

Appendix A – Pre-Application Submission Documents

5 December 2025

Planning Department
Mid Sussex District Council
Oaklands
Oaklands Road
Haywards Heath
West Sussex

MS/Let/P2316

Dear Sir / Madam,

Pre-Application Request for proposed development at Land at Cuckfield Road, Hurstpierpoint

We are writing on behalf of **Danworth Farm Ltd** to seek pre-application advice in relation to the proposed development of Land at Cuckfield Road, Hurstpierpoint.

The Site comprises two parcels of land adjoining the northern edge of the settlement and has previously been assessed within the Mid Sussex Strategic Housing and Economic Land Availability Assessment (2023) (SHELAA) as *suitable, available, and achievable* for development.

The landowner is now progressing an updated, landscape-led layout for residential development that responds positively to the village edge, local context, and technical constraints, while enhancing connectivity around Hurstpierpoint. We would welcome the Council's initial views on the emerging masterplan and the principle of development at this site.

This pre-application submission includes the following supporting documents:

- Vision Document
- Site Layout Plan

In parallel, Danworth Farm Ltd intends to continue promoting the Site through the emerging Mid Sussex District Plan Review and any subsequent updates to the Hurstpierpoint and Sayers Common Neighbourhood Plan, with the aim of securing the Site's recognition as a sustainable, deliverable option for planned growth helping to deliver much needed housing within the District.

As part of this ongoing engagement, we recently met with the Mid Sussex District Council Planning Policy Team. Policy Officers confirmed that they should attend any future pre-application meeting on the site. We would be grateful if their involvement could be arranged to support a coordinated discussion.

We look forward to working collaboratively with Officers to shape an approach that unlocks the Site's potential and delivers a high-quality, landscape-led scheme.

The Site

The Site is located immediately north of the defined Built-Up Area Boundary (BUAB) of Hurstpierpoint. Hurstpierpoint is identified as a Category 2 (Larger Village) settlement within the Mid Sussex District Plan, recognising its range of services, community facilities, public transport connections, and its role as one of the District's more sustainable villages. The Site is within walking distance of the village centre, local shops, and education provision, making the site a sustainable location for development.



Figure 1 - Site Location Plan

The site comprises 9.96 hectares of land across two greenfield parcels located on either side of Cuckfield Road, and has previously been used for agricultural use. The topography of the site slopes gently southwards, with a ridgeline beyond the north of the site screening views when looking south down Cuckfield Road.

At the southern end of the parcels, is a woodland buffer of varying width (70m at widest), with a watercourse running through the centre of the woodland. A large mature oak is located at the southern end of Cuckfield Road on the western parcel. Along the northern boundary of the site is an established hedgerow and eight mature trees, with a ditch running to the north of this. An overhead power cable runs along to northeast corner of the eastern parcel. A Public Right of Way runs to the north of the site boundary, connecting to a wider footpath network across Hurstpierpoint.

To the south of the site is residential development with Court Bushes Recreation Ground and Fairfield Recreation Ground located within close proximity to the site. Agricultural land sits to the north of the site with further pockets of woodland to the west and rural lanes; Chalkers Lane and Danworth Lane to the east, comprising some residential properties.

It is noted that Grade II Listed Buildings Hurstpierpoint College and Star House are located to the east of the site approximately 500m from the eastern boundary. The tower of Hurstpierpoint College can be seen from the pre-application site.

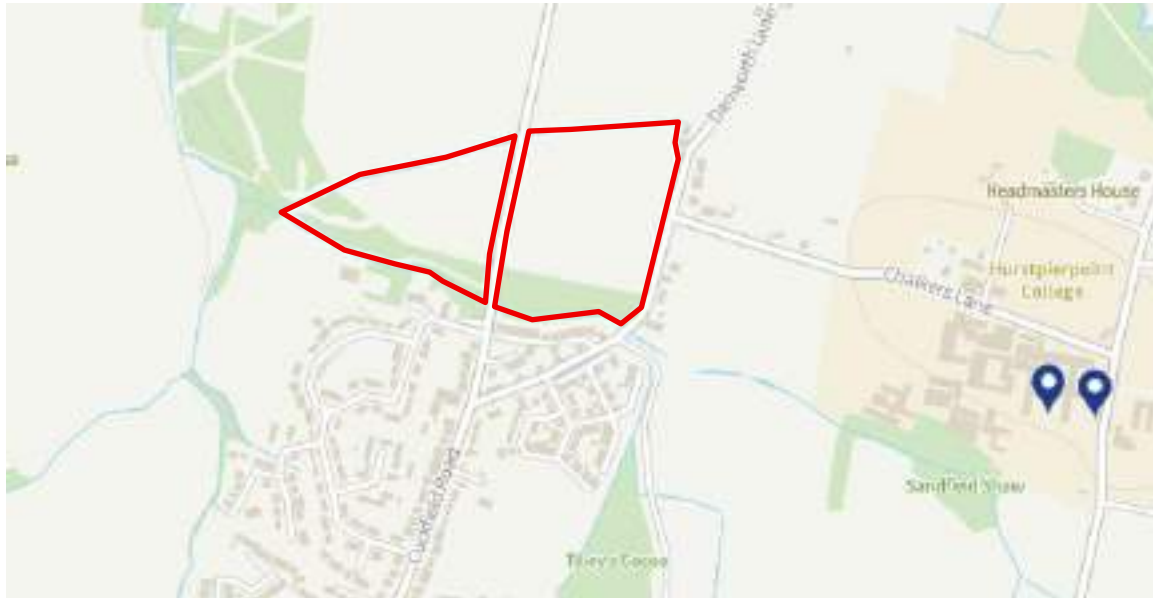


Figure 2 - Historic England Maps

In policy terms, the site lies outside the Built-Up Area Boundary and is therefore designated as Countryside under the Mid Sussex District Plan. It is located within the parish of Hurstpierpoint and Sayers Common. Within the made Neighbourhood Plan, the western part of the land is identified as Countryside (Policy C1), while the eastern part is included within the designated Local Gap, as defined by Policy C3 and illustrated on the accompanying map below.

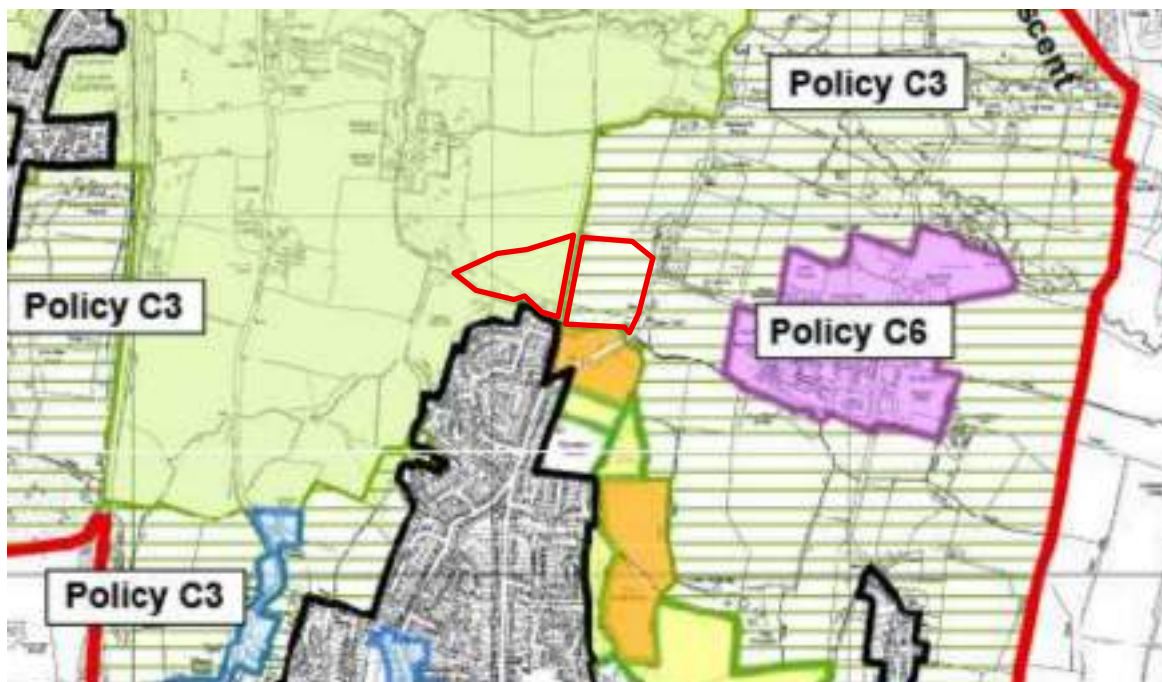


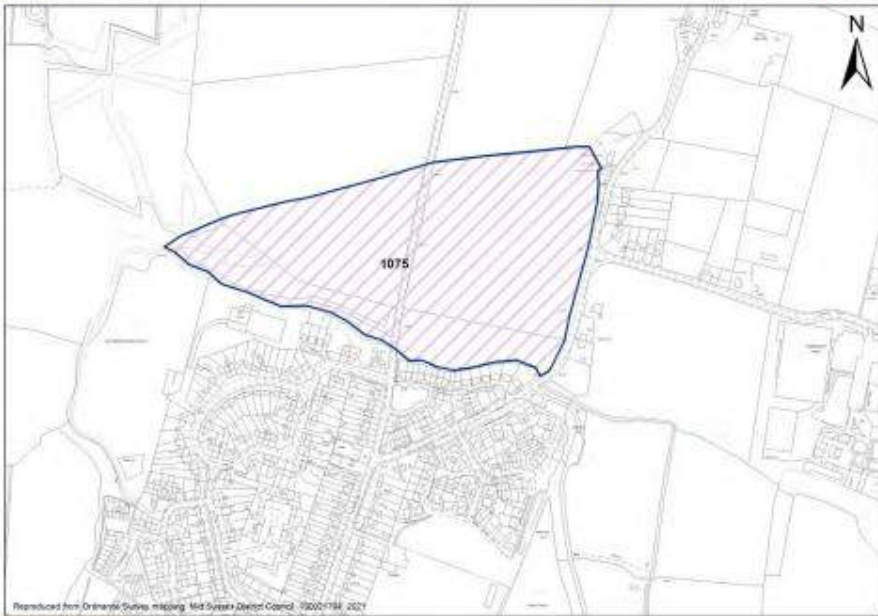
Figure 3 - Hurstpierpoint and Sayers Common Neighbourhood Plan Policy Map

Planning Background

A search of the Mid Sussex Planning Register has taken place and revealed no relevant planning applications at this site.

The site has been promoted through the Mid Sussex Strategic Housing and Economic Land Availability Assessment (2023) (SHELAA) and has been identified as ***suitable, available, and achievable*** for development. Please see the Pro-Forma Assessment below:

Stage 1 Site Pro-Forma – All Sites

SHELAA Ref	1075	Parish	Hurstpierpoint and Sayers Common
Site Location	Land north of Willow way and Talbort Mead, Cuckbort Road Road Hurstpierpoint		
			
Reproduced from Ordnance Survey mapping. Not suitable for detailed survey. ©2020/1984 2021			
Site uses	Agriculture		
Gross Site Area (ha)	10.44		
Potential Yield	313		
Site History			
Absolute Constraint	Flood Zone 2 or 3	✗	
	Site of Special Scientific Interest	✗	
Other Constraints	Ancient Woodland	✗	
	Area of Outstanding Natural Beauty	✗	
	Local Nature Reserve	✗	
	Conservation Area	Development would not have a negative impact on Conservation area and/or Area of Townscape Character	
	Scheduled Monument	✗	
	Listed Buildings	Development will not affect listed building/s	
	Access	Safe access is not available but potential exists to easily gain access	
Suitable	Relatively unconstrained - assessed as Suitable at Stage 1, progress to Stage 2 assessment		
Availability	Site submitted by site proponent to the SHELAA for assessment - considered available		
Achievability	There is a reasonable prospect that site could be developed within the Plan period		
Timescale	Medium-Long Term		

A meeting was held in October 2025 with the MSDC Planning Policy team. Meeting minutes are attached in Appendix A summarising these discussions.

Planning Policy

In this case the Development Plan for the area consists of the Mid Sussex District Council Site Allocations DPD 2022, the Mid Sussex District Plan 2014-2031, Hurstpierpoint and Sayers Common Neighbourhood Plan 2015, and saved policies from the Local Plan 2004.

The National Planning Practice Guide (NPPG), the National Planning Policy Framework (the Framework), and the Council's adopted Supplementary Planning Guidance are material considerations.

Mid Sussex District Plan (2014-2031)

The MSDP 2014-2031 was adopted in 2018. The Plan sets out a vision for Mid Sussex and a delivery strategy for how that will be achieved. Relevant policies are set out below:

Policy DP4 - Housing
Policy DP5 - Planning to Meet Future Housing Need
Policy DP6 - Settlement Hierarchy
Policy DP18 - Setting of the South Downs National Park
Policy DP20 - Securing Infrastructure
Policy DP21 - Transport
Policy DP24 - Leisure and Cultural Facilities and Activities
Policy DP25 - Community Facilities and Local Services
Policy DP2 - Character and Design
Policy DP27 - Dwelling Space Standards
Policy DP28 - Accessibility
Policy DP30 - Housing Mix
Policy DP31 - Affordable Housing
Policy DP34 - Listed Buildings and Other Heritage Assets
Policy DP37 - Trees, Woodland and Hedgerows
Policy DP38 - Biodiversity
Policy DP39 - Sustainable Design and Construction
Policy DP41 - Flood Risk and Drainage
Policy DP42 - Water Infrastructure and the Water Environment

Draft District Plan 2021-2039

The District Council is in the process of reviewing and updating the Plan where necessary. The new District Plan 2021 – 2039 will replace the current adopted District Plan.

The District Plan Review 2021–2039 was submitted for examination on 8 July 2024, with Stage 1 hearings held in October 2024. The Inspector's initial findings in June 2025 raised concerns regarding the Council's compliance with the Duty to Cooperate, and the Council has since sought to challenge this position.

On 3 November 2025, the Inspector issued a further letter acknowledging the Council's request for another opportunity to present its Duty to Cooperate evidence. The examination has been reopened in light of new Government direction (set out in the Minister of State's letter of 9 October), which expects Inspectors to take a more flexible approach and allow additional clarification where necessary. Further to these changes, on 27 November 2025 the government announced changes to the plan-making system including the removal of the Duty to Cooperate, which was a key factor delaying the Draft Local Plan. Hearings will be scheduled for early in the new year to allow the Local Plan to continue its progression.

Given these ongoing matters and the unresolved objections to key policies, the emerging Plan continues to attract only limited weight in decision-making, with the adopted District Plan 2014–2031 and the Site Allocations DPD remaining the primary policy framework.

Hurstpierpoint and Sayers Common Neighbourhood Plan (2014-2031)

The Hurstpierpoint and Sayers Common Neighbourhood Plan 2014-2031 was adopted in 2015. The Neighbourhood Plan is now more than five years old, however sets out a vision for Hurstpierpoint and Sayers Commons. Relevant policies are set out below:

Policy C1 Countryside – Conserving and Enhancing Character

Policy C3 Countryside – Local Gaps and Preventing Coalescence

Policy C4 Countryside – Conservations Areas

Policy C5 Countryside – Hurstpierpoint College

Policy H1 Housing – Hurstpierpoint and Sayers Common New Housing Development

Policy H5 Housing – Development Principles

Policy H6 Housing – Housing Sites Infrastructure and Environmental Impact Assessment

Policy H7 Housing - Affordable Housing

Proposed Development

The proposed development seeks to erect 129 residential dwellings across the two parcels of land with associated access, parking and landscaping. The proposal comprises a series of detached, semi-detached and terraced maisonette dwellings of which 30% will be affordable housing.

The proposed layout has been designed to provide an appropriate offset from the woodland to the south and a buffer to the hedgerow and mature trees to the north. Access from Cuckfield Road will facilitate the two parcels, with pedestrian access rerouted to within the site to protect the rural lane character of Cuckfield Road on the approach into Hurstpierpoint. Built form will be setback off Cuckfield Road to further retain the character of the lane.

The proposed density of the layout will be 19 dwellings per hectare, with parcels of open space within the developable area and bounding the site. Key views have been maintained looking south towards the South Downs National Park and looking eastwards towards Hurstpierpoint College, with a central view through the eastern parcel creating a sense of place.

Several footpaths and cycle paths are proposed within the layout, allowing connection through the woodland, south towards Court Bushes Recreation Ground and eastwards towards Chalkers Lane to connect with the existing cycle route through Hurstpierpoint.

Attenuation basins are proposed on the layout providing an on-site drainage solution while offering opportunities for on-site biodiversity.

