

Malthouse Lane Garden Neighbourhood

Vision Document

LAND AT MALTHOUSE LANE, BURGESS HILL

MARCH 2026

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Introduction

The Land at Malthouse Lane is a new sustainable garden neighbourhood, designed to encourage healthy lifestyles, ensure high levels of accessibility and meet both current and future housing needs.

The community is focussed around a new multi-functional neighbourhood centre with flexible retail, cultural and health services and is designed to deliver strong connections into the existing town of Burgess Hill, Green Circle Network and wider countryside.

It focuses on the health & well-being of its residents, creating a distinct, thriving place that shapes sustainable patterns and enhances biodiversity.

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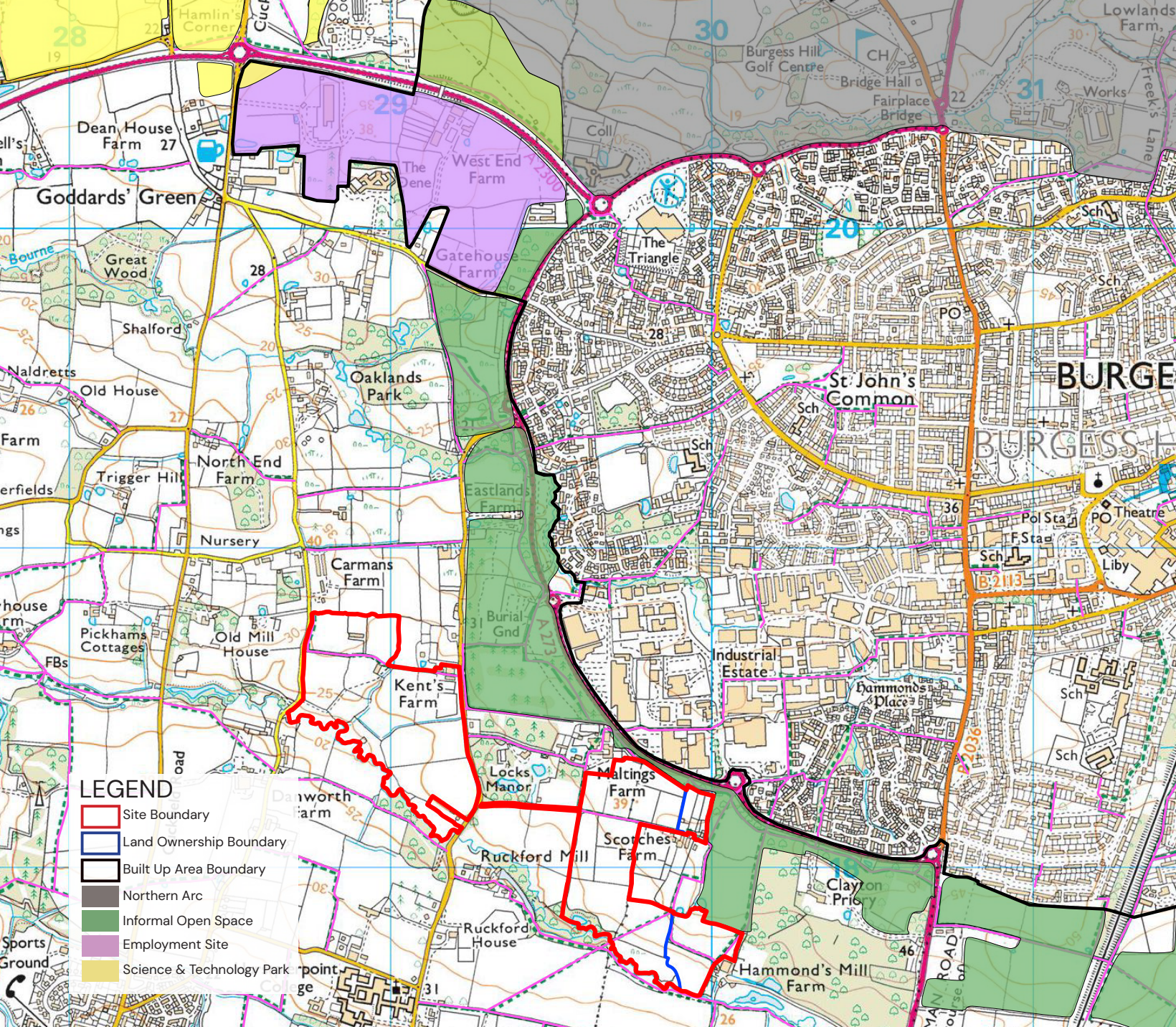
The aspiration is to provide placemaking infrastructure that will facilitate the emergence of a new sustainable modern living and working community.



