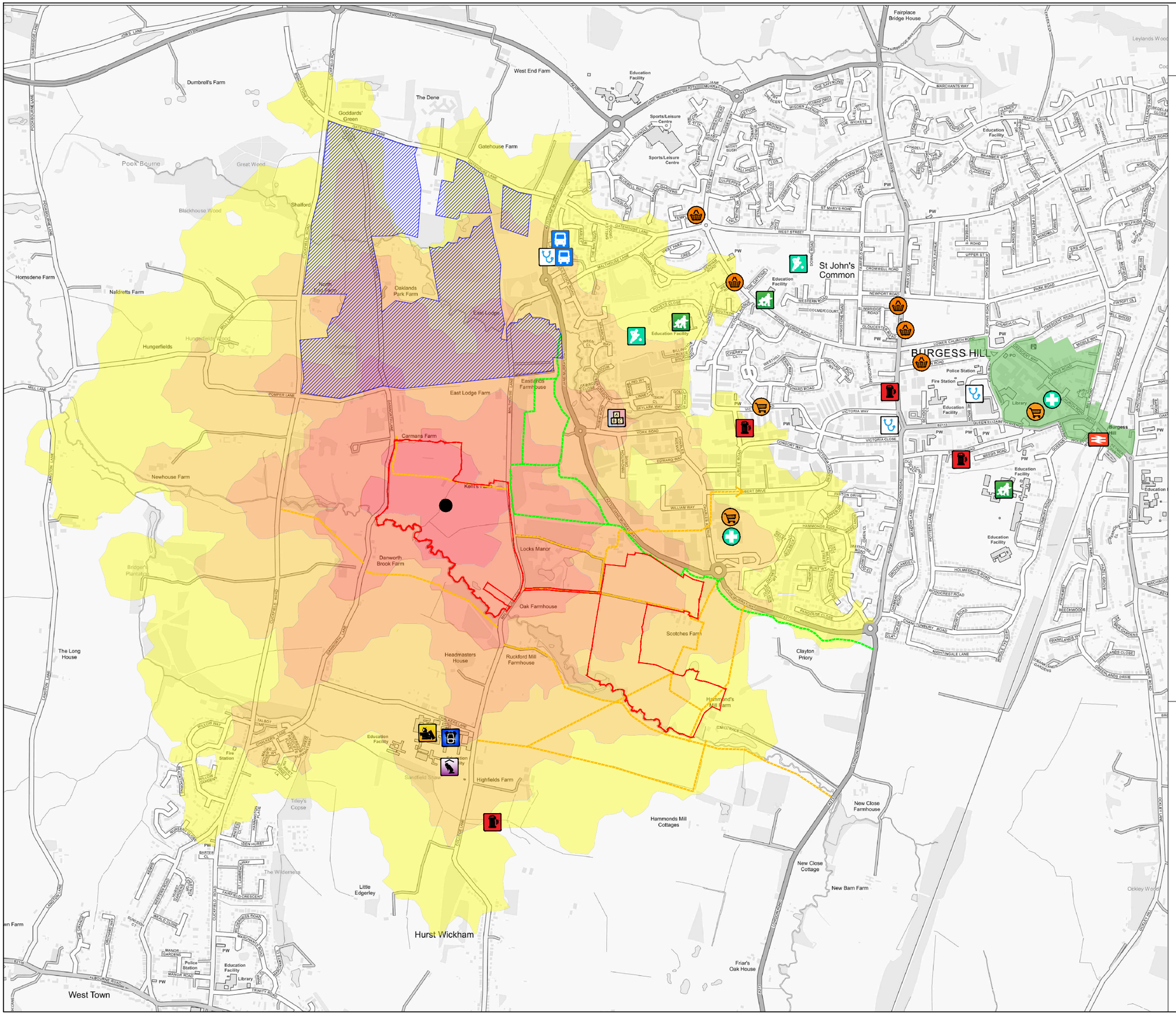
BRS LAND WEST OF BURGESS HILL TWO KILOMETRE walking ISOCHRONE PLAN – east LAND PARCEL.mxd A3 P25-1281 SK11 DRAFT VISTRY HOMES LTD

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APPENDIX C

WESTERN PARCEL – 2KM WALK ISOCHRONE

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REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
–	DD.MM.YYYY			