26 visitor parking spaces are proposed across the site layout, and all dwellings will have allocating parking spaces in accordance with West Sussex parking standards.



Planning Appraisal

Principle of Development

The site is located in a highly sustainable location, immediately adjacent to the Built-up-Area-Boundary of Hurstpierpoint in Mid Sussex. As set out in the Mid Sussex District Plan (2018), Hurstpierpoint is classified as a Category 2 settlement within the Mid Sussex Settlement Hierarchy. Hurstpierpoint contains a range of local shops, services, community facilities, and access to public transport.

By virtue of the site's location immediately adjacent to the settlement boundary, the site benefits from these sustainable services, with a range of local amenities within walking distance of the site.

The site is highly accessible, located on Cuckfield Road with direct access into the village centre and links towards Burgess Hill and Hassocks (with train links to London), and within walking distance of local bus services providing connections to nearby settlements, including Burgess Hill and Brighton.

While DP12 of the Mid Sussex District Plan restricts development outside the settlement boundary, the site has been assessed positively within the Mid Sussex Strategic Housing and Economic Land Availability Assessment (SHELAA, 2023), which identifies both parcels as suitable, available and achievable for development with no major constraints. This confirms the Council's acknowledgement that the land has development potential in principle.

Furthermore, Mid Sussex District Council cannot currently demonstrate a five-year supply of deliverable housing sites. This was most recently reaffirmed in October 2025 in Appeal Reference APP/D3830/W/25/3367543, where the Council, the appellant, and the Inspector agreed that the authority lacks a five-year supply. Evidence at the Scamps Hill inquiry (APP/D3830/W/24/3350075) suggested a supply position between 3.38 years (LPA) and 2.41 years (Appellant).

As a result, paragraph 11(d)(ii) of the NPPF is engaged, activating the presumption in favour of sustainable development. In such circumstances, planning permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits.

Furthermore, paragraph 14 of the NPPF is not engaged in this case. The Hurstpierpoint and Sayers Common Neighbourhood Plan was made more than five years ago and has not been reviewed and found up to date against the current strategic policies of the Mid Sussex District Plan. As such, it does not benefit from the protections afforded by paragraph 14, and cannot disapply the presumption in favour of sustainable development. Consequently, the tilted balance under paragraph 11(d)(ii) remains fully operative.

In this regard, the provision of 129 new homes, including 30% affordable housing, would make a meaningful and much-needed contribution to addressing the District's housing shortfall and boosting supply in the short term.

In addition, alongside its immediate supply deficit, Mid Sussex faces longer-term strategic pressures. At Regulation 19 Stage, the Draft District Plan identified a minimum Local Housing Need of 19,620 dwellings (1,090 dpa) under the former standard method. However, the updated NPPF and PPG introduced by the Labour Government now require use of the revised 'Standard Method', which has increased the District's objectively assessed need to 1,276 dwellings per annum. This further elevates the scale of future housing provision required within Mid Sussex.

In this context, the Draft District Plan remains in preparation, and following the Inspector's initial findings on the Duty to Cooperate, its weight is limited. However the Inspector has since reopened the examination to allow the Council to present further evidence, recognising the need for a flexible and collaborative approach.

The outcome of these hearings will have significant implications for how Mid Sussex responds to its enhanced housing requirements and unmet needs arising from adjacent authorities, and therefore will be looking at sustainably located sites that are already identified through the SHELAA as suitable, available, and achievable to play an important role in meeting both immediate and longer-term housing needs. Therefore, the site at Cuckfield Road would offer a deliverable opportunity to provide 129 much-needed dwellings immediately adjacent to an established settlement.

In summary, the site represents a highly sustainable location for growth, immediately adjoining a well-served Category 2 settlement. It has been assessed positively through the SHELAA and can deliver 129 homes, including affordable housing, in a landscape-led manner. Given the acknowledged housing land supply deficit, the operation of the presumption in favour of sustainable development, and the District's growing strategic housing pressures, the principle of development at this location is considered acceptable.

Other Matters

Coalescence / Local Gap

The site sits well outside the strategic separation between Hurstpierpoint and Burgess Hill, and its development would not compromise the objectives of Neighbourhood Plan Policy C3 (Local Gaps). The intervening distance between the pre-application site and the draft site allocation within the draft Local Plan, Land West of Burgess Hill, is approximately 1.5km, which is a substantial and meaningful separation that prevents any risk of coalescence in both physical and perceptual terms.

While the concern of coalescence is acknowledged, the topography of the site and its surroundings significantly limits intervisibility between Hurstpierpoint and Burgess Hill. A prominent ridgeline to the north contains outward views, and substantial areas of mature intervening tree cover break up any visual connection between the settlements. The site itself has a strong sense of enclosure, framed by existing hedgerows and established woodland belts, reinforcing its role as part of the immediate settlement edge rather than the wider open countryside.

The emerging masterplan proposes a strengthened landscape buffer along the northern boundary, enhancing the existing mature vegetation to create a robust and enduring edge to Hurstpierpoint. As a result, the proposals would maintain clear visual and spatial separation between the settlements and would not erode the distinct identities of Hurstpierpoint and Burgess Hill.

Given Mid Sussex's acknowledged lack of a five-year supply of deliverable housing sites, paragraph 11(d) of the NPPF is fully engaged. Paragraph 14, which may allow a neighbourhood plan to disapply the presumption in favour of sustainable development, is also not engaged because the Hurstpierpoint and Sayers Common Neighbourhood Plan is more than five years old and has not been reviewed against up-to-date strategic policies. Consequently, Neighbourhood Plan Policy C3 (Local Gap) attracts only limited weight, and cannot outweigh the presumption in favour of sustainable development in this context.

Accordingly, in both landscape and policy terms, the site does not contribute to any perceived or actual coalescence between Hurstpierpoint and Burgess Hill, and its development would not conflict with the aims of Local Gap Policy C3.

Landscape-Led Design and Key Viewpoints

The emerging proposals are being shaped through a landscape-led design approach, ensuring that built form, open space, and movement routes respond positively to the site's topography, existing landscape structure, and wider visual context. Key viewpoint, particularly those looking south towards the South Downs National Park and east towards Hurstpierpoint College, have directly informed the development strategy, helping to maintain important visual connections and manage potential landscape effects. The scheme incorporates generous green infrastructure, including strengthened boundary planting and considered view corridors, to ensure a sensitive transition between the settlement edge and the surrounding countryside. A Landscape and Visual Impact Assessment (LVIA) will accompany any future planning application and will provide a proportionate assessment of the scheme's visual and landscape effects, together with avoidance, mitigation, and enhancement measures.

Pedestrian and Vehicular Access

A key priority in developing the emerging masterplan has been to ensure that pedestrian and vehicular access is safe, legible, and sensitively integrated into the existing rural context. The proposed access strategy has therefore been carefully shaped around the site's landscape features, existing movement patterns, and opportunities to enhance connectivity for both new and existing residents.

Vehicular access is proposed from Cuckfield Road, where visibility, alignment, and capacity have been assessed and found suitable for accommodating the development. The design maintains the rural lane character while ensuring compliance with highway safety standards. The access geometry has been refined to minimise hedgerow loss and to align with the landscape-led approach that underpins the wider masterplan.

The proposals include a number of significant improvements to pedestrian accessibility, extending beyond the site boundary and delivering tangible benefits for the wider community:

- **New on-site footpath along Cuckfield Road** - A dedicated pedestrian footpath is proposed within the site parallel to Cuckfield Road. By locating the footway internally, rather than requiring widening of the road itself, the scheme preserves the existing hedgerow and rural lane character while providing a safe, overlooked pedestrian route.
- **New pedestrian links to Court Bushes Recreation Ground** - The masterplan introduces new pedestrian connections towards the community facilities and open space to the west of Hurstpierpoint.
- **Off-site improvements along Chalkers Lane** - The proposals include the offer of upgraded pedestrian infrastructure along Chalkers Lane, addressing an existing issue that local residents have actively petitioned the Council to resolve. The current lack of safe pedestrian provision along this route limits north-south movement and raises amenity concerns. Improvements here would provide a high-quality connection to the established Chalkers Lane cycle and pedestrian path, significantly enhancing the safety, comfort, and accessibility of routes already used by the community.

Taken together, these measures represent a meaningful enhancement of the local movement network. The access strategy not only meets technical and policy requirements but actively improves the safety, legibility, and permeability of routes within and around Hurstpierpoint. The development would support sustainable travel habits, strengthen local connectivity, and deliver upgrades that respond to existing community priorities.

Open Space

The development delivers a generous and landscape-led package of public open space that responds directly to the ambitions set out in the Mid Sussex Infrastructure Delivery Plan (2024). The IDP highlights the parish's desire for open spaces that provide "nature on your doorstep" and connect meaningfully with existing woodland and wildlife habitats.

The scheme achieves this by retaining and enhancing the mature woodland within the site, integrating it into a high-quality network of green corridors and open spaces. This approach provides immediate ecological value, opportunities for informal recreation, and a natural, countryside-edge character for residents. The woodland and surrounding green spaces also strengthen the wider green infrastructure of Hurstpierpoint, offering accessible, nature-rich open space for both new and existing residents.

Overall, the proposals fully align with the IDP's expectations for sustainable, well-connected, and biodiversity-focused open space provision and will deliver a significant community and environmental benefit.

Summary

In summary, the site at Cuckfield Road represents a sustainable and deliverable opportunity for housing adjacent to Hurstpierpoint. It is well located in relation to local services, benefits from safe access, and has been positively identified within the SHELAA as suitable, available, and achievable for development. The District's ongoing housing land supply deficit, combined with the increased housing requirement arising from recent national policy changes, emphasises the need for sites that can make a meaningful contribution to both short-term delivery and longer-term strategic planning.

The emerging proposals demonstrate a clear commitment to high-quality place-making through a landscaped design approach, enhanced northern boundary treatments, and careful consideration of key viewpoints. Importantly, development of the site would maintain the separation between Hurstpierpoint and Burgess Hill.

Given the current status of the Draft District Plan and the Inspector's decision to reopen the examination, there is an opportunity for the Council to consider sustainably located, evidence-backed sites that can support the spatial strategy moving forward. We would welcome the Council's guidance on how best to progress the site through both the development management and plan-making processes.

We look forward to discussing the emerging masterplan and obtaining the Council's early advice to help unlock the site's potential in a way that aligns with local policy objectives and delivers much-needed housing for Mid Sussex.

If you have any further queries or require further information, please contact me on 01903 248777.

Yours sincerely

ECE Planning



Sam Sykes MRTPI
Director

Client	Danworth Farm Ltd		
Project	Land at Cuckfield Road, Hurstpierpoint		
Document	MDSC Planning Policy Meeting Notes	Revision	A
Date	07 October 2025		
Author	S Sykes	Checked	S Sykes



Attendees

Mid Sussex District Council (MSDC):

- Alice Headstock – Principal Planning Policy Officer
- Andrew Marsh – Head of Planning Policy

ECE Planning:

- Sam Sykes – Planning Director
- Landowners:
- Jeremy Ventham
 - Nick Ventham

Summary of Discussion

1. Introduction and Background

- Sam Sykes provided an overview of the work previously undertaken on the site, including:
 - Landscape and Visual Impact Assessment (LVIA)
 - Flood risk and drainage studies
 - Highways, ecology and arboricultural assessments
 - The original Vision Document
- ECE Planning are currently reviewing and updating this material in the context of the paused Local Plan and will be producing a refreshed Vision Document to support ongoing promotion of the site.
- The updated Vision Document will also inform a forthcoming pre-application submission to the Council's Development Management team.

2. Local Plan Update

- Andrew Marsh provided a comprehensive update on the Local Plan position:
 - The Stage 1 Inspector's findings concluded that the Mid Sussex Local Plan failed the Duty to Cooperate, particularly regarding the accommodation of unmet housing needs from neighbouring authorities.
 - MSDC had identified 1,000 additional homes beyond their local requirement, which they considered proportionate; however, the Inspector disagreed.
 - MSDC has notified the government of their intention to pursue a judicial review depending on the outcome of the Inspector's decision.
 - MSDC expressed concerns regarding the conduct of the examination process.
 - The plan remains technically at examination, and a letter published on the Council's website (7 October 2025) confirms MSDC's hope that the District Plan can continue as submitted.
 - The Inspector has acknowledged receipt of MSDC's correspondence and will review it in due course.
 - No further update is available regarding timing or next steps for the plan's progression.
- Stage 2 of the examination relates to individual site assessments.
 - Officers consider it likely that the Inspector will request the Council to identify additional housing sites.

- o Should the plan be found unsound, MSDC would need to restart the plan process, in which case a revised housing requirement of approximately 1,300 dwellings per annum would apply and a new plan would need to be produced within 13 months, in line with new plan-making regulations.

3. Site Discussion

- Alice Headstock provided a planning overview of the site from MSDC position:
 - o There were no major technical constraints or ‘showstoppers’.
 - o Key considerations relate to:
 - Accessibility, as the site is located slightly further from main services in Hurstpierpoint.
 - Coalescence with nearby settlements, identified as the principal concern
- ECE Planning’s initial observations included:
 - o Opportunities to improve accessibility through enhanced pedestrian and cycle links via Hurstpierpoint, improving access to the primary school and village centre.
 - o Potential for alternative access arrangements.
 - o Potential for a wider landscape buffer along the northern site boundary to mitigate perceived coalescence.
 - o Reduction in building heights towards the northern edge to lessen visual impact and settlement merging concerns.
- It was clarified that coalescence concerns relate primarily to the perceived merging between Hurstpierpoint and Burgess Hill, particularly between land at Cuckfield Road and land to the west of Burgess Hill. However, MSDC officers noted that the concern may be reduced in the context of needing to find additional housing, but this would need to be considered in the round alongside other sites that are being promoted within the district.

4. Other Council Updates

- MSDC confirmed they currently have no five-year housing land supply (around 3 years).
- Two position statements are in preparation:
 - o One on facilitating development.
 - o One on infrastructure provision.
- The intention is that should development meet the requirements of these documents, then planning applications should be looked on favourably.
- MSDC referred to several recent and forthcoming planning applications:
 - o Crawley Down and Bolney – large-scale residential schemes, both draft allocations in the Local Plan, recently allowed by committee.
 - o Fairfax scheme at Ansty – due to be reported to committee in the coming weeks.
 - o Colwell Farm, Haywards Heath – not an allocation and refused by committee.
- Reference was made to a Local Community Infrastructure Fund being developed, which would allow schemes to contribute to local community improvements. Parish Councils are currently reviewing this mechanism.

5. Next Steps

Parties agreed that a site visit would be beneficial to consider the site in greater detail, once the applicant team had progressed their vision document further. This could be held as part of the pre application discussions.

DO.01 Rev A. Pre App - Vision Document

Land at Cuckfield Road, Hurstpierpoint



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Revisions

Revision	Notes	Issue Date	By	Checked By
-	DRAFT Pre App/Vision Document	28.11.25	EB	MG
A	Pre App/Vision Document	05.12.25	EB	MG
B	Pre App/Vision Document - Update	19.01.25	EB	MG/PF



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Introduction 1.0



1.01 Introduction

This Pre-app/Vision Document sets out a landscape-led framework for a potential residential neighbourhood on land north of Hurstpierpoint, spanning both sides of Cuckfield Road. It summarises the design intent, site analysis, guiding principles and an illustrative concept shaped by the initial technical studies completed to date.

ECE Architecture has been appointed by Danworth Farm Ltd, the landowner, to reimagine and develop the earlier vision work into a more detailed pre-application document. This updated material establishes a clear direction of travel for the evolving proposals.

The document supports and informs the emerging design process, provides a basis for early discussions with the local authority, and helps to facilitate constructive engagement with stakeholders. Where assumptions have been made at this stage, these are identified so that the proposals can be refined as additional technical information and feedback become available.



Site Aerial View



1.02 The Vision

The vision is to create a neighbourhood that integrates with the northern edge of Hurstpierpoint, forming a clear and attractive settlement boundary while enriching the village's green infrastructure and avoiding coalescence with other settlements. The landscape will shape the structure and character of the scheme, with the southern stream corridor retained and enhanced. Existing hedgerows and mature trees will be preserved to organise streets and open spaces, supported by new native planting, wetland habitats and species-rich grassland to deliver measurable biodiversity gains.

A connected and walkable public realm will sit at the heart of the neighbourhood, providing direct routes to local facilities, footpaths and recreational areas. Homes will be arranged around a network of streets and green spaces, drawing on local materials, scale and architectural character. A balanced mix of housing will address community needs while responding to planning and technical parameters.





