

Introduction

- 30.1 Hurstpierpoint is located on the B2116, between the A23 and A273. It is linear in form, with the oldest part of the village being the High Street between Western Road and St George's Lane. Subsequent residential development has extended the village northwards along Cuckfield Road and College Lane.
- 30.2 The village lies close to the Sussex Downs within a predominantly agricultural area. This provides a distinctive and important rural setting. A ridge line runs east-west in the vicinity of Little Park Farm, and from it there are attractive views northwards across the Low Weald.
- 30.3 To the south of the village the boundary of the built-up area is broadly contiguous with that of the Sussex Downs Area of Outstanding Natural Beauty. Much of the agricultural landscape south of the village is visible in the foreground of views from vantage points on top of the Downs, and the designation reflects the importance of this vulnerable downland fringe area in the overall concept of the Area of Outstanding Natural Beauty.
- 30.4 The oldest part of the village is the High Street. While many of the buildings date from the 19th and early 20th centuries, some are considerably older. Many are listed as being of a special architectural or historic interest and the different ages and architectural styles of the buildings contribute to a varied and attractive street scene.
- 30.5 The linear hamlet of Hurst Wickham is located along College Lane, midway between the B2116 and Hurstpierpoint College. It evolved independently of Hurstpierpoint but, as result of development at Highfield Drive, the southern edge of the hamlet now merges with the built-up area of Hurstpierpoint. Despite this coalescence Hurst Wickham has managed to retain its own distinct character and semi-rural appearance. Most of its buildings date from the early 20th century, although some are older.

Policies and Proposals

Built-up Area Boundary

- 30.6 A built-up area boundary is defined for Hurstpierpoint in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.

Conservation Area

- 30.7 In recognition of the special character and appearance of parts of Hurstpierpoint and Hurst Wickham three areas have been designated Conservation Areas.

Hurstpierpoint Conservation Area

- 30.8 Part of the village of Hurstpierpoint was designated a Conservation Area in July 1972. The area was extended in January 1989 to include many of the properties in Manor Road and part of Western Road plus South Lodge, Chabwino and the cemetery in South Avenue. These form an important visual transition from countryside to town due to their large spacious grounds. A further extension was approved in February 1999 to include a small area of Western Road, which continues the character and appearance of the rest of

the road already within the Conservation Area, and St. Lawrence's School, an attractive building which has been an essential feature in the development of the village since the 19th century.

30.9 The Conservation Area is centred around the core of the old village. It runs from the White Horse Inn in the west along the full length of the High Street as far as its junction with St George's Lane in the east. The following features, in particular, contribute to the character of the area:

- the age and variety of buildings in the High Street;
- the panoramic views of the South Downs and surrounding countryside;
- the avenue of trees along the footpath in the recreation ground;
- the changes in level and direction of the High Street, together with the close proximity of the buildings and the twittens and side alleys which expose many side walls and provide a series of varied and interesting views; and
- the presence of walls, railings and trees which form attractive visual features.

Hurst Wickham Conservation Area

30.10 The character and appearance of the southern half of Hurst Wickham is such that the District Council designated it as a Conservation Area in January 1989. The following features, in particular, contribute to its character:

- a marked sense of visual enclosure due to the narrowness of College Road and the brick retaining walls along both sides;
- the presence of many trees and hedges which add to the level of enclosure; and
- the raised buildings which overlook the meandering lane.

Langton Conservation Areas

30.11 The Council designated a new Conservation Area in February 1999 at the western end of the village, to include Langton Lane and part of Albourne Road. Langton Lane has a linear rural character, while Albourne road merges a rural with a more urban character, creating a pleasant approach to the village.

30.12 The following features contribute, in particular, to the character of the Conservation Area:

- the steep banks at the southern end of Langton Lane, which is narrow and meandering;
- the variety of age and style of the buildings; and
- the views of the South Downs, Jack and Jill windmills and Holy Trinity church spire.

Strategic Gap

- 30.13 The area between Hurstpierpoint and Burgess Hill is defined as a strategic gap. The boundary largely follows the northern boundary of the village between the Cuckfield Road and the Hurst Road.

Local Gaps

- 30.14 There are two narrow gaps between Hurstpierpoint and Hassocks to the east and between Hurstpierpoint and the villages of Albourne and Sayers Common to the west. Local gaps are defined for these areas.