The site is located to the southwest of Burgess Hill, on equestrian land located immediately beyond the Green Circle Network. The site comprises two connected parts, the western of which falls between Danworth Lane and Malthouse Lane, and the eastern of which is located just south of Jane Murray Way.

The land within the site slopes gently from northeast to southwest where it meets Herrings Stream along the southern boundary. Several established hedgerows, with occasional trees, enclose equestrian fields within the site and riparian vegetation of mixed quality adjoins the banks of the stream. The site is crossed by several rights of way and is afforded good connectivity to the Green Circle Cycle Route, existing open space at Malthouse Lane Meadows and the network of footpaths within the wider countryside. Several listed buildings are located within proximity of the site and those moving within the site enjoy occasional views southwest toward the chapel at Hurstpierpoint College.

The site is located near to a supermarket and area of employment land to its east and is within easy access of the town centre and railway station. The site also presents opportunities to connect into the Land West of Burgess Hill site to its north, which is being promoted by Thakeham, and to the Northern Arc developments beyond.

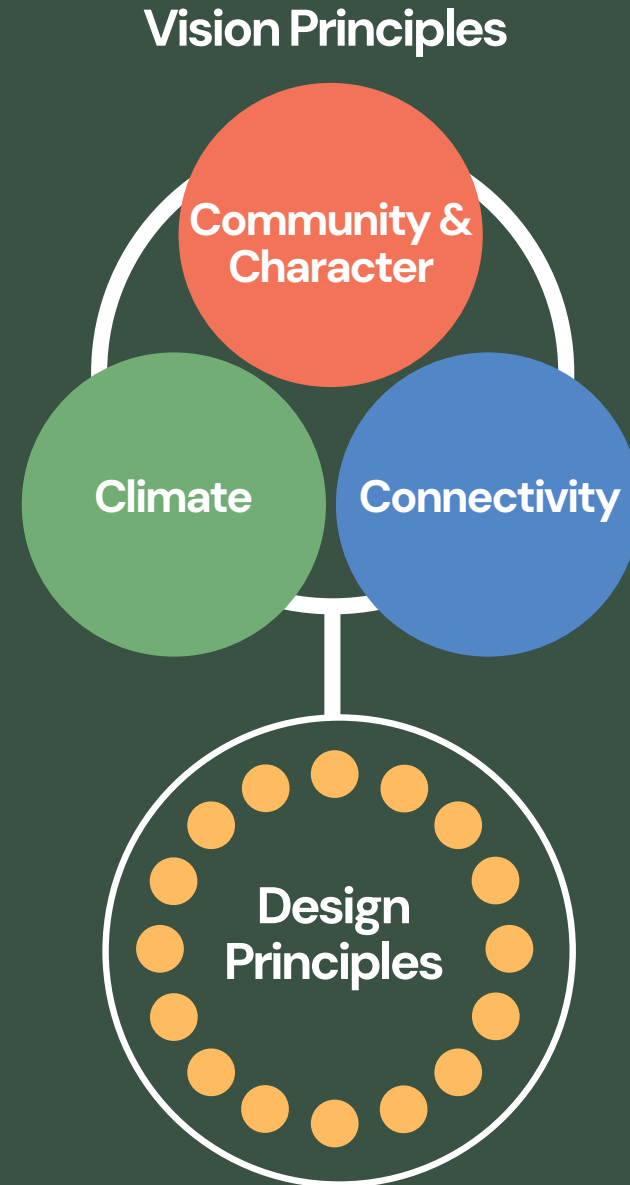


The Vision

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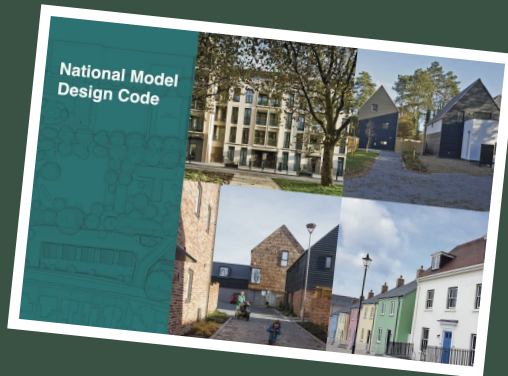
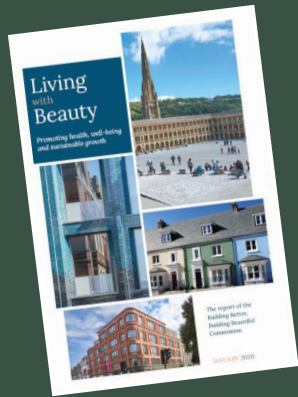
The Land at Malthouse Lane is a zero carbon, highly connected, beautiful, new garden neighbourhood of around 750 homes that links into the existing town of Burgess Hill whilst maintaining separation and protecting its identity.

The neighbourhood is structured around a set of bespoke, high-level design principles that draw upon nationally and locally relevant objectives for growth and the formation of new communities. Three high level neighbourhood 'Vision Principles' grouped within the themes of Community & Character, Climate and Connectivity have been established, and the following pages explore how this vision will be applied.



Beauty

This new neighbourhood community will become a beautiful addition to the West Sussex countryside. It will reflect the most positive aspects of the region, including landmark buildings, streets, spaces and materials. It will be designed in accordance with the National Design Guide (2019), supported by the National Model Design Code (2021), the BBBBC's 'Living with Beauty' (2020) and Mid Sussex Design Guide SPD (November 2020).



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Beauty is not just a matter of how buildings look (though it does include this) but involves the wider 'spirit of the place', our overall settlement patterns and their interaction with nature.