The Site 2.0

2.01 Site Photos

The site comprises two connected parcels of land on the northern edge of Hurstpierpoint, separated by Cuckfield Road, which runs north-south through the area. A small east-west watercourse defines the southern boundary of both parcels, while mature hedgerows and field trees enclose the northern, eastern and western edges. The land falls gently from north to south and is underlain by Weald Clay, meaning infiltration drainage is unlikely to be viable and a surface-water attenuation strategy based on SuDS principles will be required.

A foul trunk sewer crosses the north-eastern corner of the site, presenting a key technical constraint that will influence the layout and necessitate early engagement with the statutory water authority. Existing vegetation includes arable land and species-poor grassland, with more established tree belts and planting concentrated along the stream corridor. Several boundary hedgerows are of both ecological and visual value and will form integral elements of the site's green infrastructure.

The site lies within Flood Zone 1, indicating a low risk of fluvial flooding. However, localised overland flow routes and the riparian character of the southern edge will require careful attention in the drainage strategy and buffer design. The immediate surroundings include established residential areas to the south, Hurstpierpoint College to the east, and a network of public rights of way to the north. The site is well connected, with Hassocks station on the Brighton Main Line and local bus services accessible within a short journey.



Photograph Key



1. View of Holy Trinity Church From North of Site Boundary



2. View of Holy Trinity Church From Site



3. View of Hurstpierpoint College Tower From The West Parcel



4. View of Hurstpierpoint College Tower From The East Parcel



5. View Along Northern Boundary



6. View of Stream Along Northern Boundary



7. View Along Eastern Boundary



8. Path into Eastern Woodland



9. Path Through Eastern Woodland



10. Path Through Eastern Woodland



11. View of Eastern Parcel



12. North-East of West Parcel



13. Stream in Hedgerow on North Boundary



14. Edge of Western Woodland



15. View of Western Parcel



16. View of Western Plantation Planting



17. Stream on Southern Boundary



18. Path Through Western Woodland



19. West Corner of Site



20. View of Shallow Stream in the West Corner

2.02 Site Location and Facilities

Hurstpierpoint offers a wide range of day-to-day services, including convenience shopping, healthcare, primary education and community facilities. The site lies within comfortable walking and cycling distance of the village centre, while bus services on Willow Way and the wider public transport network provide links to Hassocks and Burgess Hill, where rail services connect to Brighton and London.

Established recreation grounds and community facilities in the southern part of the village ensure that new residents will have convenient access to open space and leisure opportunities. To the north, an existing network of public rights of way provides immediate opportunities for recreational walking and cycling, and the masterplan incorporates new connections to these routes to enhance local permeability.

Together, the availability of local services, public transport and active travel links underpins a sustainable, well-connected extension to the village that supports long-term resilience and promotes everyday walkability.

Key

- | | |
|----------------------------------|--------------------------------------|
| 1 Fire Station | 11 St Catherine's |
| 2 Fairfield Recreation Ground | 12 St Lawrence C of E Primary School |
| 3 Court Bushes Recreation Ground | 13 Hurstpierpoint Pre-School |
| 4 Kiddie Capers Childcare | 14 Willow Way Bus Stop |
| 5 Court Bushes Community Hub | 15 Skate Park |
| 6 Hurstpierpoint college | 16 Court Bushes Play Area |
| 7 Hurstpierpoint Pre Prep | 17 Burgess Hill Train Station |
| 8 Tesco Superstore | 18 Hassocks Train Station |
| 9 Co-op Food | |
| 10 Mid Sussex Health Care | |



Aerial map - highlighting the location of the site

2.03 Wider Location

Hurstpierpoint benefits from convenient access to larger centres while retaining a distinctive village character.

Burgess Hill lies approximately five miles to the north, with Brighton and Hove around eleven miles to the south beyond the South Downs.

Hassocks, offering mainline rail connections, is located close to the east, and local bus services link the village with neighbouring towns.

This accessibility enables new homes to be well connected to employment, education and wider services while remaining firmly rooted within a village setting.

The proposals enhance amenity and movement in the northern part of Hurstpierpoint by creating a woodland-lined recreational route along the existing watercourse, providing new play space, strengthening ecological networks, and improving pedestrian connections between Cuckfield Road and Chalkers Lane.

Together, these measures will deliver long-term social and economic benefits for the parish and district as new households contribute to the support of local businesses and community services.



Wider Location



2.04 Local Architectural Context

The townscape of Hurstpierpoint is varied in age and character, combining historic clusters of flint and brick buildings with twentieth-century suburban development comprising terraced, semi-detached and detached homes. Rooflines are typically modest and domestic in scale, generally two storeys with occasional 2.5-storey elements in more recent schemes. The prevailing material palette includes red and brown brick, pale render, clay tiles and occasional tile-hanging, timber boarding or flint detailing.

The design strategy for the new neighbourhood draws on these established forms and materials without resorting to pastiche. Buildings will be arranged to reflect local street scale, frame views and respond to the surrounding landscape, using a restrained, locally informed palette that sits comfortably alongside existing development. Particular attention will be paid to the relationship between private gardens, public streets and retained landscape features to ensure a coherent and recognisably Hurstpierpoint character throughout the scheme.



1. Bookend Terrace - White Cladding



2. Farm House Vernacular-Contemporary Finish



3. Hurstpierpoint College Entrance - Flint and Stone Chequerwork



4. College Dance Studio- Flint and Stone Chequerwork



5. Central Gable - Tile Hanging, Red Brick



6. Double-height Bay - Buff Multi Brick, Red Quoining



7. Hipped Roof - Brown Brick, White Render



7. Gable and Bay - White Render



8. Terrace - White Painted Brick



9. Double Gable - Brown Brick, Red Quoining



10. Gothic Revival - Flint, Stone Quoining



11. Chalet Bungalow- White Cladding



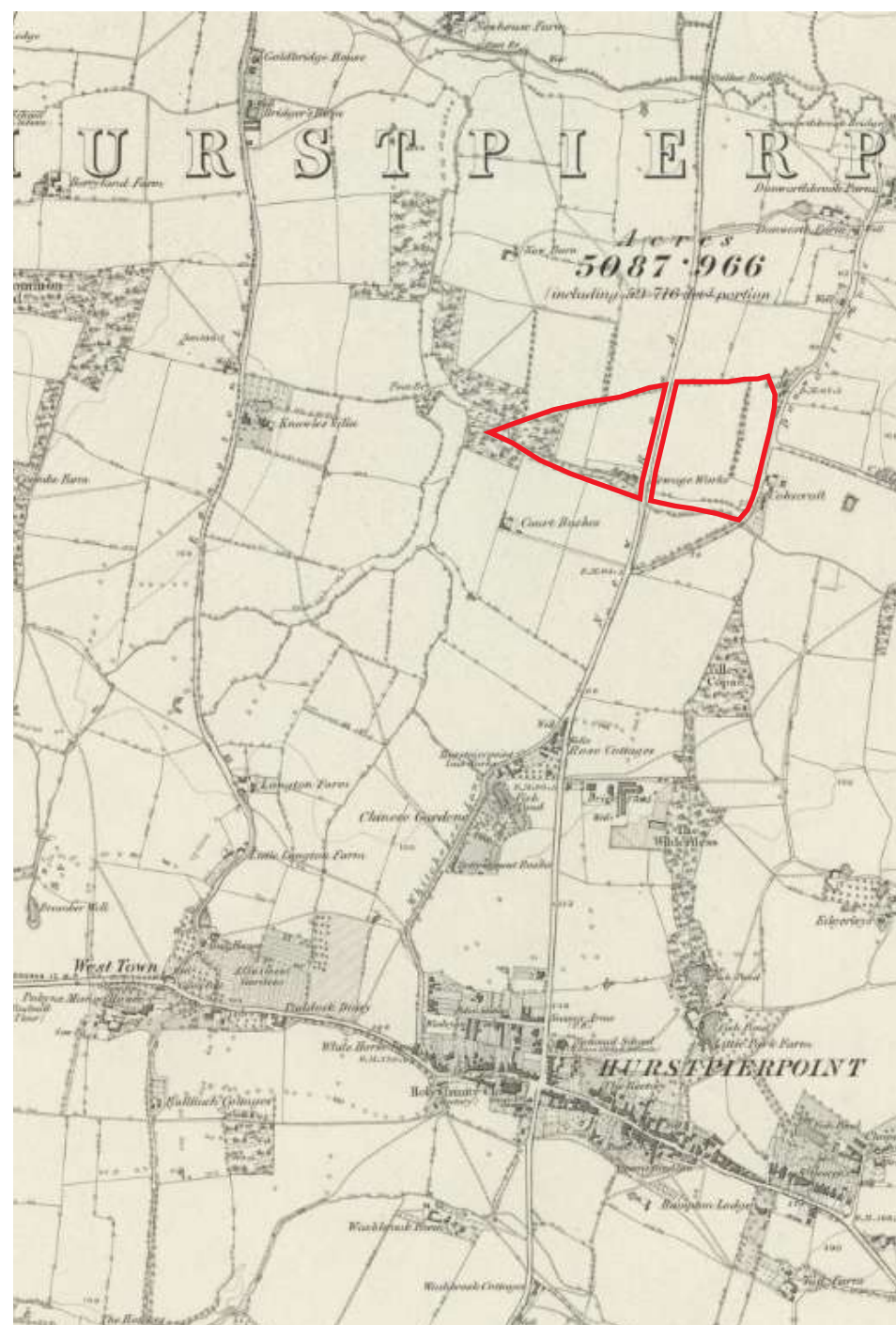
Photograph Key

2.05 History

Historically, Hurstpierpoint developed primarily along the main east-west route linking the old London Road (now the A23) with Hassocks and the wider area. As a result, many of the village's historic buildings and heritage features are concentrated along Albourne Road and Hassocks Road. Growth during the twentieth century extended the settlement further, including some development around 'West Town', though the most significant expansion occurred along Cuckfield Road and Western Road, gradually drawing the village's focus northwards.

This pattern reflects the physical and environmental constraints that limit outward growth. The A23 restricts expansion to the west, Cutler's Brook provides a strong natural boundary to the south, and the proximity of Hassocks constrains development to the east. Consequently, land along Cuckfield Road remains one of the few viable areas for accommodating growth beyond small-scale infill.

To meet district-wide housing needs, Hurstpierpoint will need to support some level of sustainable expansion. The settlement is tightly contained: the South Downs National Park borders it to the south, Hassocks lies close to the east, and Conservation Areas frame the historic core to the west, including around Langton Lane. In this context, a carefully planned extension to the north represents the most appropriate and logical direction for future development. This approach is consistent with more recent growth at Talbot Mead, immediately south of the site, and the mid-to-late twentieth-century housing off Willow Way.



Historic Map - Hurstpierpoint 1897



Hurstpierpoint (Modern)





Technical Considerations^{3.0}



3.01 Drainage

Drainage text and images provided by Paul Basham Associates

Flood Risk

The land at Cuckfield Road, Hurstpierpoint is located almost entirely within Flood Zone 1. A small portion of the site, along the southern end, is located within Flood Zone 2 and 3, however, these areas are not proposed to be developed and fall within an existing woodland.

There is small risk of long-term surface water flooding onsite; however, this is for a small area of the site, of which is either being undeveloped or is a proposed attenuation basin location.

There is small risk of long-term flooding from rivers and seas onsite; however, this is for a small area of the site, of which is being undeveloped





Drainage text and images provided by Paul Basham Associates

Groundwater monitoring was installed by Ground Condition Consultants (GCC) on November 20th. They concluded the following after installation and their first monitoring visit.

“Groundwater was encountered in WS101 at around 3.0mbgl and rose to 2.66mbgl during the drilling & installation of monitoring wells. No groundwater was encountered in WS102-WS104 during the drilling & installation of monitoring wells. Data from the 1st groundwater monitoring visit is also attached to the letter and recorded groundwater levels of between 1.62m and 4.00m bgl. Groundwater appears to be present and confined within the localised Mudstone bands, but is not considered to be present in the Clay. It is therefore likely that the water monitored in the wells is a combination of groundwater from the Mudstone bands and water that has bypassed the well seal and accumulated in the well as it cannot escape through the surrounding clay.”

This indicates that the risk of flooding from groundwater can be considered low, however monitoring will not conclude until March 2026. Until then, a final conclusion on flood risk from groundwater cannot be drawn.

Existing details

There is an existing named watercourse, Herrings Stream, that runs along the Southern boundary of the site, and an existing ditch that runs along the northern boundary of the site. Both of these flow from east-west, and discharge into the rest of the Herrings Stream watercourse.

There is an existing 600mm diameter foul gravity sewer network that runs diagonally through the north-east corner of the site.

The topography generally falls from east-west, with a highpoint/“brow” running through the centre of the site.

According to the BGS mapping, the underlying bedrock geology consists of Weald Clay Formation, Mudstone. Sedimentary bedrock formed between 133.9 and 126.3 million years ago during the Cretaceous period

Potential Surface Water Drainage Strategy

In line with the Building Regulations Part H3, surface water shall discharge to one of the following, listed in order of priority:

- An adequate infiltration system: or, where not reasonably practicable,
- A watercourse; or, where not reasonably practicable,
- A sewer.

Infiltration is not considered viable, as the site consists of a heavy clay formation – it is therefore proposed that the surface water drainage discharges into the on-site watercourses; the next preferred option in-line with Building Regulations Part H3.

Five attenuation basins have been proposed. All basins discharge at rates restricted to match the existing greenfield QBAR rate (6.05l/s/ha according to HR Wallingford’s Greenfield runoff rate estimation toolkit). Four of the basins are proposed to discharge into the northern ditch, and one is proposed to discharge into the Herrings Stream at the south. The basins will discharge into these watercourses via headwalls.

High level hydraulic modelling was completed, and all basins have been sized to fully accommodate the 1:100-year storm return period, with a 45% allowance for climate change.

To enhance treatment of surface water runoff prior to discharging into the watercourses, roadside swales could be implemented on the main spine roads.

Regarding the construction methodology for pipework within Route Protection Areas (RPA) at the edges of the development, the construction methodology will likely be traditional trenching and laying unless there is any Route Protection Zone (RPZ) requirements; if this is the case we may need to use a pipe-boring method instead.

Potential Foul Water Drainage Strategy

It is proposed to connect into the existing adopted southern water network within the site. As the topography falls from east-west, and the existing sewer is located at the eastern (higher) side of the site, it is likely the western side of the site will need to be pumped to the connection point. Within the current feasibility layout, this will equal approximately 46 units requiring a pumped connection to the proposed outfall.

Conclusion

The potential Foul and Surface Water drainage strategies indicate the proposed site is technically viable from a drainage perspective, subject to the various approvals (e.g., LLFA planning permission for the overall strategy, Southern Water S106 permission for Foul Water discharge into their sewer, and Ordinary Watercourse Consent for the discharge points into the existing watercourse system).

3.02 Arboriculture

Arboricultural text and images provided by SJA Trees

The site is bound by regularly managed hedgerows along the north, west and east boundaries with mature oaks present along the north boundary, along with an isolated specimen growing to the south along Cuckfield Road. These trees are consistent with the surrounding rural arboricultural character extending to the north. The southern section of both fields includes large swathes of young planted secondary woodland with established tree belts growing along the banks of the watercourse on the south boundary of the site.

The species composition of the site is entirely deciduous with predominantly native or semi-naturalised species, the most common species being English oak. The trees on site are comprised of a wide array of ages and sizes; the plantations in the southern sections of both fields are comprised of young, small trees, whereas the English oaks scattered along the north site boundary are mature and much larger in size.

None of the trees are covered by Tree Preservation Order, nor are they located within a conservation area. There are no ancient woodlands growing within or adjacent to the site and there are no trees recorded as ancient, veteran or notable in the ancient tree inventory. Our survey found no evidence of notable, veteran or ancient trees on the site, but there are three mature aged English oaks that could form veterans in the future.

The constraints and opportunities plan takes account of the existing arboricultural features with appropriate buffers from mature oaks, secondary woodland and hedgerows to ensure that development would not lead to future conflict between

the trees and the proposed development that would lead to loss or damage to the important arboricultural features within the site. In addition, a suitable management plan combined tree planting through a soft landscaping strategy presents the opportunity to improve the canopy cover of the site and to enhance the arboricultural character of the site.





3.03 Highways

Access - This development occupies two areas of land on either side of Cuckfield Road, toward the northern edge of Hurstpierpoint village. Existing access points onto Cuckfield Road currently serve the land, and as part of the proposals these will be repositioned and widened to create two new vehicular access points, each located to support the parcel it relates to. This will create a suitable and safe arrangement for future residents. These access points will be provided in line with Hurstpierpoint's existing road network and access points along Cuckfield Road. The vehicle access points are designed to maintain safe movement along the route. Their positioning supports ease of access for residents and visitors, helping to reinforce the development's role as an extension of the village.