Housing

Land West Of Orchard Way, Hurstpierpoint

- 30.15 Within Hurstpierpoint one site has been allocated for housing. This is a 2.8 hectare site on the western edge of Hurstpierpoint, the southern part of which was formerly in use as allotments. It lies within the setting of the Langton Conservation Area, which is located to the south and west, and the layout and design of any residential development should therefore be of a high standard in order to respect the character of the Conservation Area and the amenities of existing residents in Orchard Way.
- 30.16 Access to the site will be from Albourne Road which will result in the loss of some hedgerow along the site frontage. It will be a requirement that as much of the hedge as possible is retained, subject to essential highway safety requirements. A footway along Albourne Road will also be required to be provided. The existing bus stop will need to be resited in order to avoid any obstruction of visibility for motorists leaving the site.
- 30.17 An important aspect of the development of this site is the provision of a play area for children from both the new development and existing homes in this part of Hurstpierpoint. A substantial area of open space of at least 0.6 hectares shall be provided within the development site and shall include an equipped play area, the location of this and the wildlife area(s) will be determined through the Development Brief for the site. Within the wider Hurstpierpoint area there is also a shortage of sports pitches. However, the Council expects to be able to purchase the land to the north of Fairfield Recreation Ground and so implement policy HU2 to extend the formal outdoor recreational facilities there to serve the wider community of Hurstpierpoint.
- 30.18 The site is bordered by open countryside to the north and west and the commercial buildings of Benfell Farm Produce and Box House Bungalow to the west, which is within the Local Countryside Gap between Hurstpierpoint, Albourne and Sayers Common. Careful landscaping will be required along the north and west boundaries to restrict views into the site and to form a definitive edge.

HU1 Land west of Orchard Way, Hurstpierpoint (approximately 2.8 hectares) is allocated for residential development to provide up to 65 dwellings, 30% to be affordable housing units. Permission will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and

R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- (a) access from Albourne Road;
- (b) the provision of a comprehensive landscaping scheme which shall include the retention of the hedge along the Albourne Road frontage where possible, subject to essential highway safety requirements, the retention of vegetation along the eastern site boundary, the provision of a hedge as part of buffer planting on the western boundary, and tree planting on the northern boundary; the planting to form a definitive edge to development west of Orchard Way and to provide a wildlife corridor.
- (c) a wildlife survey;
- (d) the provision of a footway along the site frontage in Albourne Road;
- (e) the provision within the development of an area of public open space of at least 0.6ha to include a recreational area and a pocket for wildlife, some of this open space to be close to the Albourne Road;
- (f) the re-siting of the existing bus stop in Albourne Road; and
- (g) financial contributions towards enlarging the existing primary school, the provision of additional secondary school places, community and medical facilities in the village, improvements to public transport services, civic amenity facilities and traffic calming.

Traffic Management**Hurstpierpoint High Street**

30.19 In preparing the 1990 South Mid Sussex Local Plan the Local Planning Authority considered a number of alternative road schemes which might offer the opportunity of bringing traffic relief to the High Street. The Consultation Draft of the 1990 Plan put forward a proposal for a Relief Road to the north of the High Street utilising part of Trinity Road. It was considered that such a road could remove a substantial proportion of the traffic from the High Street and provide the opportunity to introduce traffic management measures and environmental improvements to make it a safer and more attractive place in which to live and work.

30.20 However, public opinion in the village was overwhelmingly against the idea. Residents considered that the disadvantages of the road in terms of the impact on the environment of the village outweighed the potential advantages. As a result of this consultation process the Relief Road proposal is not included in this Local Plan.

30.21 Most people who opposed the Relief Road proposal nevertheless agreed with the

Council's view that there is a traffic problem in the High Street, and that it has a detrimental effect on the village environment. Many people suggested that traffic management measures should be introduced to control the vehicles passing along the High Street, although the possibilities are limited given the level of use of the road and the fact that it forms part of the classified road network. Hurstpierpoint 2000, in conjunction with the Local Planning Authority, the County Highway Authority and the Parish Council have investigated the feasibility of introducing traffic management measures in the High Street to reduce the impact of traffic and to enhance the environment. A scheme, at the western end of the High Street, to widen the pavement and create a 'pinchpoint' for traffic in the High Street has been implemented; a second scheme at the eastern end is being considered..

College Lane, Hurst Wickham

- 30.22 College Lane, which runs through Hurst Wickham, is narrow, contains several hazardous bends and has no footway. The District Council, in conjunction with the County Council, will investigate how highway safety can be improved along College Lane and will consider the introduction of suitable traffic management measures to reduce the speed of vehicles using the Lane.