Quote taken from

Pg. 10 of the 'Living with Beauty' BBBBC report Jan 2020





Emerging Contextual Principles

The principles outlined in the following pages are split into spatial and non-spatial aspirations.

- Non spatial are highlighted with a bullet point.
-  Spatial are represented by either icons or coloured annotations which are mirrored on the subsequent plans.



Community & Character

- The Land at Malthouse Lane is a new 15 minute garden neighbourhood of around 750 homes, including both open market dwellings and affordable housing, that will help to support strong local communities and encourage healthy lifestyles through access to both existing and proposed open spaces, inclusive play facilities, sport and other leisure and recreation facilities.
- The proposals will be capable of supporting modern ways of living, with policy compliant car and cycle parking (including electric vehicle charging points), opportunities for mobility hubs for buses, electric bicycles, e-scooters and appropriate energy and telecommunications infrastructure.
- The new neighbourhood will be inspired by its local vernacular, using traditional forms and material, will protect valued landscape features, engendering a strong sense of place and reflecting local character in their selection of materials and treatment of spaces. Proposals will also respect the site's existing heritage context, protecting the setting of historic buildings, lanes and hedgerows; increasing awareness of assets through interpretation; and ensuring the preservation of vistas to key local landmarks (e.g. the chapel at Hurstpierpoint College).
- Strong stewardship is central to the new neighbourhood to ensure the community thrives, allowing for the management of both public and private property, and the operating and sense of ownership of community facilities.



A new multi-functional local neighbourhood centre with a flexible retail, cultural and health facilities will be created to support the community, all within 15 minutes walk.



The community will be able to easily access areas of open space, equipped with inclusive play facilities, sport and other leisure and recreation facilities.



Vistas to the chapel at Hurstpierpoint College from land within the site and from the adjoining listed building at Kent's Farm will be retained and integrated within the proposals.



The setting of nearby historic buildings will be sensitively responded to with awareness of their cultural importance increased through the provision of interpretation measures.



Active travel improvements along Malthouse Lane or Danworth Lane in the north-western corner of the site to protect their rural characteristics.