Sustainability - Located just an approximate 17-minute walk or 3-minute cycle from the High Street of Hurstpierpoint, the site benefits from a range of excellent village amenities. These include independent shops like the local butcher, greengrocer, and deli as well as cafés (Café Murano, No 7 Coffee Shop), a Co-operative supermarket, and a selection of pubs and restaurants such as Morley's Bistro and The Fig Tree. The proximity of these day-to-day services means that new residents have the opportunity to walk and cycle into the village centre and reduce external trips by private car use, meeting both local and national policy.

Pedestrian and Cycle Connections - Several new and enhanced walking and cycling links will ensure the development provides suitable infrastructure to support active travel.

Along Cuckfield Road, a new footway will run along the site frontage, albeit within the site behind the existing hedgerow for much of its length, supported by a crossing point that enables residents to walk into Hurstpierpoint and access its shops, cafés, schools, and other village facilities. On the western parcel, this crossing also provides a direct point of entry for pedestrians, creating a convenient route into the village centre and nearby recreational spaces.

On the eastern parcel, a dedicated pedestrian and cycle access is being investigated, that could connect onto Chalkers Lane, from which a new footway will extend southwards to a crossing that links directly into the existing shared pedestrian and cycle path. This route connects onto the Public Right of Way network (HSC-62-1HU), offering attractive green links north towards Chalkers Lane, College Lane, and wider countryside paths, as well as south-west through the recreation ground toward Cuckfield Road and the heart of Hurstpierpoint.

Highways text and images provided by Paul Basham Associates



Cuckfield Road



3.04 Ecology

Ecology text and images provided by Urban Edge Environmental Consulting Ltd

A preliminary Ecological Appraisal of the site was undertaken in May 2024. The north of the site is agricultural, comprising species poor grassland and arable fields, with boundary hedgerows, some of which include mature trees and associated ditches. The south of the site is dominated by broadleaved woodland, much of it plantation of relatively recent origin, but also including some more mature stands. Species poor grassland rides separate the woodland blocks and there are also areas of tall forb vegetation and mixed scrub. A small watercourse runs east to west along the southern boundary. The hedgerows are Priority Habitat and the more mature areas of woodland also approach Priority Habitat status.

Surveys for reptiles, breeding birds, otter and water vole, and bat activity were undertaken in 2025. No reptiles or signs of water vole or otter were recorded. Breeding bird activity was largely located in the woodland and associated habitats in the south of the site, as well as the hedgerows.

Development would be located in the less important and sensitive agricultural habitats in the north of the site, with the woodland and watercourse and associated habitats in the south retained. With the exception of access on Cuckfield Road and Chalkers Lane hedgerows would also be conserved.

Development offers opportunities for habitat creation, including wildflower grassland, native mixed scrub and trees and planting up of existing gaps in hedgerows, as well as for enhancement of the retained woodland, including diversifying structure and species composition.



Hedgerow with Trees



Arable Land



Young Native Broadleaved Plantation



More Mature Woodland



Stream South of Site



Watercourse North of Site



3.05 Landscape

The Site - The site comprises two areas of pasture immediately to the north of the established settlement of Hurstpierpoint, spanning either side of Cuckfield Road.

The site can be broken down into two parcels: east and west. The eastern parcel is broadly square and located between Cuckfield Road and Chalkers Lane / Danworth Lane, while the western parcel has a more triangular form and extends west from Cuckfield Road.

The northern boundaries of the parcels are defined by mature hedgerows, with the hedgerow associated with the western parcel having a denser character, while several scattered mature trees are present within the hedgerow of the eastern parcel.

The eastern boundary of the site is defined by Chalkers Lane and Danworth Lane which extend from the north eastern part of Hurstpierpoint. An established hedgerow defines the field boundary and creates a degree of separation between the streetscene and the site. Several properties lie to the east of the site comprising a mix of established cottages and 20th century semi-detached dwellings.

The site tapers to the west, with the northern field boundary dropping to the south west to meet the watercourse.

The southern part of both parcels is characterised by maturing plantations. These comprise a mix of native tree species, many of which are in reasonable health. However, there are clear opportunities here for some thinning which will enhance the retained tree stock.

Wider Context - The site lies immediately to the north of the established settlement edge of Hurstpierpoint which is made up of a mid-20th century housing estate, that follows Willow Way, and a more recent smaller residential development on Talbot Mead. The wider settlement extends to the south, with the more historic core of the village located in an elevated position on a localised ridgeline between Cutlers Brook, to the north, and the localised watercourse adjacent to the southern boundary of the site. Views of the properties on Talbot Mead are possible on approaches from the north, with the spire of The Church of the Holy Trinity also evident, highlighting the approaching settlement.

To the west, the site is separated from the wider rural setting and Sayers Common by the woodland associated with Bridger's Plantation. The A23 lies approximately 900m to the west of the site and forms a detracting feature within the wider landscape setting both visually and audibly. An area of pasture lies to the north of the western parcel, which has been subdivided by a post and wire fence that runs between Bridger's Plantation and Cuckfield Road. A large arable field extends to the north of the eastern parcel. The land gently rises to the north towards a localised ridgeline, that runs broadly east – west from Danworth Farm. This ridgeline creates a degree of enclosure to the site and its immediate setting, containing views from the north. An area of mature woodland around Pickhams Cottage and Old Mill House reinforces this visual containment.

While the site itself is not publicly accessible, Footpath 31Hu runs parallel to the northern boundary, extending west from Danworth Lane towards Langton Lane. Footpath 82Hu also

Landscape text and images provided by Align Landscape Planning

extends to the north of the site, towards the sewage works and Newhouse Farm beyond. The public rights of way within the setting of the site tend to follow field boundaries, running between the north – south aligned network of roads and typically adopt a geometric pattern either running east – west or north – south.

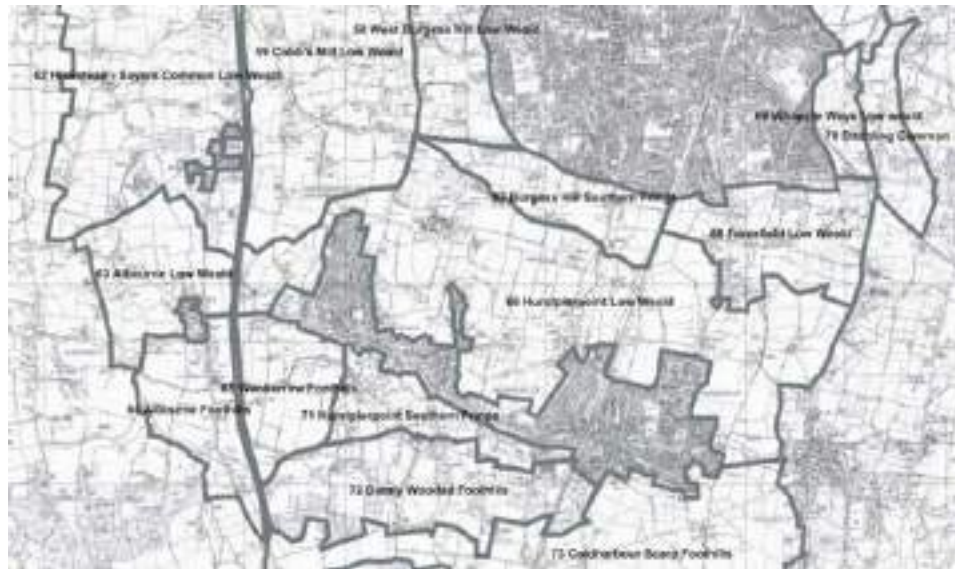
Hurstpierpoint College lies approximately 300m to the east of the site, beyond Chalkers Lane. The college comprises a collection of buildings with a prominent chapel and more recent accommodation blocks. Grass and all-weather sports pitches form the setting for the college with a dense tree belt defining the western boundary of the school that physically and visually separates the site from this feature.

Landscape Related Policy - The site and its immediate setting are not subject to any qualitative landscape designations.

The northern boundary of the South Downs National Park lies approximately 1.3km to the south of the site, on the other side of the settlement, abutting the southern edge of Hurstpierpoint and Hurst Wickham. The prominent escarpment lies approximately 5km to the south of the site. While the site is separated from this designated landscape, given the national status of the National Park, due regard will be given to the potential effects of development upon its setting.

Landscape Character - At a regional level, Natural England have prepared the Character Map of England which provides a broad assessment of landscape character at a regional level. The site lies within the "Low Weald" national character area (NCA 121).

At a more local level, Mid Sussex District Council undertook a Landscape Capacity Study in 2007 which builds on the findings of the 2005 “Landscape Character Assessment for Mid Sussex”. This study breaks the District down into broadly homogenous character areas, with the site being located within the “Hurstpierpoint Low Weald” landscape character area (LCA). This area lies predominantly to the east of Hurstpierpoint, north of Hurst Wickham and Hassocks. A thin finger of the LCA, in which the site is set, wraps around the northern and western edge of Hurstpierpoint, with the northern boundary of the site forming the edge of the LCA in this area, before extending west towards the A23.



The Capacity Study identifies a series of key characteristics associated with the LCA and these include:

- “Mainly small-medium size fields interspersed with larger fields.
- Includes large areas of recreation including golf course and Hurstpierpoint College playing fields.

- Varying period and blocks or varying boundary loss.
- Open views of South Downs, only minor views of settlements to the south set below South Downs.
- Low amount of woodland.
- Generally set in low land running E-W between minor finger of high ground to the north and beginning of South Downs foothills to the south.”

The Visual Environment - As part of the initial desk study a Zone of Theoretical Visibility (ZTV) analysis was undertaken to understand the potential visibility of the proposals within the wider landscape setting. This analysis is based on bare earth data, i.e. does not take into account above-ground features such as buildings, boundary enclosures or vegetation and, as such, represents a worst case scenario. However, it forms a useful tool to introduce the wider visual environment of the Site and informed the site visit.

The ZTV illustrates the undulating nature of the landscape in which the Site is set, with visibility towards the Site restricted by the localised ridgelines to the north and south which run parallel to the South Downs escarpment. Views are theoretically possible from the landscape to the north east, however, the public right of way network is sparse in this area, reducing opportunities for views back towards the Site. Furthermore, the well vegetated setting of Herrings Stream, to the north, further reduces intervisibility.

Landscape text and images provided by Align Landscape Planning



During the site visit, a number of key views were identified from publicly accessible locations which illustrate the Site in its localised and wider landscape context. The viewpoints seek to reflect the views of the Site by more sensitive receptors, such as walkers on the local Public Right of Way network, however, the viewpoints are considered representative and not exhaustive.

The visual assessment illustrates the immediate context of the Site characterised by the scattered properties along Chalkers Lane and Danworth Lane, as well as the contemporary residential development that defines the northern extent of the settlement. The spire of the Holy Trinity Church forms a focal point within the localised views, with the South Downs

escarpment forming a prominent backdrop. The views from the elevated landscapes to the south of the Site illustrate the well-vegetated setting of the Site and the separation between Hurstpierpoint and Burgess Hill. Within this broad views, the Site is not prominent but where perceived is seen within the context of the wider settlement of Hurstpierpoint.

Design Considerations - To ensure that the proposed development responds positively to its landscape setting and can be integrated without any notable adverse landscape or visual effects, the proposals have adopted an iterative approach, informed by the various technical assessments to ensure a coordinated, landscape-led approach to the emerging layout.

The emerging proposals seek to locate development sensitively within the site, setting the proposed built form back from the northern and eastern boundaries, providing opportunities to create a network of publicly accessible, landscaped green spaces around the site that would also ensure that a robust and defensible buffer between the development and the wider landscape to the north and east is achieved. The proposals would adopt a positive, outward-facing layout which ensures passive surveillance of the public open spaces and avoids the perception of the settlement turning its back on the wider setting. The landscaped buffers and positive layout would ensure that a sympathetic approach to Hurstpierpoint from the north, and an appropriate transition between the townscape and wider landscape setting is achieved.

To respect the local context and minimise visual impact, building heights will be limited to two storeys, with 1.5 storey

dropped eaves development located in more sensitive areas such as along the northern boundary. This will ensure that the development blends with the surrounding landscape, reducing any potential intrusion into the views from the north.

The localised townscape setting is characterised by a variety of materials, although red brick and pale render is common in both the more historic and newer parts of the built-up area. The proposals would adopt a simple palette of materials which draw on the existing settlement and complement the local vernacular.

The site benefits from being largely open, with the key landscape features being the boundary hedgerows and the plantations within the southern part of the site. This planting would be retained and reinforced as part of a comprehensive scheme of landscaping. It is acknowledged that there will be some removal to enable access into the site from the adjoining roads, however, such removals would be minimised to ensure a green, landscaped approach to Hurstpierpoint is maintained. Where hedges are removed for visibility splays, replacement hedgerows would be incorporated behind the sight lines to ensure that the perceived field pattern is conserved.

Elsewhere within the site, new planting would be established to conserve and enhance the well-vegetated character of the sites setting. New planting would incorporate an appropriate palette of species to ensure that it complements the local character of the area as well as contributing positively to local biodiversity. The proposed landscaping would include large canopy tree species, species-rich native understorey, neutral

grassland and wetland habitats.

The existing plantations represent a significant opportunity for the site as they create an immediate landscaped setting for the proposals and can form the foundation of a new linear park / green corridor, which follows the existing watercourse and forms a useable space between Chalkers Lane and the community centre and recreation ground off Willow Way, enhancing connectivity. Some selective thinning would benefit the treestock and open up the canopy to create a pleasant environment through which to walk or play. The ability to provide high quality open space, which is established from Day One, which is also naturalised for the benefit of local biodiversity, is a significant benefit.



See Appendix section for ZTV and Photo Record of key views



3.06 Sustainability

Energy Efficiency and Fabric-First Approach

New homes will be designed to achieve high thermal performance standards, with a focus on reducing heat loss and operational energy demand. Measures may include enhanced insulation, reduced thermal bridging, high-performance glazing, and air-tightness exceeding current regulations, all aimed at minimising reliance on mechanical heating.

Low-Carbon Heating and Building Services

The development will explore the use of low-carbon heating solutions, such as air-source heat pumps for individual dwellings, supported by efficient hot-water systems and mechanical ventilation with heat recovery where appropriate. These measures will aim to reduce carbon emissions and reliance on fossil fuels, subject to feasibility and specific requirements.

On-Site Renewable Energy Generation

Where appropriate, roof-mounted photovoltaic panels may be considered on suitable plots to reduce grid demand, lower energy costs, and support net-zero carbon goals, with due regard to landscape considerations.

Water Efficiency

Dwellings will aim to meet or exceed water efficiency standards, targeting 110 litres per person per day, with low-flow fittings, dual-flush WCs, and efficient appliances, alongside rainwater harvesting where appropriate.

Sustainable Drainage and Flood Management

Surface water will be managed using SuDS, including permeable paving, swales, and attenuation basins, positioned within landscape corridors to reduce runoff and provide ecological value.

Biodiversity and Landscape Integration

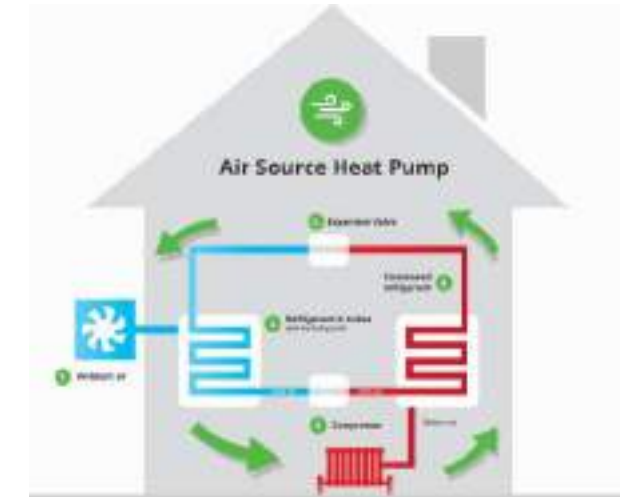
The project will seek to achieve on-site Biodiversity Net Gain through the use of native planting, creation of new habitats, and enhancement of green corridors that support local wildlife. If necessary, any residual shortfall in biodiversity net gain will be addressed through approved off-site measures in accordance with national guidance.

Transport and Active Travel

The development will encourage sustainable transport options by providing walking and cycling routes, secure cycle storage, and convenient access to local services. Electric vehicle charging points will be made available to homes, supporting the use of low-emission transport options.

Climate Resilience

Homes and public spaces will be designed with resilience to future climate conditions in mind. Proposed measures may include passive and active overheating mitigation, strategic shading, and landscape designs that contribute to urban cooling and long-term environmental stability, depending on specific requirements and climate projections.