TWO KILOMETRE WALKING ISOCHRONE PLAN – WEST LAND PARCEL

LAND WEST OF BURGESS HILL

CLIENT: VISTRY HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
12/10/26	NTS@A3	DRAFT	----

DRAWING NUMBER: P25-1281_SK10

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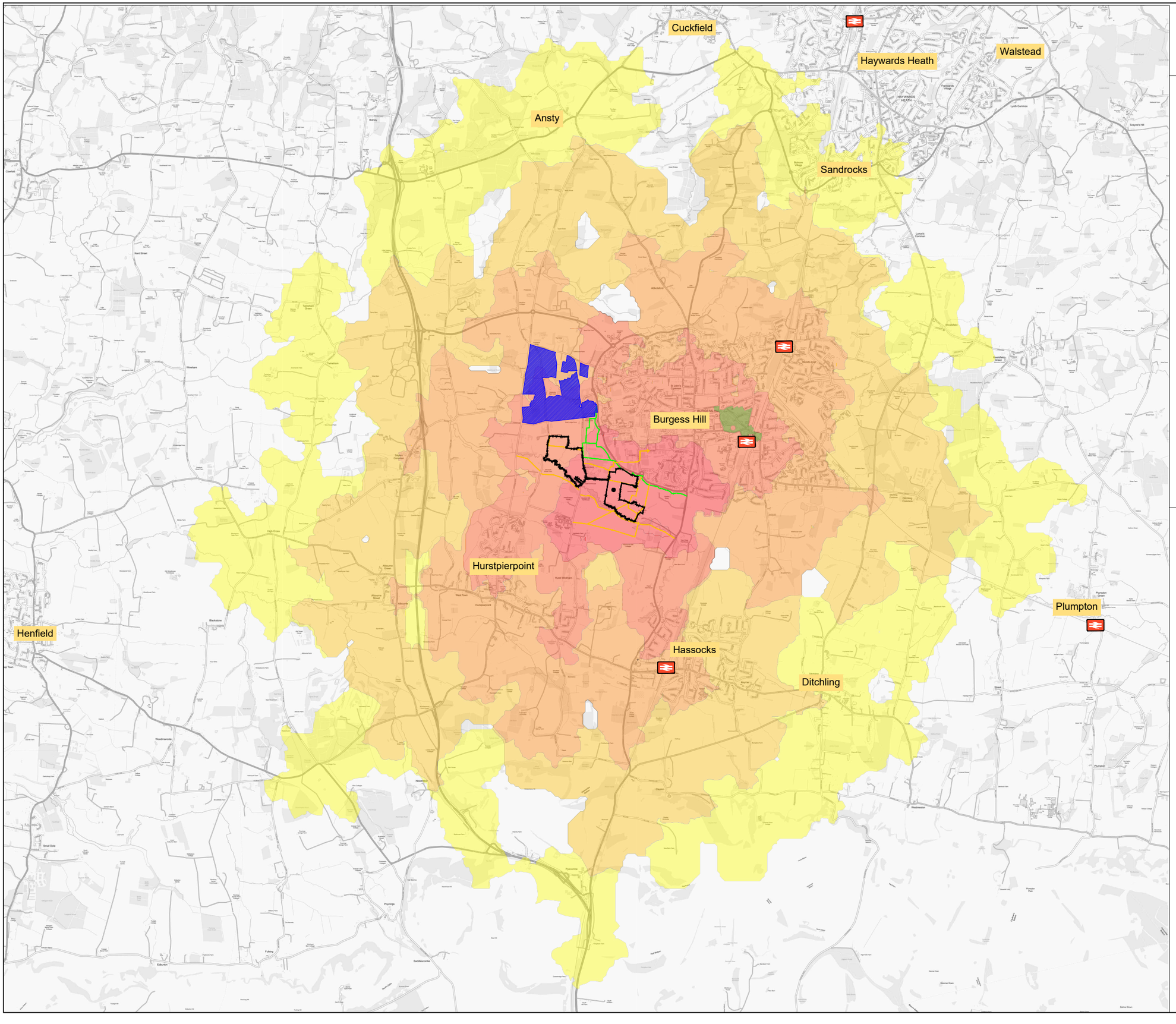
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APPENDIX D