Car Parking

- 30.23 Existing car parking facilities in the central area of the village are provided on street (over 200 spaces) and in the Trinity Road car park (99 spaces). All of these spaces are well used and that there appears to be unmet demand for additional, mainly short stay, spaces, near the High Street shopping area. In order to help meet this demand a new car park (Brown Twins Car Park) was constructed with 42 spaces and opened in September 2001 at the end of Trinity Road.

Footpath Link between the proposed Car Park and the High Street

- 30.24 In order to improve accessibility from the Brown Twins car park to the High Street a direct pedestrian link is required. This would allow quick and easy access to the shopping area. There are a number of options for such a footpath, though the most suitable route would be through the Harper and Eede site as part of any comprehensive redevelopment of this area (Policy HU3). The Council will continue to pursue the provision of such a link.

Community/Recreation Use

Outdoor Sports Provision

- 30.25 Current provision for formal sport in Hurstpierpoint is at South Avenue, Court Bushes and Fairfield Recreation Grounds. South Avenue Recreation Ground caters for bowls and tennis. Court Bushes Recreation Ground is on reclaimed land and is poorly drained. The presence of a major sewerage pipe close to the surface reduces the scope for improving its drainage. Fairfield Recreation Ground is the main location for formal sports and is very intensively used. There are senior and junior football pitches, cricket and stoolball facilities. The recreation ground is the home of both Hurstpierpoint Football and Cricket Clubs, which have jointly provided changing and social facilities.
- 30.26 The demand for formal outdoor recreation facilities is growing and existing facilities within

the village are being put under increasing pressure. The Council considers that the Fairfield Recreation Ground is the most suitable site on which to expand recreational opportunities in the village because of the existing concentration of facilities there and the favourable ground conditions compared to other sites. This is shown on the Proposals Map.

HU2 2 hectares of land is allocated for additional formal outdoor recreation facilities to the north of Fairfield Recreation Ground.

30.27 The College Lane area of Hurstpierpoint is poorly provided with outdoor recreation facilities, the nearest facilities being either South Avenue Recreation Ground or Talbot Field. Talbot Field, which is just in Clayton Parish, is classified as a casual kickabout area. During the Plan period the District Council will investigate the possibility of providing additional outdoor recreation facilities in the College Lane area.

Children's Playing Space

30.28 Children's play areas are currently provided in the South Avenue, Court Bushes and Fairfield recreation grounds and at Nursery Close. An additional children's play area is to be provided to the west of Orchard Way within the area allocated for residential development (HU1). This is shown on the Proposals Map.

Cycle Track - Hurstpierpoint to Hassocks

30.29 The District Council, in association with the County Council, will investigate the possibility of providing a cycle route between Hurstpierpoint and Hassocks as there is a particular need to provide a safe route for schoolchildren travelling between the two settlements. It is considered that, owing to the narrow width of the existing footway alongside the B2116, it will not be possible to convert it to a cycle path. Consequently, a countryside route is considered to be a more viable option.

Village Centre

30.30 Planning permission was granted in May 2000 for an extension to the existing village centre in Trinity Road to provide improved community facilities, including a youth centre/playgroup room, cyber cafe and an enlarged Parish office.

Shopping

30.31 Hurstpierpoint has a relatively good range of shops which generally serve the convenience shopping needs of the local area, particularly for those without access to a car, and visitors. The shops are located irregularly along the High Street between Western Road and South Avenue, though most are concentrated between West Furlong Lane and South Avenue which is considered to be the main shopping area of the village.

Land to the Rear of 135/137 High Street

~~30.32 Land to the rear of 135/137 High Street is presently occupied by Harper and Eede Ltd who are agricultural merchants. It is a large site, served by a single access from the High Street.~~

~~30.33 The site provides a significant redevelopment opportunity. Although allocated in the 1990 Local Plan it has still to be redeveloped and thus is retained as a proposal in this plan. No intensification of activity on the site would be acceptable using the present High Street access, but the extension of Trinity Road provides an opportunity to service a comprehensive redevelopment from the rear.~~

~~**HU3** Land to the rear of 135/137 High Street is allocated for a mixed development comprising some or all of the following uses:~~

~~——— Shopping~~

~~——— Business uses/small office suites~~

~~——— Residential~~

~~——— Redevelopment proposals will require provision to be made for a footpath across the site, linking Trinity Road and the High Street. Vehicular access to the redeveloped site will be from Trinity Road only.~~