Air Source heat pumps



Cycling



Electric-Vehicle Charging



3.07 Opportunities & Constraints

Initial technical assessments have identified a number of key constraints that shape the development potential of the site. In the north-east corner, the presence of an adopted foul trunk sewer and rising main, together with their associated easement, restricts where buildings and deeper excavations can be located and will require careful coordination of service routes. Along the southern boundary, the riparian corridor must remain free from development to protect water quality, support habitat, and provide space for SuDS features; when combined with root protection zones for mature hedgerow oaks, this establishes a clear limit to the developable area. The underlying Weald Clay further constrains infiltration, necessitating a surface-water strategy based on attenuation rather than soakaway systems.

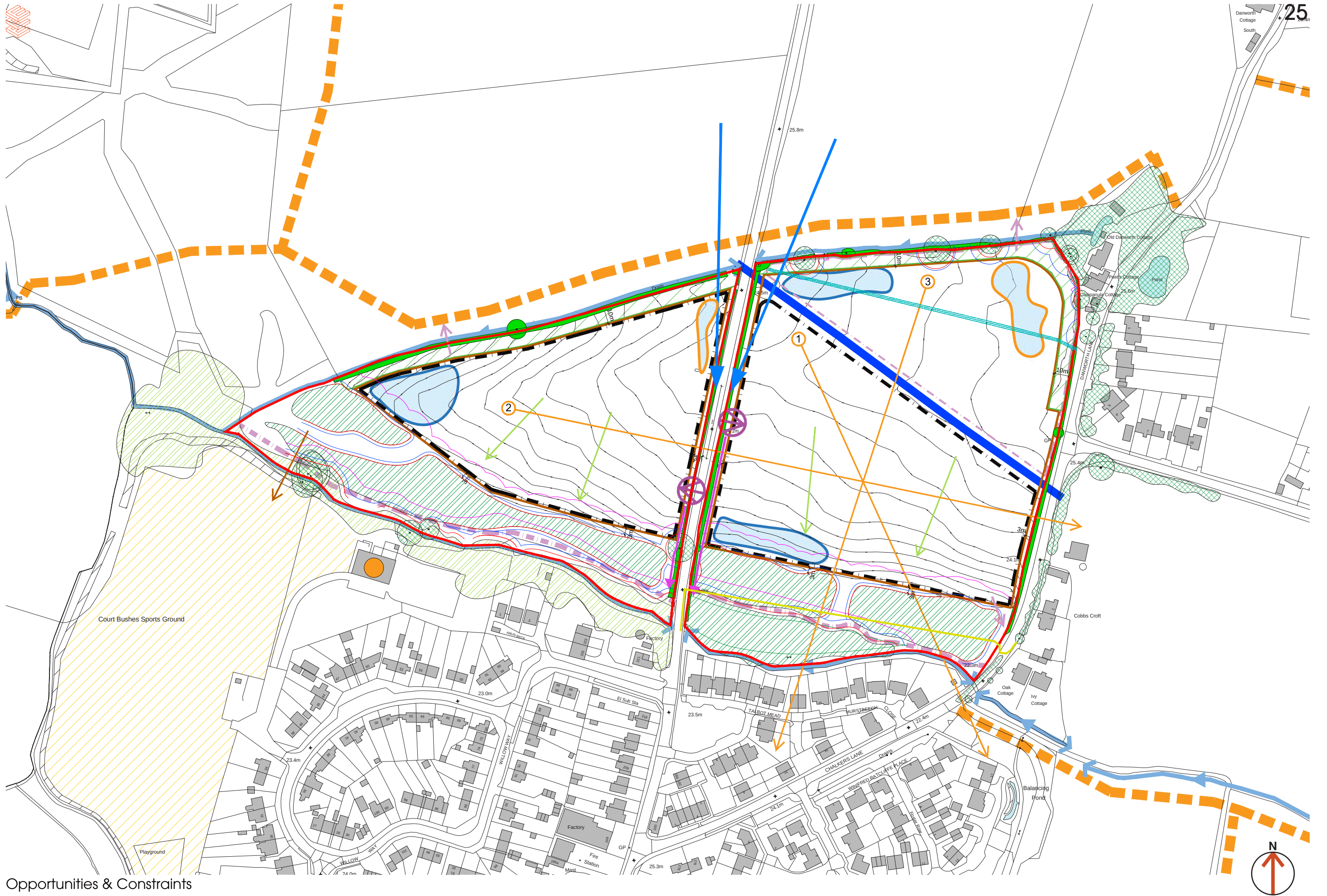
Potential habitat for protected species will require phased ecological surveys, which may influence the programme for construction and site preparation.

The established hedgerow network provides a strong structural framework that can be enhanced to secure biodiversity gains, while the site's proximity to village services and public transport supports active and sustainable travel choices. Retaining and strengthening the existing landscape structure will also help create a well-defined and visually appropriate northern edge to Hurstpierpoint.

Taken together, these considerations inform a development approach that is rooted in green infrastructure, distributed SuDS, coordinated utility design, and phased ecological and archaeological mitigation.

Key	
	Site Boundary
	Proposed Access Points. (TBC by Highways)
	Existing Built Form
	PRoW
	Existing Trees
	Unnamed Stream
	Overhead cable
	Existing Sewer Line
	Medium Pressure Gas Main (6-inch Steel Pipe)
	Slope
	Recommended Landscape Buffer 10m
	Broadleaved Plantation
	Tall Ruderal
	Recreation Ground
	Opportunity to Establish New Riverside Walk
	Community Centre
	Potential to Drain by Gravity into Trunk Sewer

	Potential need to utilise Pump Station & Rising Main Network
	Views Across South Downs National Park
	View Across Hurstpierpoint College Tower
	View Across Holy Trinity Church
	Potential Pedestrian Routes to Existing Infrastructure
	Opportunity to Provide Enhanced Sense of Arrival
	New Footpath Provision Along Cuckfield Road
	Basins on Low Levels of Site. (TBC by Drainage Engineer)
	Basins on High Levels of Site. (TBC by Drainage Engineer)
	Developable Area
	Contours at 250mm Interval
	Localised Ridgeline (Longer Distance Views)
	Existing Hedge Row
	New Link to Court Bushes Sports Ground
	Tree RPA
	No Dig RPA
	45° Tree Shadow Line



Opportunities & Constraints



4.0 Layout

4.01 Green Infrastructure Design Principles

The site layout will be led by the landscape, starting with the retention of the site's key natural assets, hedgerows, mature oaks and the southern woodland, which help shape the structure of streets, open spaces and overall neighbourhood character. A connected network of green spaces includes linear landscape routes, central greens and smaller pocket parks within residential areas. Together, these spaces provide amenity, wildlife habitat and SuDS features, making surface-water management an integrated part of the landscape.

A substantial planted buffer along the northern and north-eastern edges forms a strong vegetated margin, screening the development from public rights of way and creating a clear green interface with existing homes. This also softens development when approaching from the north, maintaining a green entrance to Hurstpierpoint.

The new landscape framework supports habitat creation, offers privacy and establishes a gradual transition to the countryside. Street trees and planted verges link spaces throughout the site, contributing to traffic calming, microclimate benefits and a cohesive landscape character.

Collectively, the green infrastructure promotes recreation, enhances biodiversity and assists with flood attenuation, ensuring the neighbourhood becomes a sensitive and well-integrated extension to Hurstpierpoint.



Green Infrastructure Design Principles

- Key
- Retain Woodland Buffer
 - Central Green Open Space, with Links to Outer Green Areas
 - Open Space Areas inside site boundary
 - Recommended Landscape Buffer
 - Retain & Enhance Landscape Edge

4.02 Landscape & Visual Design Principles

the development fits comfortably within its wider landscape setting.

Cuckfield Road will form the principal approach to the neighbourhood. A clear and welcoming arrival sequence will be established through coordinated alignment, tree planting and considered public-realm treatments, giving the route legibility and a strong sense of place for residents and visitors. Development edges along Cuckfield Road will splay toward the northern part of the site before aligning more closely with the road to the south, while still retaining a green corridor that separates new homes from the existing hedgerow.

Where outward views allow, the masterplan will preserve and frame key sightlines towards local landmarks, including the College tower and Holy Trinity Church, helping to visually connect the new neighbourhood with the wider village. In the more tapered parts of the site, particularly the north-east and western corners, increased landscape separation, wider planting and generous set-backs will create softer, low-intensity edges. These transitions will help reduce visual impact on neighbouring properties and maintain a gentle progression from built form to open countryside.



Landscape & Visual Design Principles

Key

↔ Residential Separation

■ Landscape Buffer acts as Screening from Long Distance views to the north

→ Opportunity to Provide Enhanced Sense of Arrival

→ Opportunity to Avail of Long Distance Views to Hurstpierpoint College Tower

→ Opportunity to Avail of Long Distance Views to Holy Trinity Church

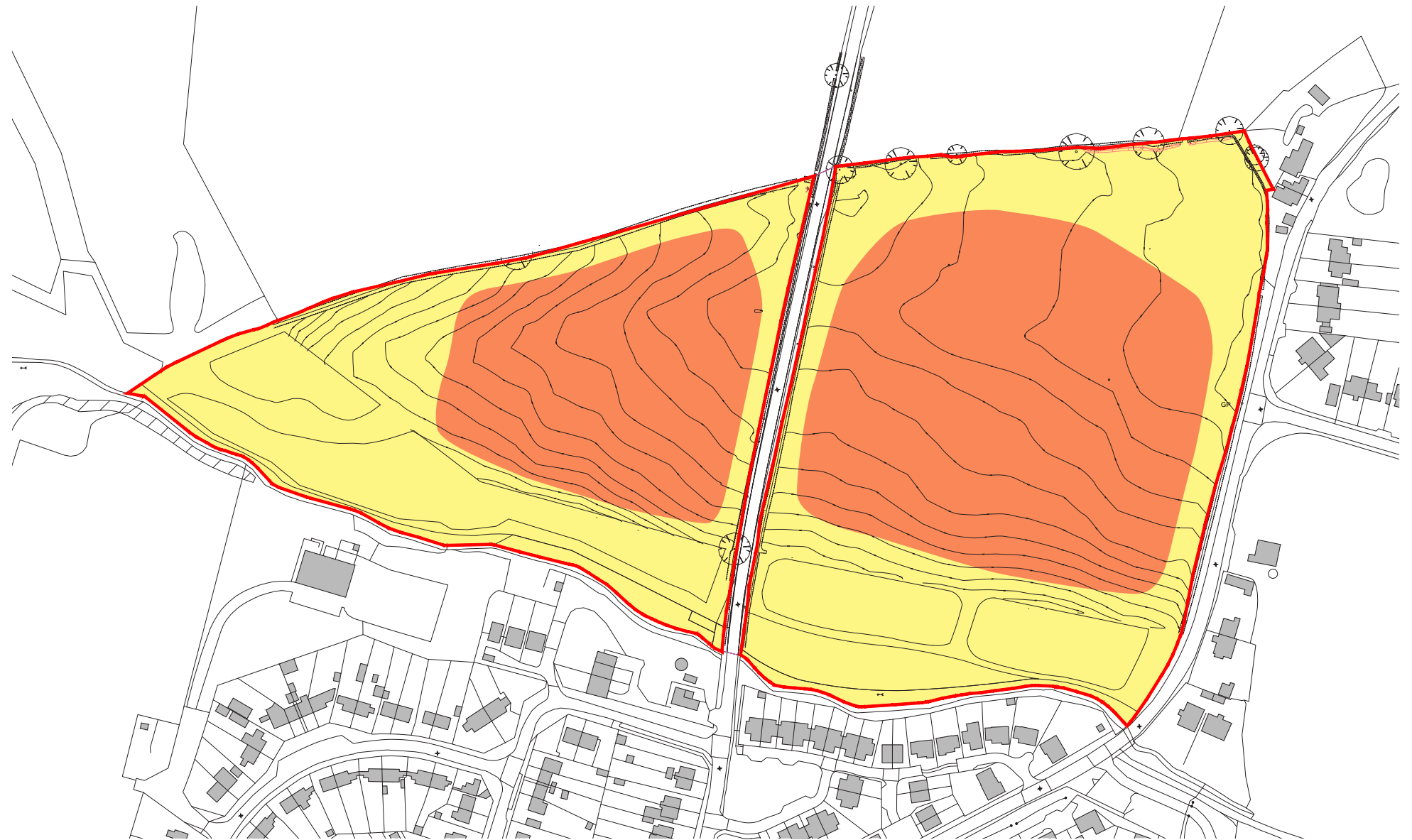
4.03 Land Use Principles

The extent and disposition of development will be guided by the site's landscape and visual sensitivities, ensuring building plots respond to key features rather than overwhelm them.

Development parcels will be shaped and arranged to respect important views, tree root protection areas and utility easements, allowing the layout to emerge naturally from the site's landscape structure.

Generous green corridors and appropriate set-backs will provide sufficient separation between built areas and sensitive edges.

Retained and newly created open spaces will offer opportunities for meaningful landscape interventions, including habitat planting, SuDS features and recreational areas. Together, these measures will ensure the overall composition remains balanced, environmentally robust and visually appropriate within its countryside setting.



Land Use Principles

Key



Potential Residential Developable Area



Green Amenity, Woodland & Enhanced Landscape

4.04 Scale Principles

The scheme will adopt a restrained and context-sensitive scale. Along the northern and road-facing edges of both parcels, 1.5-storey homes with rooms in the roof are proposed to ensure that street frontages and approach views present a familiar domestic form and establish a clearly defined settlement edge.

Within the interior of the site, two-storey houses are introduced to create traditionally scaled homes, form neighbourly clusters, and provide a subtle increase in height without overwhelming the surrounding landscape.

This combination of 1.5-storey perimeter buildings and predominantly two-storey neighbourhood clusters will generate a varied yet cohesive roofscape, maintaining a modest overall scale and preserving both local and long-distance views.



Land Use Principles

Key

- 2 Story Dwellings
- 1.5 Story Dwellings (rooms in roof)

4.05 Access & Movement Principles

Primary vehicle access will be taken from Cuckfield Road for each parcel, with entrances positioned to ensure safe visibility and minimise disruption to existing traffic flows along Cuckfield Road.

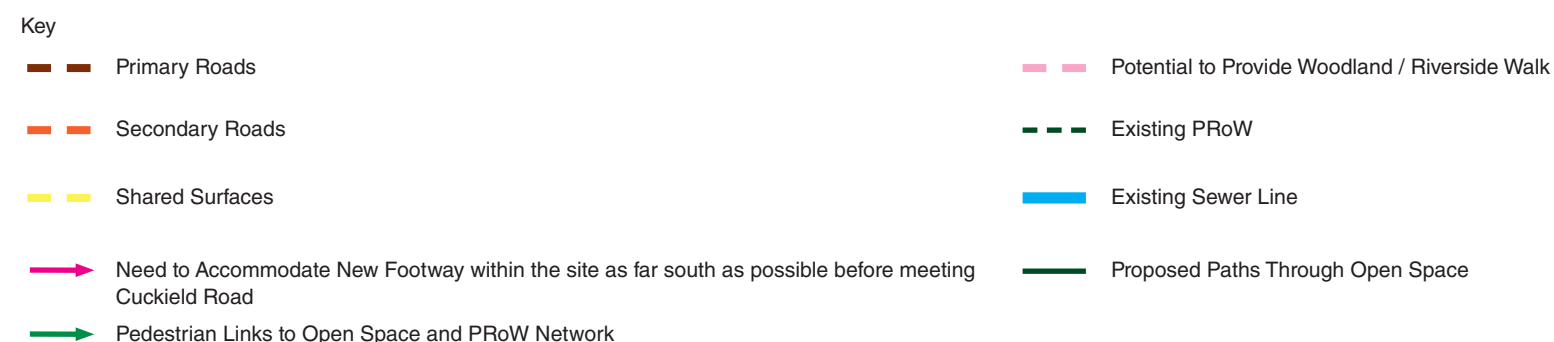
Along the southern boundary, there is potential for continuous woodland walk to connect Chalkers Lane with Court Bushes Recreation Ground, providing a direct, traffic-free route for pedestrians and cyclists.

The internal movement network will be organised around an east-west primary street, complemented by quieter secondary routes and shared-surface spaces serving individual neighbourhood clusters. The primary roads will incorporate a tree-lined verge on one side and landscaped swales on the other, creating an attractive, legible street environment while contributing to surface-water management and biodiversity. Roads along the perimeter of the site will be delivered as shared surfaces, encouraging a pedestrian-focused environment and supporting safe, low-speed movement for all users.

Streets and footpaths will be planned to maximise permeability, allowing residents to walk and cycle easily to local facilities and the wider public rights-of-way network. The alignment of roads and paths will also take account of the adopted foul sewer in the north-east corner, avoiding its easement and minimising engineering within constrained areas.