EASTERN PARCEL – 8KM CYCLE ISOCHRONE

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N

Key:

- Site Boundary
- Approximate Centre of Land Parcel
- Burgess Hill Town Centre
- Proposed West of Burgess Hill New Sustainable Neighbourhood Allocation Boundary
- Train Station

Isochrone Key:

- 1600m
- 3200m
- 4800m
- 6400m
- 8000m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YYYY			

EIGHT KILOMETRE CYCLING ISOCHRONE PLAN - EAST LAND PARCEL

LAND WEST OF BURGESS HILL

CLIENT:
VISTRY HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
07/10/26	NTS@A3	DRAFT	----

DRAWING NUMBER:
P25-1281_SK08

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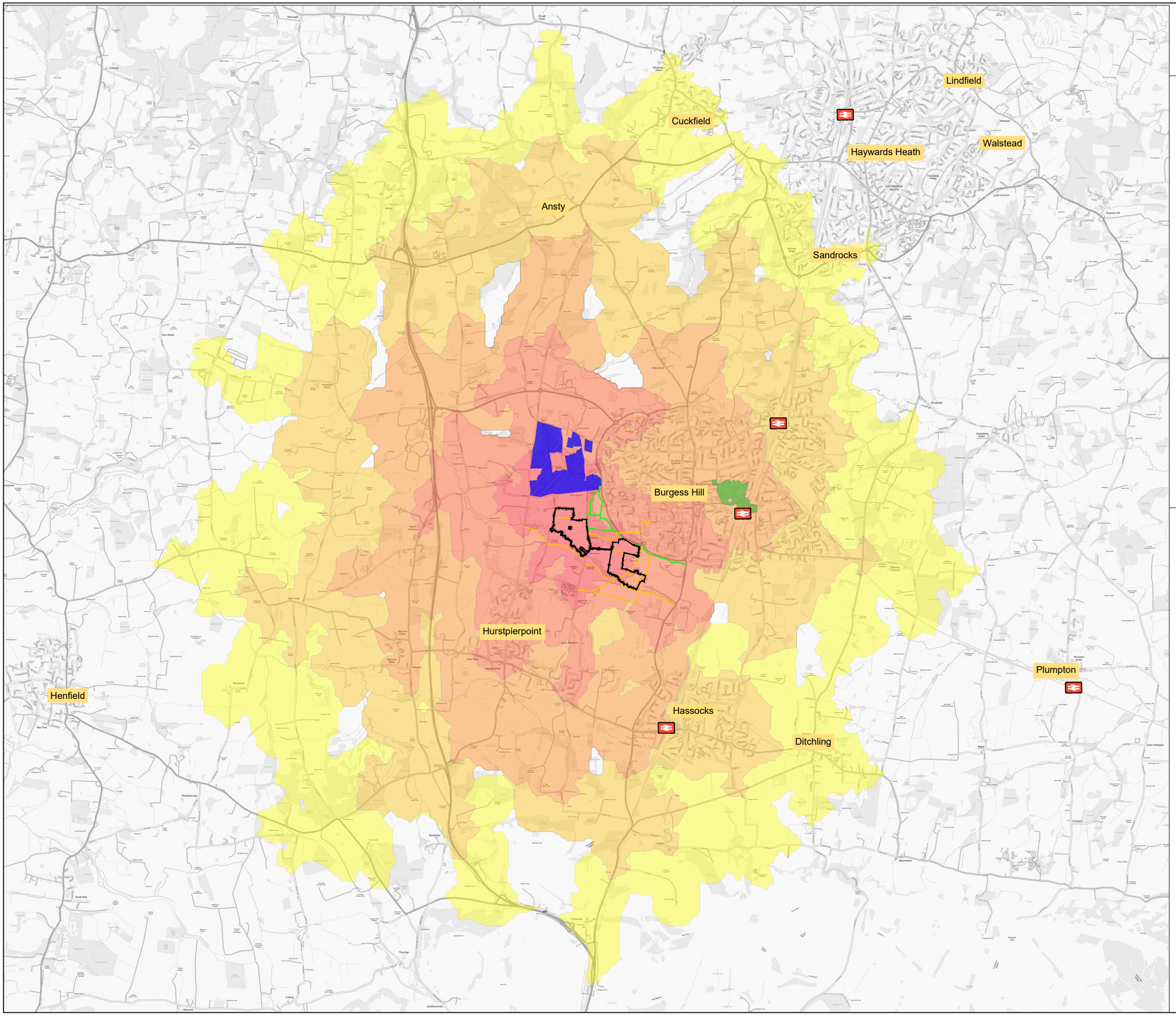
BRS LAND WEST OF BURGESS HILL EIGHT KILOMETRE CYCLING ISOCHRONE PLAN - east LAND PARCEL A3 P25-1281 SK08 DRAFT VISTRY HOMES LTD