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Malthouse Lane and Danworth Lane would be adjusted to improve active travel and to protect their rural characteristics.



The setting of nearby historic buildings will be sensitively responded to with awareness of their cultural importance increased through the provision of interpretation measures.



Climate

- The development will ensure high levels of sustainability through appropriate carbon reduction, energy efficiency and water consumption reduction measures.
- Proposals will be coordinated such that they promote and sensitively integrate Sustainable Drainage Systems (SuDS) into both landscape and development areas, harvesting rainwater and attenuating run-off at source wherever possible, through the use of water rills, rain gardens, swales and biodiverse retention basins.
- The development will be sensitively designed to protect and enhance existing biodiversity and will deliver improvements to habitat networks and their interpretation through a network of interconnected green and blue infrastructure.
- Introduced planting will be resilient to the effects of climate change, including a mix of drought-tolerant plant species capable of withstanding warmer and drier conditions and integrated with SuDS systems that harvest rainwater.
- The riparian character of the land adjacent to Herrings Stream will be enhanced within a multifunctional green corridor that provides an informal park as well as a quiet walking routes, biodiversity retention/enhancement and SuDS drainage measures.



A permeable network of green and blue 'living links' across the development with provision for walking/cycling and accommodating community focused activities within social spaces will be used to encourage human interaction through incidental play, community self grow planters, notice boards and shelters.



Existing trees, woodland and hedgerow vegetation will be retained, protected and enhanced to encourage wildlife, provide a connection to the site's history and support a network of interconnected green and blue infrastructure.



A multifunctional green corridor will be created adjacent to Herrings Stream, providing an informal park as well as quiet walking routes, biodiversity retention/enhancement and SuDS drainage measures.



A network of rills, rain gardens, swales and biodiverse retention basins will be used to harvest rainwater and attenuate run-off at source wherever possible.





Active travel routes

Green Circle Network

Jane Murray Way

Malthouse Lane



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Connectivity

- The development will be connected via safe, direct and convenient active travel networks and mobility corridors, which connect into the Green Circle Network and Northern Arc neighbourhoods, provide access to local schools and neighbourhood centres, and encourage users to walk or cycle into the wider settlement of Burgess Hill whilst also connecting to the Sayers Common and wider countryside.
- The development will facilitate easy access to recreation and open space; will protect and enhance the existing rights of way network, alongside cycle routes and recreational routes; and will encourage access to the wider countryside for both residents and the wider community.
- The development will be accessed via a new roundabout junction from Jane Murray Way and will connect into the Land West of Burgess Hill site to its north, facilitating a continuous Western Arc between Jane Murray Way and the A2300 that is capable of supporting permeability for buses and active travel, with opportunities for existing and proposed services to be diverted into and through the site.
- The development may look to improve active travel along Danworth Lane and Malthouse Lane, with a focus on the northern extent of Malthouse Lane and how this could be improved.



Pedestrian and cycle routes would play an essential role in connecting key facilities both within the neighbourhood (centre, community buildings), into Burgess Hill and out to the wider countryside, with key facilities within 15 minutes walking distance.



Well connected, direct, safe and attractive pedestrian and cycle paths would build on the existing rights of way network to connect people with key destinations and facilities both within the development and beyond, in compliance with LTN 1/20.



Malthouse Lane development would be accessed via a new roundabout junction on Jane Murray Way and off a new junction on Danworth Lane, accessible via the proposed Land West of Burgess Hill development.