Access & Movement Principles



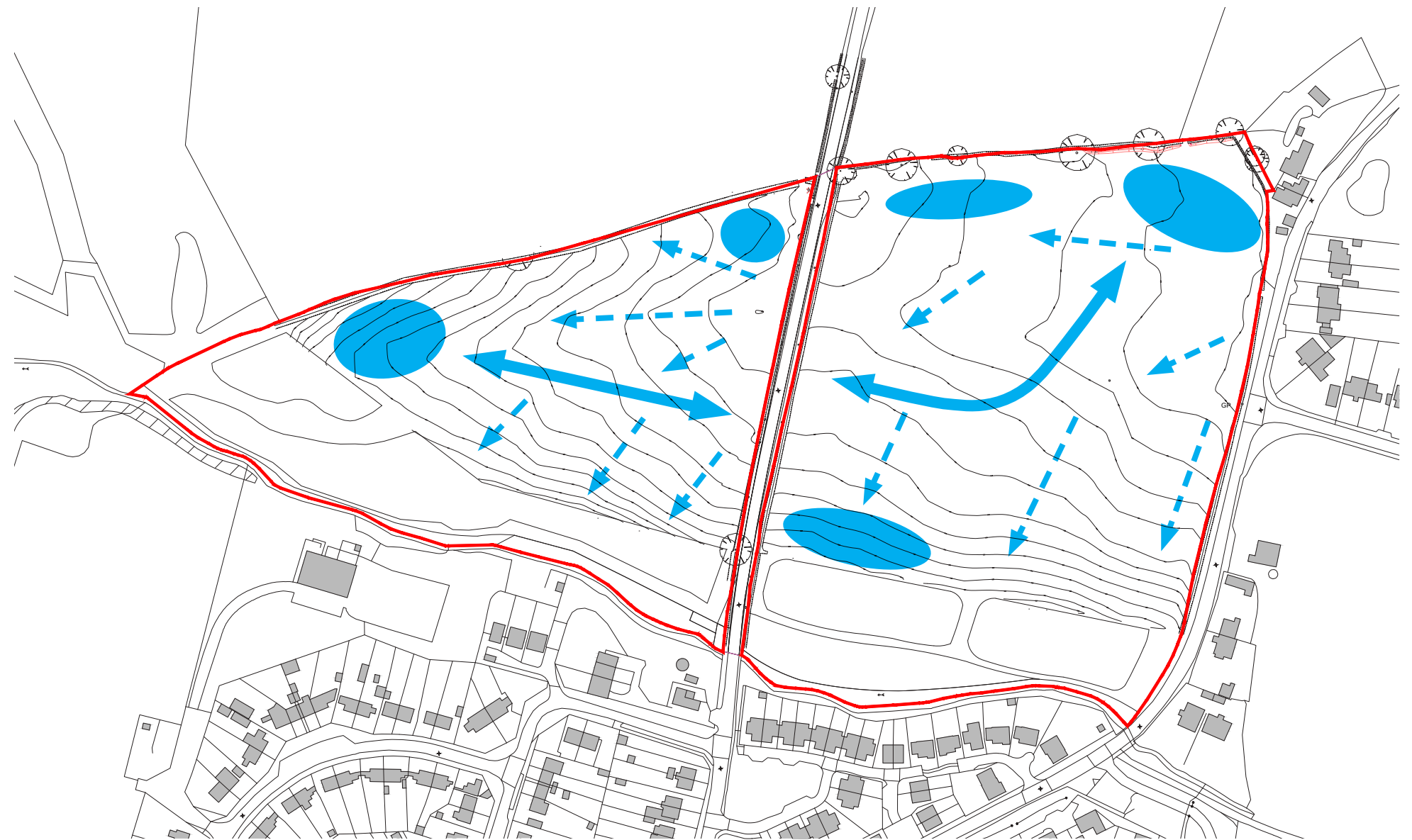
4.06 Drainage Principles

The drainage strategy responds to the site's Weald Clay geology, existing watercourses and the need for sustainable, landscape-integrated solutions. As infiltration is unlikely to be feasible, surface water will be managed through a coordinated network of SuDS features that capture, convey and attenuate runoff within the green infrastructure framework.

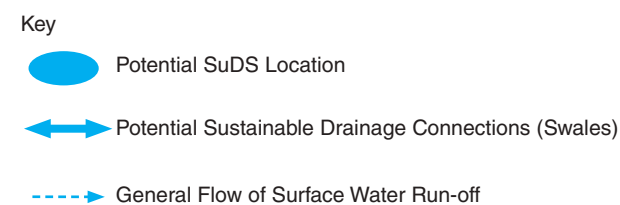
Attenuation basins will be located at natural low points across the site, sized to accommodate extreme rainfall events and climate-change allowances. Designed with wetland planting and gentle slopes, these features will provide water-quality benefits while contributing to local amenity and biodiversity. Swales along primary streets will support conveyance and treatment, reducing dependency on underground drainage.

Runoff will discharge at controlled rates to the northern ditch and the Southern Stream, with buffers maintained around the riparian corridor to protect habitat, water quality and future maintenance access. Foul drainage will connect to the existing Southern Water network, with the trunk sewer in the north-east corner influencing street and service alignments.

This approach delivers a resilient, maintainable and environmentally sensitive drainage system fully integrated with the site's landscape and layout.



Drainage Principles



4.07 Place-Making Principles

The placemaking approach aims to create a distinctive, well-integrated neighbourhood that reflects the character of Hurstpierpoint while establishing its own identity. Existing landscape features—including mature trees, hedgerows and the southern woodland corridor—will structure streets and open spaces, giving the development an immediate sense of place. Homes will front onto these spaces to provide active frontages, natural surveillance and a strong relationship between buildings and landscape.

A clear hierarchy of routes and spaces will be established. The primary street will form a legible spine with tree-lined verges and swales, while quieter shared-surface lanes on the edges of the site will create a pedestrian-focused, village-like environment and a gentle transition to the countryside. Pocket parks, village greens and the linear woodland walk will offer places for play, informal recreation and social interaction.

Views towards local landmarks, including the College tower, the Southdowns and Holy Trinity Church will be preserved to reinforce a sense of connection with the wider village. Materials and architectural detailing will draw from the local palette to ensure a coherent, familiar character. Together, these principles will deliver a walkable, landscape-led neighbourhood that feels rooted in its setting and contributes positively to the identity of Hurstpierpoint.

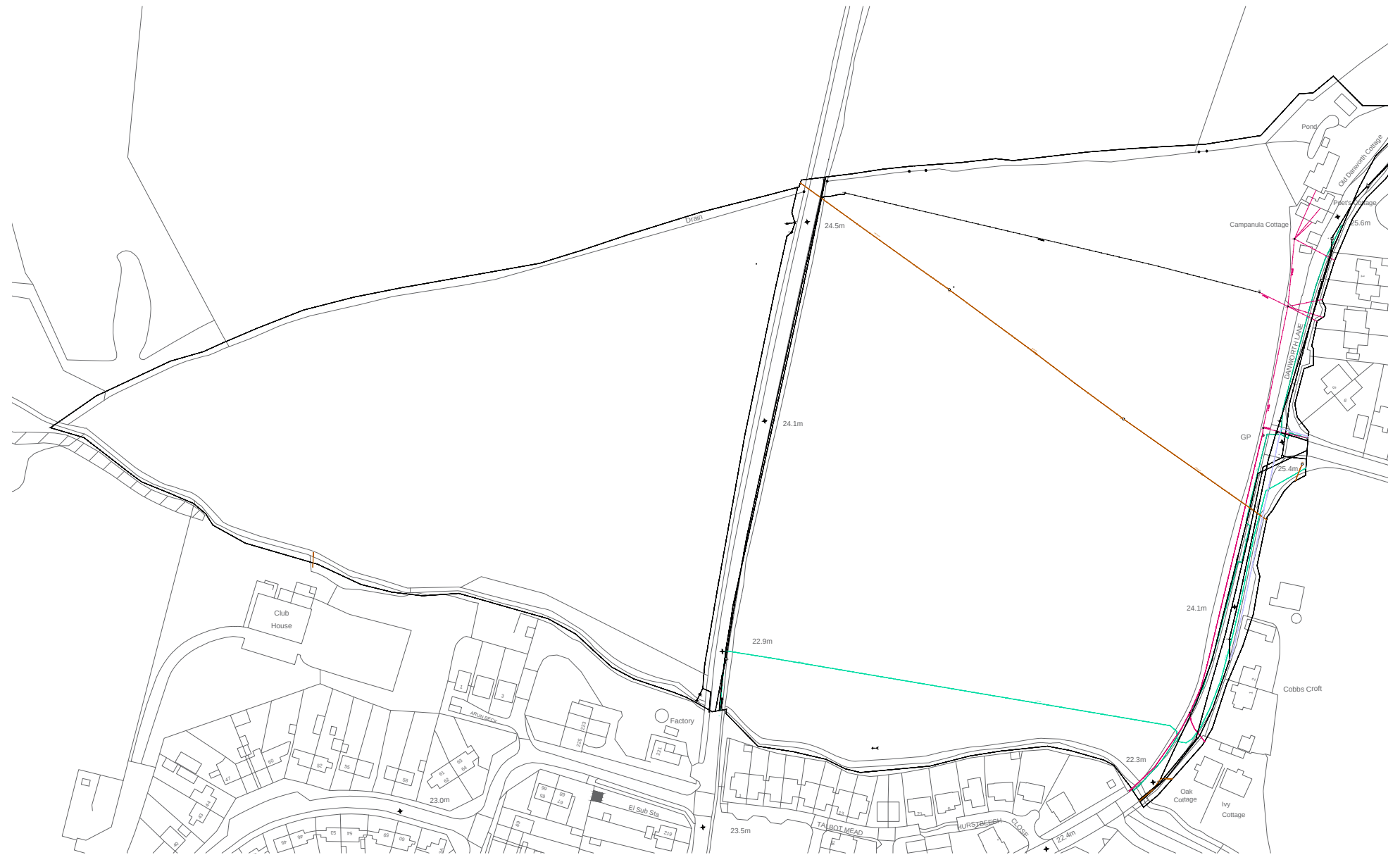
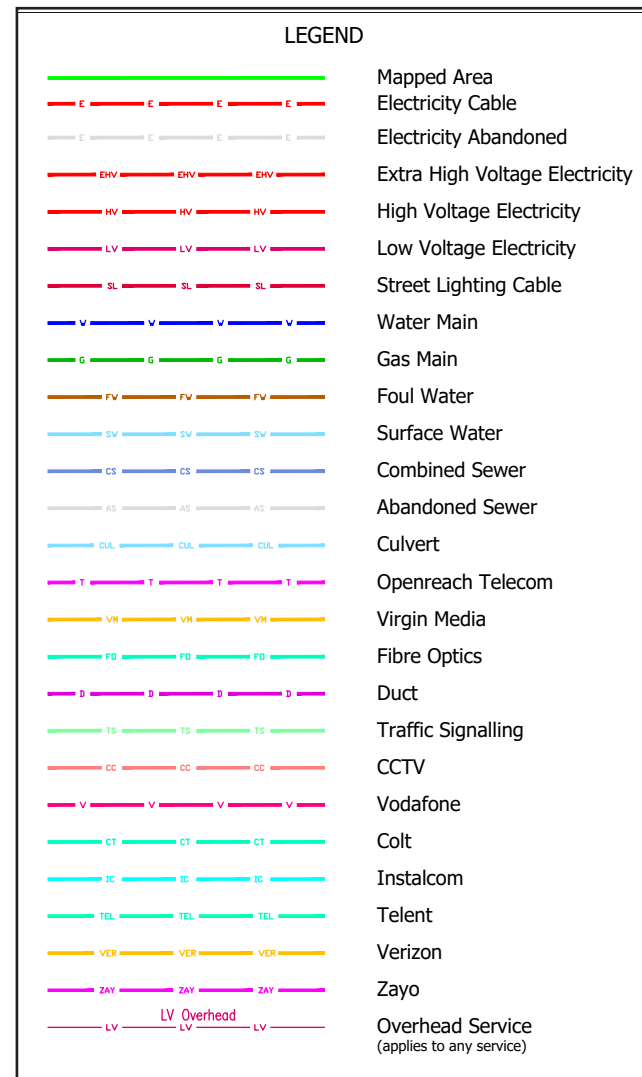


Place-Making Principles

Key

- Rural Edge Frontage
- Cuckfield Road Frontage
- Woodland Edge Frontage
- Internal Space & Primary Street Frontage
- ★ Key site access

4.08 Utility Plan



A number of existing utilities pass through or adjoin the site, each contributing to the baseline constraints that need to be acknowledged in the development context.

In the north-east corner, an adopted foul trunk sewer and rising main run diagonally across the parcel, accompanied by a statutory easement that restricts deep excavation, building placement and the routing of new services in this localised area.

A medium-pressure gas main also crosses the site, but as it lies within the southern wooded section and does not influence the disposition of development or the layout of homes.

In the western parcel, an overhead electricity cable is carried on a series of existing poles, with an associated wayleave that will be respected through appropriate separation and landscape treatment. However this may be redirected and buried.

All other utility infrastructure such as potable water, low-voltage electricity, telecommunications and drainage connections are contained within the surrounding highway network and will connect into the site from adjoining roads, ensuring straightforward servicing without additional off-site works.

Utility drawing can be made available if required.



4.09 Proposed Site Layout

Illustrative Masterplan Description

The illustrative masterplan sets development back from the northern hedgerow to create a generous landscape buffer that forms a clear and attractive transition to the countryside. Homes are arranged in a series of small neighbourhood clusters, linked by a loose grid of streets that frame courts, squares and greens. Buildings front onto these spaces to provide active frontages, natural surveillance and a coherent village character.

Across both parcels, the southern edge is formed by a shared-surface access route that incorporates SuDS basins, meadow planting, wetland pockets and a continuous pedestrian and cycle path. Attenuation volumes identified in earlier technical studies are distributed along this corridor so that no single engineered feature becomes visually dominant; instead, a sequence of naturalised basins contributes to a parkland character. The north-east corner is retained as a safeguarded service corridor in line with statutory easement requirements, with soft landscaping used to maintain visual continuity while ensuring necessary access is preserved.

Parking for family housing is predominantly on-plot, with secure cycle storage integrated into the design. Visitor spaces are distributed throughout the site to align with the parking strategy. A balanced mix of house types and maisonettes is arranged to reflect local housing needs, add variety to the streetscape and reinforce strong relationships with adjoining green spaces.

Phasing and Delivery

Phasing will support efficient construction and the early establishment of key landscape and drainage elements. Initial works will include detailed surveys, enabling operations, and the creation of the principal access points and primary utility connections. Early phases will prioritise the delivery of the southern linear park and SuDS features, allowing planting and wetland habitats to establish while providing attenuation capacity during construction. Later stages will bring forward the residential clusters, completing internal streets, parking courts and associated public realm.

A Construction Environmental Management Plan will ensure retained trees and hedgerows are protected, manage sediment and pollutant control near the stream, and set out measures for responsible waste handling and materials reuse. Early engagement with Southern Water, the Lead Local Flood Authority and the local highway authority is recommended to coordinate adoption requirements, secure technical approvals and support effective programming.

Accommodation Schedule

- 10x1B2P (min 50m²) - (7.7%) - Maisonettes
- 31x2B4P (min 79m²) - (23.8%) - House
- 55x3B5P (min 93m²) - (42.3%) - House
- 34x4B6P (min 106m²) - (26.2%) - House
- Total - 130 Units

Site Area

- Site - 9.69 HA
- Developable Area - 6.58HA
- Density - 19.76 dph

Car Parking

- 1 Bed Units - 1 Space
- 2 Bed Units - 2 Space
- 3 Bed Units - 2 Space
- 4 Bed Units - 3 Space
- VP - 26 Spaces TB

- Key
- ① New Access
 - ② P.O.S
 - ③ Attenuation basin
 - ④ Overhead Cable
 - ⑤ Landscape Buffer TBH
 - ⑥ Existing links to PRow
 - ⑦ Opportunity for a Woodland Walk
 - ⑧ Potential Link to Community Centre
 - ⑨ Existing Sewer Line
 - ⑩ Proposed Links to PRow
 - ⑪ Existing PWow



4.10 Illustrative Views

Sketch 1 - woodland edge



Sketch 2 - Cuckfield Road looking north



Sketch 3 - Village Green



Sketch 4 - Aerial Site Plan





4.11 Summary

The emerging proposals for land at Cuckfield Road present a well-considered and environmentally responsible extension to the northern edge of Hurstpierpoint. The vision sets out a landscape-led neighbourhood that respects the site’s natural features, enhances local green infrastructure, and delivers much-needed homes in a sustainable and connected location. The layout responds positively to key constraints such as the riparian corridor, mature hedgerows, and the foul sewer easement, while also providing opportunities to strengthen ecological networks, create new accessible open spaces, and support active travel.