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APPENDIX E

WESTERN PARCEL – 8KM CYCLE ISOCHRONE

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N

Key:

- Site Boundary
- Approximate Centre of Land Parcel
- Burgess Hill Town Centre
- Proposed West of Burgess Hill New Sustainable Neighbourhood Allocation Boundary
- Train Station

Isochrone Key:

- 1600m
- 3200m
- 4800m
- 6400m
- 8000m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YYYY			

EIGHT KILOMETRE CYCLING ISOCHRONE PLAN - WEST LAND PARCEL

LAND WEST OF BURGESS HILL

CLIENT: VISTRY HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
07/10/26	NTS@A3	DRAFT	----

DRAWING NUMBER: P25-1281_SK09

DRAWN BY:	APPROVED BY:	OFFICE:
JAN/RB	----	BRS

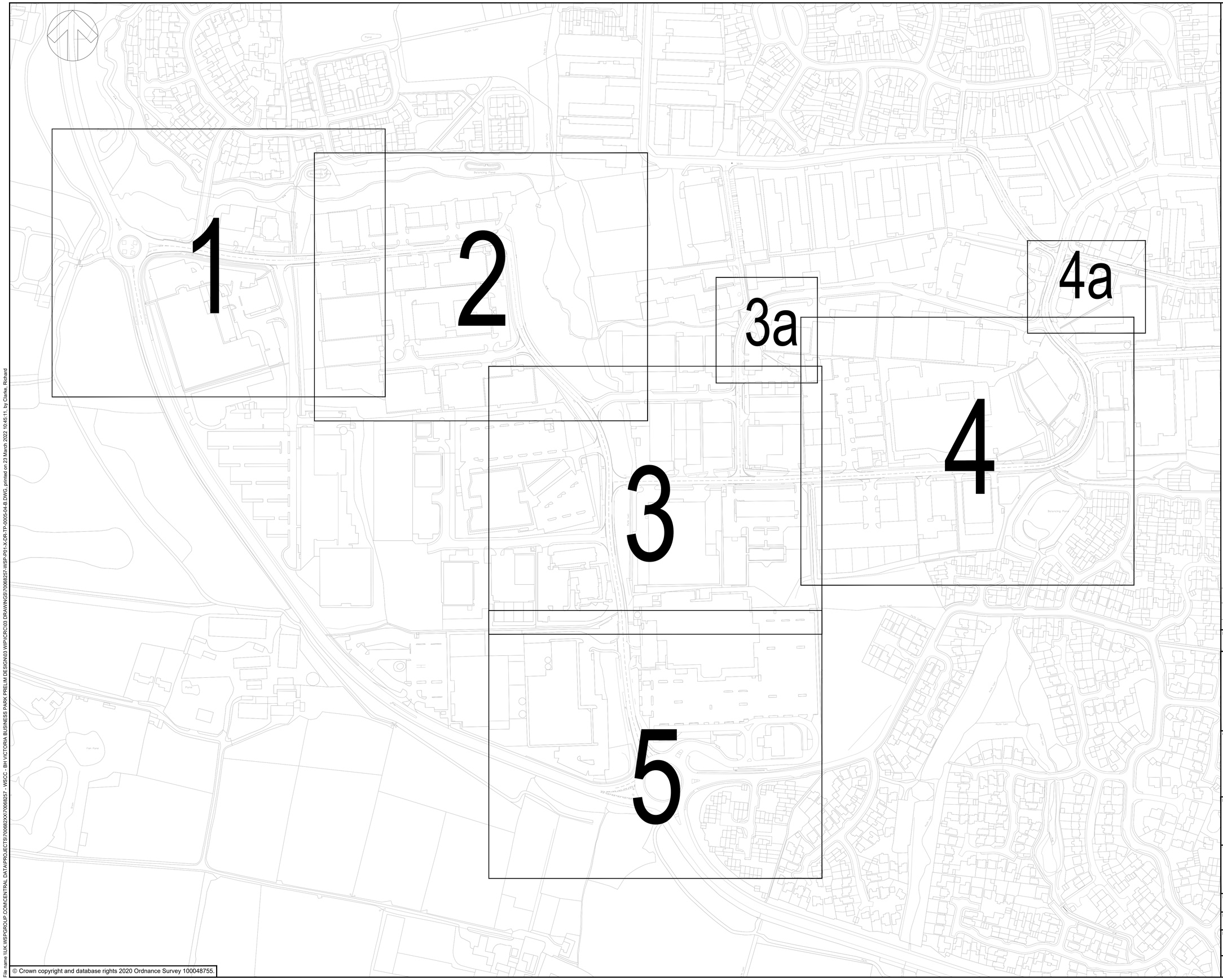
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BRS LAND WEST OF BURGESS HILL EIGHT KILOMETRE CYCLING ISOCHRONE PLAN - WEST LAND PARCEL A3 P25-1281 SK09 DRAFT VISTRY HOMES LTD