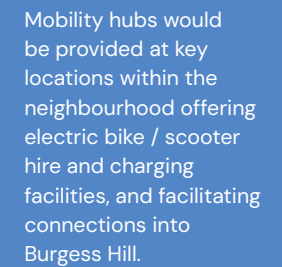
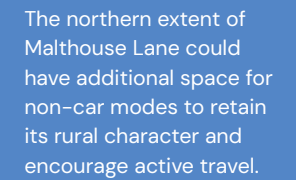
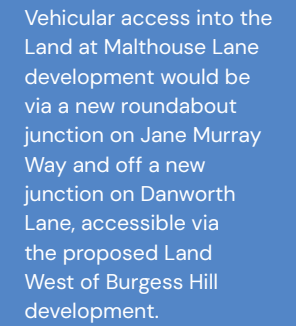
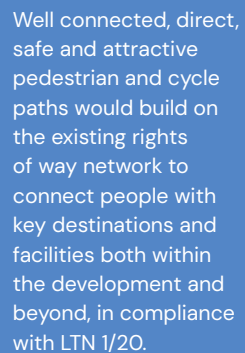
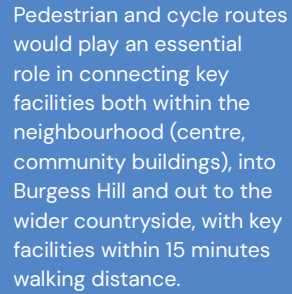
The northern extent of Malthouse Lane may need to provide space for non-car modes to retain its rural character and encourage active travel.



Mobility hubs would be provided at key locations within the neighbourhood offering electric bike / scooter hire and charging facilities, and facilitating connections into Burgess Hill.

Vehicular access into the Land at





5 minute walk (400m)

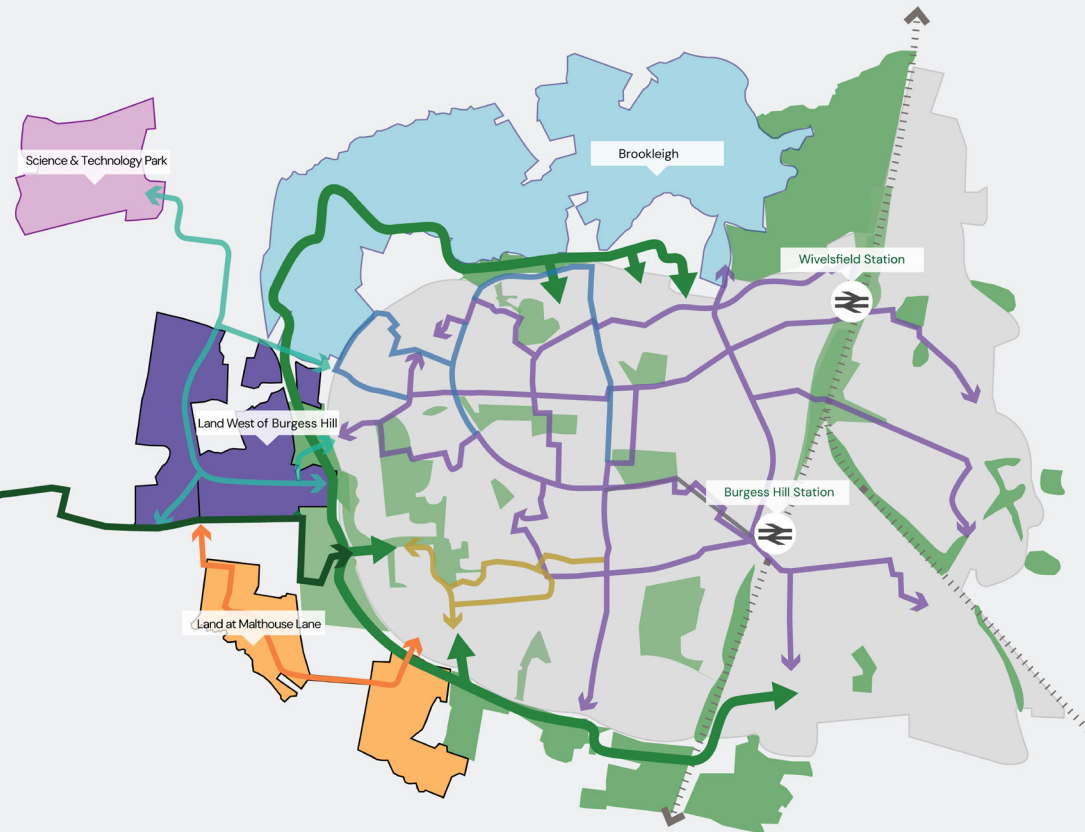
10 minute walk (800m)

Malthouse Lane



LEGEND

- Red Line Boundary
- Urban Area
- Rail Connections
- Green Circle Network
- LCWIP Network
- MSDP Identified Sayers Common to Burgess Hill Route
- Brookleigh Active Travel
- Victoria Business Park Active Travel
- LWBH Active Travel
- Malthouse Active Travel
- Open Green Space
- Western Arc
- West Burgess Hill
- Brookleigh
- Station



Contextual Masterplan

The Land at Malthouse Lane development and the land promoted to its north provide a potentially sustainable means to extend the benefits brought about by the 'Northern Arc' and deliver a 'Western Arc' of growth at the edge of Burgess Hill.