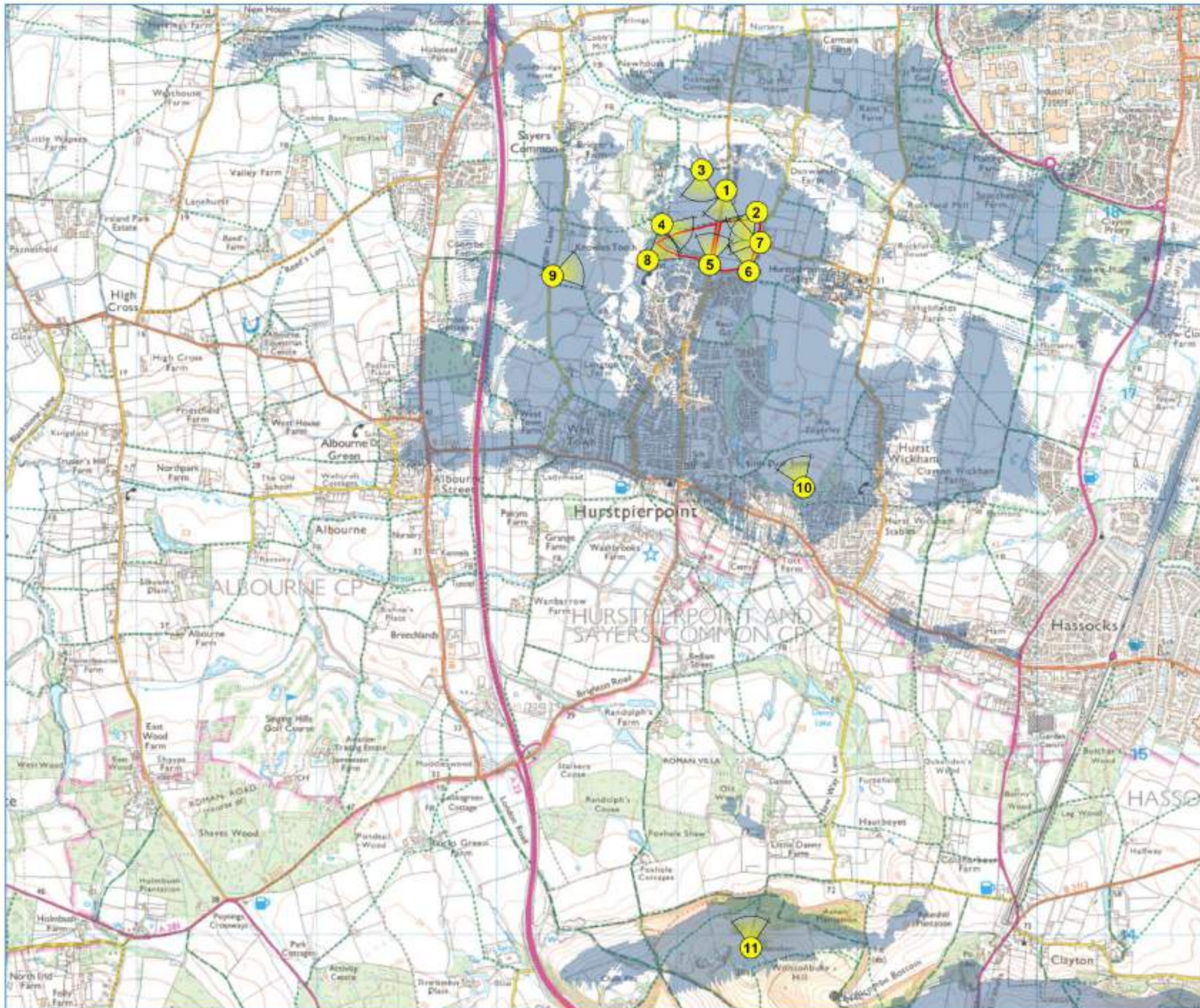
The technical assessments undertaken to date indicate that the site is deliverable, with viable approaches established for drainage, highways access, utilities, and ecological mitigation. The development would bring wider benefits to the village and district, supporting local services, improving pedestrian connections, and forming a clear and attractive settlement edge. As work progresses, further survey work, refinement of parameter plans, and engagement with Mid Sussex District Council and statutory consultees will ensure the approach continues to evolve in line with policy expectations and local priorities.

Taken together, the proposals establish a robust and attractive framework for a sensitively designed new neighbourhood that can deliver high-quality homes alongside meaningful environmental and social value.

Planning Benefits Summary (NPPF Framework)
Environmental •Landscape-led design strengthening green infrastructure. •Enhanced habitats, native planting and ecological connectivity. •Retained hedgerows and woodland forming a clear, attractive settlement edge. •SuDS network with attenuation basins supporting sustainable drainage and climate resilience. •Active travel routes and low-carbon measures reducing reliance on private vehicles.
Social •A balanced mix of homes contributing to identified housing needs. •New public open spaces, including a linear park and play opportunities. •Safer, more direct pedestrian links to the village, PRow network and local facilities. •Improved access to recreation, nature and everyday services. •Streets and public realm designed to foster sociability and a strong sense of place
Economic •Increased spending in local shops, services and community facilities. •Construction-phase jobs and supply chain investment. •Support for district housing delivery and long-term economic resilience. •Strengthened public transport viability through improved connections and increased usage



5.0 Appendix



Drawing notes: Image supplied by Google Maps & Ordnance Survey
Accessed September 2023

Not to Scale



Key

-  Site Boundary
-  Zone of Theoretical Visibility - based on 10m tall building and bare earth data
-  Viewpoint Location

Land at Cuckfield Road,
Hurstpierpoint

Viewpoint Location Plan

Drawing Ref: PI-1185_VLP-004 Rev. -
04th November 2023 Drawn: AR



Viewpoint 1a - View from Cuckfield Road to the north of the Site (looking south east)



Viewpoint 1b - View from Cuckfield Road to the north of the Site (looking south west)

NOTE: PHOTOGRAPHS ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY AND SHOULD NOT REPLACE VISITING THE VIEWPOINTS IN PERSON TO ENSURE AN OBJECTIVE ASSESSMENT. Panoramas are created from multiple photographs which are stitched together in Adobe Photoshop. The photographs are taken using a digital equivalent of a 35mm camera in line with best practice and current guidance. The camera (Canon EOS 6D) is a full sensor DSLR model and, as such, the photographs are taken at a 50mm focal length using a fixed 50mm Canon lens. Images illustrate a horizontal field of view of 68° and, when printed at A3, should be viewed at a distance of 260mm curved through the same radius in order to most closely reflect the existing landscape context.



Viewpoint 2 - View from Footpath 31HU immediately to the north of the Site



Viewpoint 3 - View from Footpath 82HU to the north of the Site

NOTE: PHOTOGRAPHS ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY AND SHOULD NOT REPLACE VISITING THE VIEWPOINTS IN PERSON TO ENSURE AN OBJECTIVE ASSESSMENT. Panoramas are created from multiple photographs which are stitched together in Adobe Photoshop. The photographs are taken using a digital equivalent of a 35mm camera in line with best practice and current guidance. The camera (Canon EOS 6D) is a full sensor DSLR model and, as such, the photographs are taken at a 50mm focal length using a fixed 50mm Canon lens. Images illustrate a horizontal field of view of 68° and, when printed at A3, should be viewed at a distance of 260mm curved through the same radius in order to most closely reflect the existing landscape context.



Viewpoint 4 - View from Footpath 31HU to the north west of the Site



Viewpoint 5 - Cuckfield Road to the south of the Site

NOTE: PHOTOGRAPHS ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY AND SHOULD NOT REPLACE VISITING THE VIEWPOINTS IN PERSON TO ENSURE AN OBJECTIVE ASSESSMENT. Panoramas are created from multiple photographs which are stitched together in Adobe Photoshop. The photographs are taken using a digital equivalent of a 35mm camera in line with best practice and current guidance. The camera (Canon EOS 6D) is a full sensor DSLR model and, as such, the photographs are taken at a 50mm focal length using a fixed 50mm Canon lens. Images illustrate a horizontal field of view of 68° and, when printed at A3, should be viewed at a distance of 260mm curved through the same radius in order to most closely reflect the existing landscape context.



Viewpoint 6 - View from Chalkers Lane to the south east of the Site



Viewpoint 7 - View from junction of Danworth Lane and Chalkers Lane to the east of the Site

NOTE: PHOTOGRAPHS ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY AND SHOULD NOT REPLACE VISITING THE VIEWPOINTS IN PERSON TO ENSURE AN OBJECTIVE ASSESSMENT. Panoramas are created from multiple photographs which are stitched together in Adobe Photoshop. The photographs are taken using a digital equivalent of a 35mm camera in line with best practice and current guidance. The camera (Canon EOS 6D) is a full sensor DSLR model and, as such, the photographs are taken at a 50mm focal length using a fixed 50mm Canon lens. Images illustrate a horizontal field of view of 68° and, when printed at A3, should be viewed at a distance of 260mm curved through the same radius in order to most closely reflect the existing landscape context.



Viewpoint 8 - View from Court Bushes Football Field



Viewpoint 9 - View from Langton Lane

NOTE: PHOTOGRAPHS ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY AND SHOULD NOT REPLACE VISITING THE VIEWPOINTS IN PERSON TO ENSURE AN OBJECTIVE ASSESSMENT. Panoramas are created from multiple photographs which are stitched together in Adobe Photoshop. The photographs are taken using a digital equivalent of a 35mm camera in line with best practice and current guidance. The camera (Canon EOS 6D) is a full sensor DSLR model and, as such, the photographs are taken at a 50mm focal length using a fixed 50mm Canon lens. Images illustrate a horizontal field of view of 68° and, when printed at A3, should be viewed at a distance of 265mm curved through the same radius in order to most closely reflect the existing landscape context.



Viewpoint 10 - View from Little Park Farm public open space



Viewpoint 11 - View from Wolstonbury Hill

NOTE: PHOTOGRAPHS ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY AND SHOULD NOT REPLACE VISITING THE VIEWPOINTS IN PERSON TO ENSURE AN OBJECTIVE ASSESSMENT. Panoramas are created from multiple photographs which are stitched together in Adobe Photoshop. The photographs are taken using a digital equivalent of a 35mm camera in line with best practice and current guidance. The camera (Canon EOS 6D) is a full sensor DSLR model and, as such, the photographs are taken at a 50mm focal length using a fixed 50mm Canon lens. Images illustrate a horizontal field of view of 55° and, when printed at A3, should be viewed at a distance of 265mm curved through the same radius in order to most closely reflect the existing landscape context.



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Appendix B - Pre-Application Meeting Minutes and Summary

Client	Danworth Farms Ltd		
Project	P2316 – Cuckfield Road, Hurstpierpoint		
Document	Pre-App Summary Note	Revision	A
Date	23 January 2026		
Author	M Smith	Checked	S Sykes



Attendees:

- Applicant Team:
 - Sam Sykes (ECE Planning)
 - Megan Smith (ECE Planning)
 - Martin Gray (ECE Architecture)
 - Jeremy Ventham (Danworth Farms Ltd)
 - Nicholas Ventham (Danworth Farms Ltd)
- Mid Sussex District Council (MSDC) Planning Team:
 - Kathryn Banks
 - Steven King
 - Anna Kramarczyk

Key Discussion Points:

1. Planning Principle & Policy Context

- **Applicant's Presentation:** Presented a proposal for development adjacent to Hurstpierpoint settlement boundary. Set context of planning background including SHLAA submissions, meeting with MSDC policy officers and seeking inclusion in draft Local Plan.
- **LPA's Feedback:**
 - The site is located in the countryside, meaning the proposal is a **departure from the current development plan**.
 - MSDC's Local Plan Examination to start in early March. Updated topic papers (strategy, housing, employment focus). to be released early next week (W/C 26/01/26). Housing numbers are expected to be clearer following hearings on March 2nd, MDSC will understand if Inspector wants more sites included in Plan.
 - MSDC will be considering sites based on merit to include if additional housing numbers are required.
- **Applicant's Response:**
 - Acknowledged the proposal is a departure from development plan, however site represents contribution to local housing need if additional houses are required by Inspector during examination.

- If site submitted prior to adoption of local plan, MSDC cannot demonstrate 5YHLS so presumption in favour of sustainable development is triggered (Para 11d of NPPF).

2. Connectivity & Access

- **Applicant's Presentation:**

- Outlined sustainable location of site adjacent to settlement boundary and close to existing services and bus stops.
- Presented initial proposals for pedestrian access towards Hurstpierpoint, including links to recreation areas and improved pedestrian access along Cuckfield Road, Chalkers Lane.

- **LPA's Feedback:**

- Outlined the woodland belt separates site from Hurstpierpoint so connectivity is key for occupants of site to be part of Hurstpierpoint community.
- Requested more detail on how the site links to the existing settlement and encourages walking/cycling over driving.
- Encouraged applicant to liaise with owner of Court Bushes Recreation Ground and Community Hub to southwest of site to create pedestrian access across Herrings Stream (in meeting this was understood to be WSCC).
- Requested a plan showing proximity and access to services. Noted the lack of a new bus stop immediately adjacent to site and suggested "future-proofing" by incorporating an adequate bus loop/turning arrangement within the site.

- **Applicant's Response:**

- Transport Consultant drawings attached (**Appendix A**) showing pavement proposals along Cuckfield Road.
 - These plans are Engineered drawings to show the site access and pedestrian footpaths connected to existing footway in Hurstpierpoint (along Cuckfield Road) can be provided.
 - These engineered plans are indicative as we would propose pedestrian access within the site boundaries (behind existing hedgerows) on both parcels, with a link through the woodland on the western parcel.
 - A crossing point is proposed, with tactile paving at the south of the site, as indicated during our site visit. Following discussions on the highways speed, the applicant would be happy to agree to a reduced speed along this section of Cuckfield Road to allow crossing at this point and for the amenity of residents within the site, subject to WSCC comments.
- Transport Consultant drawings attached (**Appendix B**) showing pavement proposals along Chalkers Lane for pedestrian/cycle path connection.

- Table demonstrating distance and walking/cycle times to local services and amenities in relation to site (**Appendix C**)
- We confirm that we are now liaising with owner of Court Bushes Recreation Ground/Community Hub (confirmed as MSDC) to create pedestrian access/stream bridge to allow connectivity and use of this area for future occupiers.
- WSCC Highways pre-app is underway to address pedestrian access into Hurstpierpoint/along Cuckfield Road.
- Looking ahead, following acceptance of principle of site, layout to be reviewed to re-assess bus stop strategy, considering the suggestion for a future-proofed bus loop/turning arrangement within the site.

3. Coalescence

- **Applicant's Presentation:**
 - Set out distance and physical/geographic features and nature of site that demonstrates that site does not represent coalescence between Hurstpierpoint and Burgess Hill. Layout to include a proposed green buffer and landscape strategy to the north of the site to mimic existing approach to Hurstpierpoint.
 - Outlined that MDSC Policy Officers had previous state that coalescence is not a showstopper for the site.
- **LPA's Feedback:**
 - Suggested that reason for SHLAA submission not progressing was coalescence, and that this would be a key consideration in a future application. Did acknowledge that coalescence is subjective, based on historic appeal decisions in Mid Sussex.
 - Discussed Land west of Burgess Hill allocation, and that Burgess Hill has infrastructure to support future development so will keep expanding/ future issue of coalescence.
- **Applicant's Response:**
 - Map showing distance from Land West of Burgess Hill Allocation attached (**Appendix D**). This includes screenshots of street view moving south from Burgess Hill to Hurstpierpoint.
 - Clearly there is appropriate distance between both settlements and feeling of leaving one place, travelling through rural countryside and arriving in another.
 - It is also important to note that the western site of Cuckfield Road, including the moving north past Land West of Burgess Hill retains a rural countryside nature. Travelling south down this road you will only experience Burgess Hill on the eastern side and will not enter the settlement.
 - We have also reviewed the distances of existing local settlements in relation to coalescence. The measurements are approximate but give an indication of existing typical relationships:
 - Albourne to Hurstpierpoint - 0.65km
 - Burgess Hill to Hassocks - 1.13km

- Burgess Hill to Haywards Heath - 0.80km
 - Cuckfield to Haywards Heath - 0.65km
 - Ditchling to Keymer - 0.70km
 - Hassocks to Hurstpierpoint - 0.80km
 - Haywards Heath to Scaynes Hill - 1.05km
- Therefore the distance of the northern-most point of the application site from the south-western point of Land West of Burgess Hill allocation is a greater distance (1.2km) than existing relationships between settlements, and should be considered acceptable.
 - The ground between the two sites is also undulating, making a direct view between the two settlements impossible.
 - **For Application/Future Stages:**
 - Northern landscape buffer will be robust and clearly defined to screen site upon entry to Hurstpierpoint.