LEWIS & CO

APPENDIX F

PLACE AND CONNECTIVITY PROGRAMME
PHASE TWO – PRELIMINARY DESIGN



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REV	DATE	BY	DESCRIPTION	CHK	APP
B	17/03/2022	SG	UPDATES FOLLOWING WSCC HIGHWAYS COMMENTS	RC	SG
A	19/02/2021	BM	FIRST ISSUE	RC	SG

DRAWING STATUS:
S2 - FOR INFORMATION

2 London Square, Cross Lanes, Guildford, Surrey, GU1 1UN, UK
T+ 44 148 352 8400
wsp.com

CLIENT:
west sussex county council

PROJECT:
WSCC BURGESS HILL PLACE & CONNECTIVITY PROGRAMME
VICTORIA BUSINESS PARK

TITLE:
PRELIMINARY DESIGN
PUBLIC CONSULTATION
LOCATION PLAN

SCALE @ A1:	CHECKED:		APPROVED:
NTS	RC		SG
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
700628257	BM	BM	FEBRUARY 2021

DRAWING No:	REV:
70068257-WSP-PO1-X-DR-TP-0005-00	S2-P01

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THE GREEN CIRCLE

A273 JANE MURRAY WAY

END OF SCHEME EXTENT

NEW PATH LINKING TO THE GREEN CIRCLE. EXISTING FENCE STILE REPLACED WITH A MOBILITY KISSING GATE

SHARED FOOTWAY AND REFUGE ISLAND CONNECTING TO THE GREEN CIRCLE

ROBIN ROAD

END OF SCHEME EXTENT

PARK CAMERAS

KIDDI CARU NURSERY

SOUTHERN ELECTRIC

RAISED TABLE TO REDUCE VEHICLE SPEEDS AND CROSSING DISTANCE FOR PEDESTRIANS AND CYCLISTS

NORTHERN FOOTWAY WIDENED INTO CARRIAGEWAY TO CREATE SHARED FOOTWAY

BUS STOP RELOCATED TO CATER FOR WIDENED SHARED -USE INFORMAL CROSSING POINT

3.0

2.5

2.6

8.5

YORK ROAD

6.9

3.0

2.4

ROYAL MAIL DELIVERY OFFICE

FOR CONTINUATION SEE SHEET 2

THE GREEN CIRCLE

END OF SCHEME EXTENT

TRAFFIC ISLANDS CONVERTED TO PEDESTRIAN REFUGE ISLANDS TO PROVIDE CROSSING POINT TO / FROM BUS STOPS

INNOVATION DRIVE

SOUTHERN FOOTWAY WIDENED INTO CARRIAGEWAY TO CREATE SHARED FOOTWAY (POST OFFICE PARKING RETAINED BUT SHORTENED TO EASE POST BOX PINCH-POINT)

END OF SCHEME EXTENT

THE GREEN CIRCLE

A273 JANE MURRAY WAY

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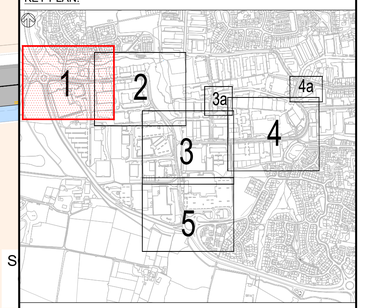
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KEY:

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- PROPOSED NO WAITING AT ANY TIME PARKING RESTRICTION
- PUBLIC RIGHT OF WAY
- PROPOSED SHARED-USE FOOTWAY / CYCLE WAY
- PROPOSED RAISED TABLE
- PROPOSED TACTILE PAVING
- EXISTING / PROPOSED CARRIAGEWAY
- EXISTING / PROPOSED FOOTWAY
- EXISTING / PROPOSED GRASS VERGE
- EMPLOYMENT LAND USE
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- RETAIL LAND USE
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KEY PLAN:



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PROJECT: WSCC BURGESS HILL PLACE & CONNECTIVITY PROGRAMME VICTORIA BUSINESS PARK

TITLE: PRELIMINARY DESIGN PUBLIC CONSULTATION SHEET 1 OF 5

SCALE @ A1:	CHECKED:		APPROVED:
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
700628257	BM	BM	FEBRUARY 2021

DRAWING No.: 70068257-WSP-PO1-X-DR-TP-0005-01 REV: S2-P01

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Balancing Pond

SOUTHERN ELECTRIC

CITY PLUMBING

SCREWFIX

PROPOSED FORMALISATION OF EXISTING BUILD-OUT. EXISTING BOLLARDS TO BE REMOVED AND REPLACED WITH NEW.

YORK ROAD

6.9

6.5

6.5

2.5

2.5

2.4

2.6

FOR CONTINUATION SEE SHEET 1

ROYAL MAIL DELIVERY OFFICE

FOOTWAY WIDENED TO CREATE SHARED USE FOOTWAY

SOUTHERN FOOTWAY WIDENED INTO CARRIAGEWAY TO CREATE SHARED FOOTWAY

EXISTING GRASS VERGE REMOVED TO CREATE SHARED FOOTWAY

EXISTING PARKING RESTRICTIONS SUBJECT TO TRAFFIC REGULATION ORDERS.

3.0

5.4

2.0

RAISED TABLE TO REDUCE VEHICLE SPEEDS AND CROSSING DISTANCE FOR PEDESTRIANS AND CYCLISTS

CHARLES AVENUE

EDWARD WAY

2.5

BUS STOP CAGES, CLEARWAYS AND DOUBLE YELLOW LINES PROVIDED TO ENHANCE PUBLIC TRANSPORT PROVISION

6.0

7.4

FOR CONTINUATION SEE SHEET 3

4.2

3.5

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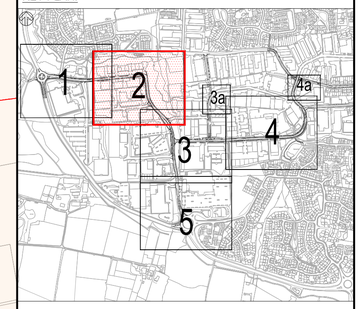
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- EXISTING / PROPOSED GRASS VERGE
- EMPLOYMENT LAND USE
- RESIDENTIAL LAND USE
- RETAIL LAND USE
- OPEN SPACE LAND USE
- EXISTING FIRE HYDRANT

KEY PLAN:



REV	DATE	BY	DESCRIPTION	CHK	APP
C	25/10/2025	MG	UPDATES FOLLOWING CLIENT'S COMMENTS	SS	SG
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PROJECT: WSCC BURGESS HILL PLACE & CONNECTIVITY PROGRAMME VICTORIA BUSINESS PARK

TITLE: PRELIMINARY DESIGN PUBLIC CONSULTATION SHEET 2 OF 5

SCALE @ A1:	CHECKED:		APPROVED:
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PROJECT NO: 700628257	DESIGNED: BM	DRAWN: BM	DATE: OCTOBER 2025