Road infrastructure brought about by the Land at Malthouse Lane development also facilitates a potentially permeable continuous loop for buses between Jane Murray Way and the A2300, strengthening the effectiveness of infrastructure proposed as part of the Land West of Burgess Hill development, and providing conditions suitable for existing and new bus services to be diverted into and through the site.

Mobility corridors proposed by the Land at Malthouse Lane development also present an opportunity to link into and extend existing active travel networks, further strengthening pedestrian and cycle connectivity into the town centre.



Technical reports

Survey activities are ongoing, preliminary studies have however been carried out considering:

- Built Heritage & Archaeology
- Ecology
- Flood Risk & Drainage
- Ground Conditions
- Arboriculture
- Existing Utilities
- Transport

A brief summary of these studies is provided below. The technical documents submitted alongside this vision document however provide greater detail about each of these topic areas. Considering these aspects in the round has allowed the development of a balanced masterplan which takes account of both constraints and opportunities to ensure a development that is deliverable, from a practical engineering and commercial perspective, whilst at the same time retaining significant elements of its natural landscape and environment characteristics.





Built Heritage & Archaeology

The site does not contain any designated heritage assets and Mid Sussex District Council does not maintain a local list of non-designated built heritage assets. There are however several heritage assets within the vicinity of the site, the significance of which may be impacted through change in their setting.

This includes:

- Kent's Farmhouse
- Hurstpierpoint College and Star at Hurstpierpoint College
- Hammond's Mill Farmhouse; and
- Danworth Brook Farmhouse.

Appropriate mitigation measures have been identified and factored into the initial masterplan.

The site has also been assessed for its below ground archaeological potential in advance of proposed development.

The findings were as follows:

- The proposed development will not impact on any designated archaeological assets.
- The northern part of the eastern site parcel lies within an Archaeological Notification Area associated with identified remains of Iron Age and Roman occupation at Jane Murray Way.
- There is variable archaeological potential across the site ranging from later pre-historic to medieval.
- Past ground disturbance is likely to have been widespread but generally shallow because of historic agricultural regimes.

There is the potential for remains of a local or possibly regional significance, however the presence of any remains which might provide a development constraint or design consideration is thought to be unlikely.



Ecology

A UK Habitat survey and desktop study were completed by FPCR to inform this assessment. The survey included a walkover of the site mapping all habitats present along with their potential to offer suitable habitat for protected and notable species. Two Internationally designated sites were recorded within 15km of the site, Castle Hill Special Area of Conservation (SAC) and Brighton and Lewes Downs SAC. The site was dominated by modified grassland, which was considered to be of no more than local importance due to the widespread and common species present. Habitats including other neutral grassland, ponds, lowland mixed deciduous woodland, hedgerows, stream and mature trees are of higher conservation value. The majority of hedgerows (excluding those dominated by non-native species) and woodlands are Habitats of Principal Importance (NERC S41). The site provided some degree of suitable habitat for a range of protected/ notable species including badger, barn owl, bats, great crested newts, hazel dormice, nesting birds, reptiles and hedgehog.

Through the retention of hedgerows, mature trees, ponds and woodland across the site, as well as maintaining an area of the Herrings Steam floodplain as a wildlife corridor to create opportunities for a range of wildlife, the biodiversity of the site will be retained. These habitats may further be enhanced through different management techniques and the removal of invasive non-native plant species.



Education

Using WSCC's established multipliers, the development is forecast to generate approximately 188 primary-aged children (c.0.9FE), 135 secondary-aged children (c.0.9FE) and a small number of sixth-form students.