DRAWING No: 70068257-WSP-PO1-X-DR-TP-0005-02 REV: S2-P01

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JUMPIN FUN INFLATABLE PARK

NEWMAN THOMSON LTD

FOR CONTINUATION SEE VIEWPORT 2

FOR CONTINUATION SEE SHEET 2

BUS STOP CAGES, CLEARWAYS AND DOUBLE YELLOW LINES PROVIDED TO ENHANCE PUBLIC TRANSPORT PROVISION

JUBILEE ROAD CONVERTED TO ONE-WAY EASTBOUND

WESTERN FOOTWAY WIDENED INTO GRASS VERGE TO CREATE SHARED FOOTWAY

JUBILEE ROAD

PROPOSED UNRESTRICTED PARKING BAYS TO FORMALISE CURRENT ON-STREET PARKING AND NO WAITING AT ANY TIME RESTRICTIONS TO IMPROVE VISIBILITY FROM LOCAL BUSINESS ACCESS POINTS

NEW FOOTWAY LINK TO RELOCATED BUS STOP WITH NEW BUS CAGE, CLEARWAY AND HARD-STANDING AREA

BH PRECISION LTD

GEMINI

ACORA

EAO

HPS PLUMBER MERCHANT

ROCHE DIAGNOSTICS LTD

RAISED TABLE AT KEY JUNCTIONS TO REDUCE VEHICLE SPEEDS AND CREATE A SAFER ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS

EXISTING CROSSING POINT WIDENED TO CREATE LINK TO SHARED FOOTWAY ON ALBERT DRIVE

ALBERT DRIVE

FOR CONTINUATION SEE SHEET 4

CHARLES AVENUE

NEW BUS STOP CAGES AND HARD-STANDING TO ENHANCE PUBLIC TRANSPORT PROVISION

BRIGHTON CARRIERS / COURIER EXPRESS LTD

PLASSON UK

WILLIAM WAY

RAISED TABLE TO REDUCE VEHICLE SPEEDS AND CROSSING DISTANCE FOR PEDESTRIANS AND CYCLISTS

WESTERN FOOTWAY WIDENED INTO CARRIAGEWAY TO CREATE SHARED FOOTWAY

EXISTING FIRE HYDRANT

FOR CONTINUATION SEE SHEET 5

NEWMAN THOMSON LTD

FOR CONTINUATION SEE VIEWPORT 1

PROPOSED NO WAITING AT ANY TIME RESTRICTIONS TO IMPROVE ACCESS TO LOCAL BUSINESSES

CONSORT FROZEN FOODS

CAPITAL HAIR & BEAUTY

CONSORT WAY

END OF SCHEME EXTENT

VIEWPORT 1

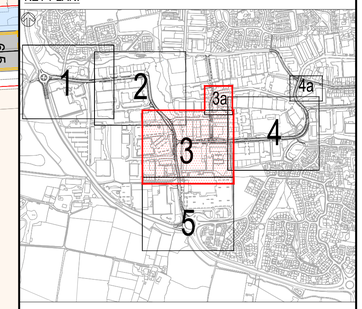
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- RESIDENTIAL LAND USE
- RETAIL LAND USE
- OPEN SPACE LAND USE
- EXISTING FIRE HYDRANT

KEY PLAN:



REV	DATE	BY	DESCRIPTION	CHK	APP
C	25/10/2025	MG	UPDATES FOLLOWING CLIENT'S COMMENTS	SS	SG
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CLIENT: west sussex county council

PROJECT: WSCC BURGESS HILL PLACE & CONNECTIVITY PROGRAMME VICTORIA BUSINESS PARK

TITLE: PRELIMINARY DESIGN PUBLIC CONSULTATION SHEET 3 OF 5

SCALE @ A1:	CHECKED:	APPROVED:
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
700628257	BM	BM	OCTOBER 2025

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EXISTING TRAFFIC ISLAND MODIFIED TO IMPROVE CYCLE ACCESS

END OF SCHEME EXTENT

VICTORIA ROAD

1.5

1.5

END OF SCHEME EXTENT

VICTORIA GARDENS

PROPOSED EXTENSION TO NO WAITING AT ANY TIME RESTRICTION TO IMPROVE ACCESS TO LOCAL BUSINESSES

JOHNSONS ARC

FOR CONTINUATION SEE VIEWPORT 3

VIEWPORT 4

FOR CONTINUATION SEE VIEWPORT 4

VICTORIA GARDENS

PROPOSED CYCLE SYMBOL ROAD MARKINGS PLACED IN FRONT OF SIDE ROAD ACCESSES (ROUTE ULTIMATELY LINKS TO EXISTING CYCLE FACILITY ON B2036 LONDON ROAD)

VICTORIA GARDENS

PROPOSED EXTENSION TO NO WAITING AT ANY TIME RESTRICTION TO ALLOW CYCLISTS TO JOIN / LEAVE PROPOSED NEW FACILITY MORE SAFELY (IMPROVES VISIBILITY). NEW DROPPED-KERB TO BE PROVIDED.

JOHNSONS ARC

INFORMAL CROSSING TO TRANSITION CYCLISTS TO / FROM THE SOUTHERN FOOTWAY

3.0

ALBERT DRIVE

EURO CAR PARTS

NEW BUS STOP CAGE AND HARD-STANDING TO ENHANCE PUBLIC TRANSPORT PROVISION

HPS PLUMBERS MERCHANT

SYNAPSYS SOLUTIONS

NEW BUS STOP CAGES AND HARD-STANDING TO ENHANCE PUBLIC TRANSPORT PROVISION

MERLIN WORKWEAR

3.6

3.9

6.6

6.8

3.0

3.9

6.5

ALBERT DRIVE

2.3

FOR CONTINUATION SEE SHEET 3

CLEARWELL MOBILITY

KV MANUFACTURING

PEDIGREE WHOLESALE

EXISTING CYCLE FACILITY LINKING TO PAYTON DRIVE

PAYTON DRIVE

SOUTHERN GAS NETWORKS

BUS STOP CAGE AND HARD-STANDING TO ENHANCE PUBLIC TRANSPORT PROVISION

PEPPER DRIVE PARK

EXISTING PUBLIC RIGHT OF WAY CONNECTING TO TESCO AND HAMMONDS RIDGE

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VIEWPORT 3

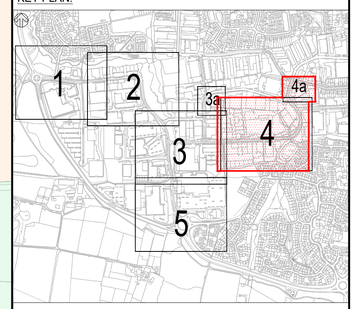
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CLIENT: west sussex county council

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TITLE: PRELIMINARY DESIGN PUBLIC CONSULTATION SHEET 4 OF 5

SCALE @ A1:	CHECKED:	APPROVED:
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FOR CONTINUATION SEE SHEET 3

2.5

6.2

BOEING DISTRIBUTION SERVICES

TESCO SERVICE YARD ACCESS

TESCO

RAISED TABLE TO REDUCE VEHICLE SPEEDS AND CROSSING DISTANCE FOR PEDESTRIANS AND CYCLISTS

6.7

CHARLES AVENUE

WESTERN FOOTWAY WIDENED INTO CARRIAGEWAY TO CREATE SHARED FOOTWAY

REFUGE ISLAND WIDENING TO REDUCE CROSSING DISTANCE (LINKING TO EXISTING SHARED FOOTWAY)

7.0

NEW CROSSING POINT, WIDENED ISLAND TO REDUCE CROSSING DISTANCE AND SHARED FOOTWAY LINKING TO THE GREEN CIRCLE

3.0

END OF SCHEME EXTENT

TESCO MAIN ACCESS

EXISTING SHARED FOOTWAY

A273 JANE MURRAY WAY

END OF SCHEME EXTENT

HAMMONDS RIDGE

THE GREEN CIRCLE

2.5

REFUGE ISLAND WIDENING TO REDUCE CROSSING DISTANCE (LINKING TO EXISTING SHARED FOOTWAY)

EXISTING ACCESS TO GREEN CIRCLE

END OF SCHEME EXTENT

THE GREEN C

A273 JANE MURRAY

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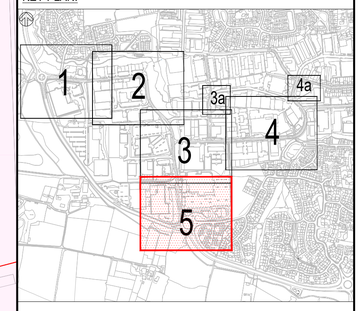
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TITLE:

PRELIMINARY DESIGN
PUBLIC CONSULTATION
SHEET 5 OF 5

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