The level of need arising from this scheme is below the threshold required for a sustainable standalone 1FE primary school, and WSCC's strategy strongly favours capacity being delivered through enlargement of existing or planned schools rather than establishing small, inefficient new provision. In particular, the planned Thakeham primary school, currently proposed as a 2FE facility, has the ability to expand to 3FE, providing a more effective, consolidated solution to primary capacity in this part of Burgess Hill. This approach aligns with WSCC's broader programme of planned investment, including the significant additional school capacity already being delivered through the Brookleigh (Northern Arc) strategic allocation.

Notwithstanding this, the site can safeguard land for a future primary school, thereby preserving flexibility should WSCC subsequently determine that on-site provision is required.

At secondary level, the forecast yield (c.0.9FE) can be fully mitigated through financial contributions, reflecting the fact that a new 900-place secondary school at Brookleigh has already secured planning permission and forms the strategic solution for secondary growth across Burgess Hill.

Early years and SEN needs can be accommodated through existing mechanisms or, if necessary, within any future primary provision, and no direct on-site facilities are required at the plan-making stage.

On this basis, the allocation is deliverable, supported by a clear education strategy, and fully capable of complying with the NPPF tests of soundness, provided land is safeguarded and proportionate contributions are secured through policy wording or subsequent Section 106 agreements.





Flood Risk & Drainage

A review of the site's hydrological setting, and the associated opportunities with regards to flood risk and surface water drainage has been undertaken by Stantec to inform the masterplan proposals.

The topography of the site shows the site falls generally from north to south, however there are areas towards the north which fall to the north. The Herrings Stream is a main river located along the southern boundary of the site, flowing generally from southeast to northwest. The Herrings Stream confluences with the River Adur approximately 4.8km west of the site. Ordinary watercourses, such as land drains and ditches, and ponds are also present at the site which convey flows southwards to the Herrings Stream.

The Flood Map for Planning shows the majority of the site is located in Flood Zone 1, 'Low Probability' of fluvial and tidal flooding. However, areas across the southern extent of the site associated within the watercourse corridor of the Herrings Stream is in Flood Zone 2 'Medium Probability' and Flood Zone 3 'High Probability'.

Most of the site is also at 'Very Low' risk from surface water flooding, however, the surface water flood map shows areas of the site to be at 'Low', 'Medium', and 'High' risk of flooding. The areas at higher risk are associated with the watercourse of the Herrings Stream, in the south.

The Sequential Approach is therefore to be applied to the site, where areas which are shown to be at high risk from either fluvial flooding or surface water flooding will remain free from development. An easement associated with the Herrings Stream and ordinary watercourses at the site are also to be provided, to allow for future maintenance and will reduce the potential flood risk to the site and offsite areas.

To inform mitigation solutions against potential flood risk arising from the proposed development, a Flood Risk Assessment

(FRA), in full accordance with the National Planning Policy Framework (NPPF) and the supporting Planning Practice Guidance (PPG), in consultation with approving stakeholders, will be undertaken at the planning stages. This document will be informed through further technical studies and investigations such as site surveys.

As part of the FRA, a sustainable surface water strategy will also be provided, which will include details on the proposed Sustainable Drainage Systems (SuDS) for the site. The site is assumed to have poor infiltration, but with a number of waterbodies at the site it allows for the proposed development to discharge to these. Discharge rates to these waterbodies will be restricted to greenfield rates using basins, swales and rills, designed to incorporate wetland planting and ponds. These will be designed to enhance the existing watercourse corridor and SuDS corridors which enhance ecological settings such as retained existing hedgerows. Upstream of these features will be at source SuDS features such as bio-retention areas, rainwater gardens and porous paving. Opportunities will also be explored for green roofs and the containment of any commercial or public buildings surface water re-use, such as rainwater harvesting and grey water use.

The proposed SuDS will seek to deliver long-term mitigation of the development generated surface water runoff, by attenuating and treating surface water flow, with an allowance for climate change factored into the proposed design.

Overall, the site is well positioned to deliver housing needs and the development will meet the requirements of both national and regional planning policy.



Ground Conditions

The Site, as a whole, is considered to have a Low risk of contamination being present on the site.

The ground conditions are, in general, expected to be suitable for the construction of the proposed development. The Weald Clay Formation is generally a suitable stratum for shallow foundation, however the shrink swell characteristics of the clay may have implications for foundation depths and construction especially in proximity to areas of trees and hedgerows.

There is potential that the site may require terracing to maximise the developable area. Design of these development platforms should consider the potential management of groundwater, especially in the south-western part of the site.

It should be noted that although the Weald Clay Formation is likely to have negligible permeability and this, may preclude the use of infiltration drainage.

Overall, the geotechnical constraints to the development of the site associated with the ground conditions are Low to Moderate.

The site is considered to be developable to the proposed residential end use, albeit readily available mitigation measures (such as ground gas protection, or placement of clean soils as capping layers in gardens) may ultimately be required to manage contamination risks (if present).

A Phase 2 site investigation, with intrusive investigation, assessment and interpretation will be required to better quantify potential geo-environmental risks and to confirm ground conditions enabling the design of foundations, roads and drainage systems.





Arboriculture

103 trees and 123 tree groups, including hedgerows are included within the survey area.

26no. of the trees surveyed were assessed to be Category A (trees of high quality with an estimated remaining life expectancy of at least 40 years); 28no. of the trees surveyed were assessed to be Category B (trees of moderate quality with an estimated remaining life expectancy of at least 20 years); and 46no. of the trees surveyed were assessed to be Category C (trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm).

8no. of the tree groups surveyed were assessed to be Category A; 44no. of the tree or hedgerow groups surveyed were assessed to be Category B; and 70no. of the tree or hedgerow groups surveyed were assessed to be Category C.

3no. trees and 1no. tree group were assessed to be Category U (trees in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years).



Existing Utilities

- Existing electricity, telecoms and potable water infrastructure is recorded within the development boundary. None of this infrastructure is known to be strategic in nature and can be diverted to allow for development.

- At present, the Goddards Green Grid primary substation, that supplies the area the site is located, has ample capacity to supply the site. This includes for allowance for electric vehicle car charging.

- There is electricity, telecoms and potable water infrastructure within and close to the proposed development site that have potential for supply use. Network analysis will need to be undertaken at the detailed stage to determine potential points of connection.



Transport

A 'layered' access strategy is envisaged for the site, whereby different options could come forward subject to what land and onward connections may ultimately be available. The below principles however allow for a primary link from Jane Murray Way, amendments to Malthouse Lane and future connections to the Thakeham land. It is noted that bus permeability would be more difficult without coming through the adjacent Thakeham land.

Transport Design Principles:

- Primary vehicular access to the site to be taken from Jane Murray Way via a new roundabout junction which will seek to consolidate the existing B&Q access to allow all turning movements.
- Danworth Lane and Malthouse Lane could be adjusted with improved connections to the north. The northern extent of Malthouse Lane could be improved for non-car modes.
- Permeability for buses and active travel with opportunities for existing and new services / routes to be diverted into and through the site, with a continuous route between Jane Murray Way and the A2300, via the Land West of Burgess Hill site to the north.
- Public rights of way within the site to be retained and enhanced, with direct connections to the Green Circle Route which will be maintained and incorporated within the development proposals.
- Opportunities for mobility corridors and enhanced connectivity with the Northern Arc, potential development to the north and Burgess Hill town centre, including improved footway / cycleway links and crossing points on Jane Murray Way.
- Provision of policy compliant car and cycle parking including electric vehicle charging points and opportunities for mobility hubs for buses, electric bicycles and e-scooters.
- Movement hierarchy within the site where pedestrians and cyclists are given priority.



Conclusions

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This document sets out a vision to deliver a new beautiful West Sussex garden neighbourhood with the community being within 15 minutes walking distance of key facilities. It illustrates a number of design principles relating to community and character, climate and connectivity that demonstrate a commitment to realising this vision.

It will deliver much needed homes for the local area but in a manner that will contribute positively to the local environment, there by realising the ambition of the National Design Guide, and the influence of the National Model Design Code and the Living with Beauty publications.



Vistry Group

Define.

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