4. Design & Placemaking

- **Applicant's Presentation:**
 - Presented architectural concepts and opportunities and constraints which informed site layout. Emphasised a landscape-led design approach.
 - Provided visuals that reflected the layout plan. Presented initial proposals for a northern landscape/tree belt.
- **LPA's Feedback:**
 - Emphasised placemaking and learning from past design mistakes (avoiding "post-war design").
 - Specific comments on roof styles, advocating for low stone walls for front boundaries.
 - Advised ensuring visuals accurately reflect the layout plan.
 - Stressed the importance of a landscape-led plan and caution with rows of three and four dwellings.
 - Design Officer indicated the architectural direction is broadly heading in the right direction; visuals were helpful. Recommended a stronger/deeper northern landscape/tree belt.
- **Applicant's Response:**
 - **For Application/Future Stages:**
 - Refine architectural details and materials to align with placemaking principles, paying close attention to roofs, boundaries, and avoiding dated design styles.
 - Ensure all submitted visuals accurately represent the proposed layout.
 - Strengthen and detail the proposed northern landscape buffer.

- Clarify specific viewpoints requested for verified views and prepare these accordingly.
- Address concerns regarding house type clustering (rows of 3-4).
- Ensure the landscape-led approach is demonstrably integrated throughout the design.

5. Density

- **Applicant's Presentation:** Presented the scheme at its current density, 19.5 dwellings per hectare.
- **LPA's Feedback:**
 - Stated the density is very low and should mimic context of area.
- **Applicant's Response:**
 - Consider whether density can be increased in certain areas without compromising other key aspects (e.g., landscape, amenity, character), or if the low density strongly supports other objectives like open space or buffers.

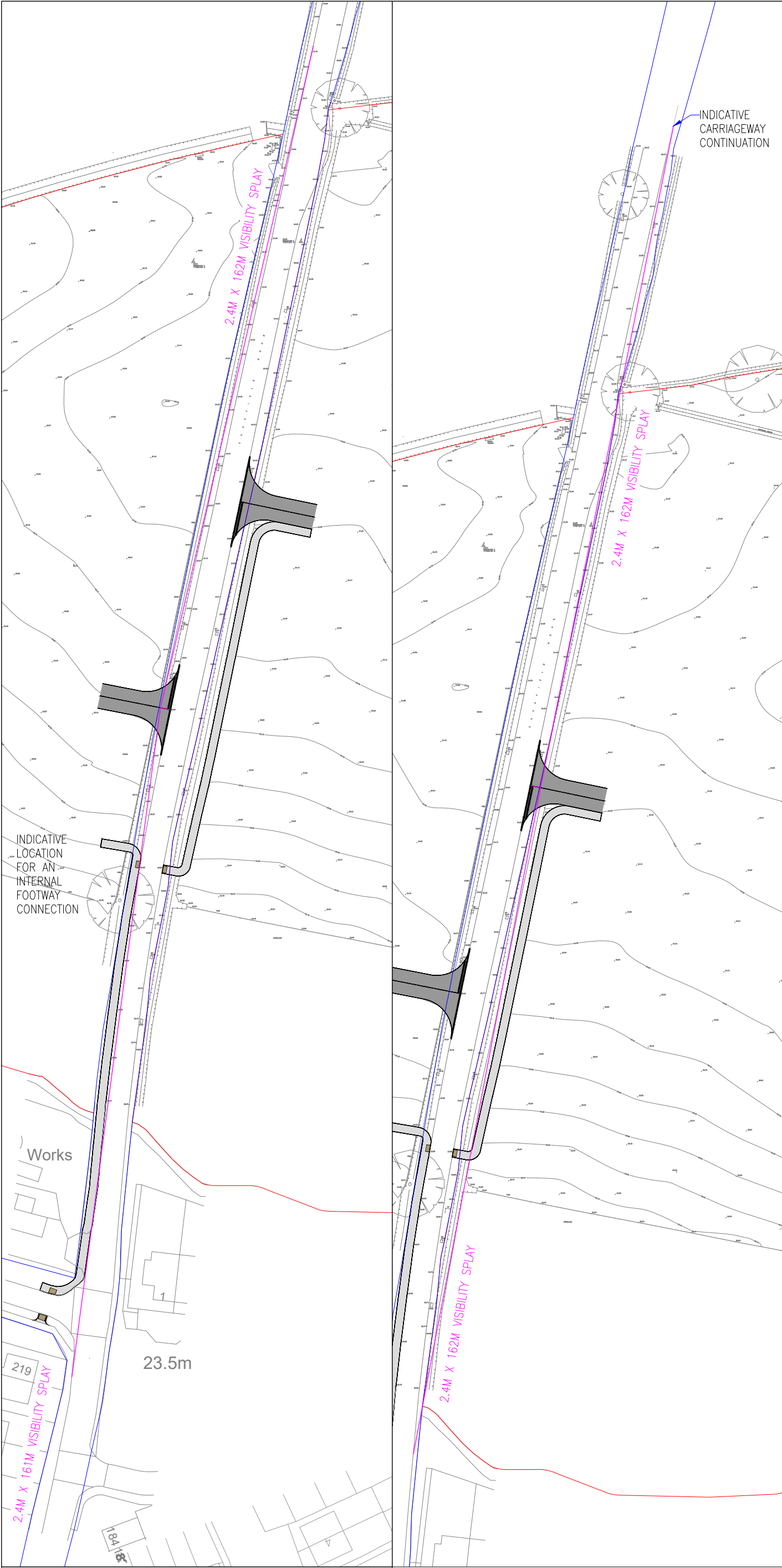
6. Drainage & Flooding

- **Applicant's Presentation:**
 - Site largely Flood Zone 1, with area of Flood Zone 2 along Herrings Stream within boundary. Clarified that no building is proposed within the Flood Zone 2 area on the site, therefore pragmatism that sequential test should not be triggered.
- **LPA's Feedback:**
 - Flagged drainage as an item requiring attention and confirmed LLFA pre-app/liason.
- **Applicant's Response:**
 - No built form will be within Flood Zone 2, likely only informal footpaths through woodland area to create sense of place, enhanced open/biodiverse space.
 - Will liaise with LLFA on this matter and if the consider sequential test required. Depending on outcome, red line of site may change.

7. Speed Limit

- **Applicant's Presentation:** Proposed access points have been designed to current speed limits along Cuckfield Road (60mph). Discussion of reducing speed limit along Cuckfield Road to 30mph.
- **LPA's Feedback:** Suggested preference for reducing the speed limit to 30mph on relevant access roads.
- **Applicant's Response:**
 - Will liaise with WSCC Highways on if this speed reduction is appropriate, but happy to agree to this subject to WSCC Highways comments.

Appendix A – Pedestrian connection to Cuckfield Road



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6. VISIBILITY SPLAYS DRAWN IN ACCORDANCE WITH DMRB AND 85TH PERCENTILE RECORDED VEHICLE SPEEDS OF 52.5MPH SOUTHBOUND AND 52.6MPH NORTHBOUND.

KEY

- VISIBILITY SPLAYS
- INDICATIVE HIGHWAY BOUNDARY BASED ON INFORMATION PROVIDED BY WEST SUSSEX COUNTY COUNCIL
- SITE BOUNDARY



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

VISIBILITY SPLAYS AT THE SOUTHERN ACCESS		VISIBILITY SPLAYS AT THE NORTHERN ACCESS	
Project Name LAND AT CUCKFIELD ROAD, HURSTPIERPOINT		Title VISIBILITY SPLAYS	
Project Phase PRELIMINARY		Client ECE PLANNING	

P01	FIRST ISSUE	04.11.25	DMG	TAF
Rev	Description	Date	By	App'd
 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com				
Date Created	Drawn By	Approved By	Suitability Code	
04.11.25	DMG	TAF	-	
PBA Project Number		Scale	(AT A3)	
069.0009		1:1000		
PBA Drawing No:			Revision	
069.0009-0001			P01	

Appendix B – Pedestrian connection along Chalkers Lane



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 - TOPOGRAPHICAL SURVEY
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KEY

PEDESTRIAN VISIBILITY SPLAYS

INDICATIVE HIGHWAY BOUNDARY BASED ON INFORMATION PROVIDED BY WEST SUSSEX COUNTY COUNCIL

VEHICLE PROFILE

4.6t Light Van	5.885m
Overall Length	2.000m
Overall Width	2.550m
Overall Body Height	2.750m
Min Body Ground Clearance	0.299m
Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Skoda Octavia	4.572m
Overall Length	1.760m
Overall Width	1.650m
Overall Body Height	1.450m
Min Body Ground Clearance	0.440m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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0m25m

1:500

P01	FIRST ISSUE	13.11.25	DMG	TAF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
13.11.25	DMG	TAF	-	
PBA Project Number		Scale	(AT A3)	
069.0009		1:500		
PBA Drawing No:			Revision	
069.0009-0003			P01	

Project Name LAND AT CUCKFIELD ROAD, HURSTPIERPOINT	Title FOOTWAY LINK TO THE PEDESTRIAN/CYCLE ROUTE VISIBILITY SPLAYS AND TRACKING	Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client
Project Phase PRELIMINARY			

QMS2011/v9/020525/IDR

Appendix C - Table demonstrating distance and walking/cycle times to local services and amenities

Amenity	Walking Distance (from the centre of site)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Willow Way Bus Stop	340m	4 minutes	1 minute
The Young Actors Group	340m	4 minutes	1 minute
Fairfield Recreation Ground	450m	6 minutes	2 minutes
Hurstpierpoint Cricket Club	450m	6 minutes	2 minutes
St Catherine's Church	1.1km	14 minutes	4 minutes
Hurst Butchers	1.3km	16 minutes	5 minutes
No.1 Coffee Shop	1.37km	17 minutes	5 minutes
Crossways Fish and Chips	1.37km	17 minutes	5 minutes
St Lawrence C of E Primary School	1.4km	18 minutes	5 minutes
Hurstpierpoint Library	1.4km	18 minutes	5 minutes
Morleys Bistro	1.4km	18 minutes	5 minutes
Co-op Food	1.58km	20 minutes	6 minutes
Post Office	1.6km	20 minutes	6 minutes
Hurstpierpoint Health Centre	1.6km	20 minutes	6 minutes
Hassocks Train Station	4.2km	-	17 minutes

Table 1: Local Facilities and Amenities

Appendix D – Context Map and View Points



-  The Application Site
-  Land West of Burgess Hill
-  View Points looking South (Streetview screenshots below starting at corner of Land West of Burgess Hill and moving southwards towards the site)



Appendix C – LPA Pre-Application Response

Danworth Farm Ltd
c/o Sam Sykes

CONTACT: Steven King
PHONE: 01444 477556
E-MAIL: steven.king@midsussex.gov.uk
DATE: 18th February 2026

Dear Sam

REFERENCE: DM/25/3136

DESCRIPTION: 129 RESIDENTIAL DWELLINGS ACROSS THE TWO PARCELS OF LAND WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING.

**LOCATION: LAND AT GRID REFERENCE 528338 117849 CUCKFIELD ROAD
HURSTPIERPOINT WEST SUSSEX**

I am writing following our pre application meeting on 21st January regarding the above.

I am content that the notes of the meeting are a fair summary of the discussion that we had on site. As advised in the meeting, I have provided my written comments on the proposals below.

Principle of development

As discussed at the meeting, you are familiar with the planning policy background so I will not go through that in detail. The current position is that the site is located within the countryside as defined in the Mid Sussex District Plan (MSDP) and is not allocated for development. Therefore, the starting point for an assessment of the proposal would be policy DP12 in the MSDP. The proposal would be contrary to policy DP12 and would also not comply with policy DP6.

As per planning legislation, a decision must be made in accordance with the development plan unless there are any material planning considerations which indicate otherwise. The policies contained within the NPPF are material considerations which should be taken into account in the determination of this proposal. This is confirmed within paragraph 231 of the NPPF.

Paragraph 232 clarifies that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

At the present time the Local Planning Authority (LPA) is unable to demonstrate a five year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF.

Planning Services Division

Ann Biggs
Assistant Director Planning and Sustainable Economy

Policies DP4 (Housing) and DP6 (Settlement Hierarchy) are relevant to this proposal. These policies are considered to be policies relating to the supply of housing and as such can be considered to be out-of-date, having regard to the NPPF tests. As such, these policies can be given limited weight in the determination of the proposal.

Policy DP12 (Protection and Enhancement of the Countryside) seeks to protect the intrinsic character and beauty of the countryside. While it does seek to restrict certain forms of development, it is not considered to be a policy directly related to the supply of housing, however it is recognised that given the Council's is unable to demonstrate a five year land supply and given the aim of the NPPF to boost significantly the supply of housing, the weight that can be afforded to this policy is moderate.

In light of the above, the proposal would be a departure from the development plan, and it will be for the decision maker to weigh up the conflict with the development plan in light of the weight to be afforded to the above policies, when carrying out the overall planning balance.

Transport

In my view, an important issue for the scheme to address is the relationship of the proposed development with the village to the south. Due to the woodland buffer on the southern edge of the site, there is a danger of the proposal being a somewhat isolated and car dependent addition to the village. It will therefore be important for the scheme to try and integrate with the existing village to make it as attractive as possible for prospective residents to walk and cycle to the village centre rather than relying on the private car.

With that in mind, the proposed pedestrian link and new section of pathway in the southeastern corner of the site would be welcomed. Without this link in place the eastern parcel of the site would, in my view, be a car dependent enclave, divorced from easy pedestrian access to the village. It will therefore be important to demonstrate that the proposed footway outside of the site on can be delivered.

From a place making perspective, I think that providing pedestrian connections from the western field parcel to the recreation ground to the south would be a good idea. The District Council is the landowner of the recreation ground, and I have sought the views of the relevant department on whether the Council as landowner would be content for such links to be created. I will update you on this matter when I have received a response from colleagues.

It will be important for you to demonstrate how the pedestrian footway from the western field parcel to the existing footway on Willow Way can be provided. In my view it is essential for there to be a continuous footway link from this field parcel to the existing footpath at Willow Way. Without such a link I do not think that pedestrian access to the western field parcel would be satisfactory.

As discussed at the meeting, you would need to obtain the advice of the Local Highway Authority (LHA) regarding the proposed vehicular access points into the site. In my view, as part of the proposal, the speed limit along Cuckfield Road should be lowered to 30mph. The proposal would effectively extend the built up area boundary of the village and it would not

be appropriate for such an area to still be subject to the current speed limit. This is especially the case as the current plan shows a pedestrian crossing at the southern end of the site between the east and west field parcels.

In my view, it is a weakness of the proposal that there is not a pedestrian footway on the eastern field parcel that goes alongside the eastern side of Cuckfield Road. The submitted plans show that pedestrians would have to cross Cuckfield Road to then continue south on a new section of footpath to go towards the village centre. Having to cross the Cuckfield Road is likely to make this a less attractive option.

Design and Heritage Assets

I have attached the design observations of our Urban designer/Architect. I would not wish to disagree with any of the points that Anna has made. Given the challenging housing targets that the LPA has, I think it is important for you to demonstrate that the development has optimised its potential to accommodate development. You would need to look at what the developable area of the site is, taking into account the need for appropriate buffers to the north and the existing southern woodland belt.

I am awaiting comments from the Councils Conservation Officer regarding the impact on the settings of the College buildings and other potentially affected listed buildings at Knowles Tooth and Danworth Brook Farm. When I have these, I will pass them on. As you know, the requirement to seek to protect listed buildings and their settings is set out in policy DP34 of the MSDP and within section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. If there is harm to the setting of a listed building, and this falls into the less than substantial category as defined in the NPPF, para 215 of the NPPF requires a balance to be carried out between the less than substantial harm and the public benefits of the scheme. In carrying out this balance, the decision maker must give significant weight to any less than substantial harm to properly reflect the legislative requirement that the preservation of listed buildings and their settings is desirable.

Coalescence

As mentioned at the meeting, policy DP13 (Preventing Coalescence) seeks to protect the separate identity of settlements and as such does seek, alongside policy DP12, to restrict certain forms of development. As with policy DP12, it is not considered that this policy directly relates to the supply of housing however, for the same reasoning as above, the weight that can be given to this policy is moderate.

Coalescence is a relevant issue in this case, and it will be a matter for you to demonstrate that the proposal would not result in coalescence that harms the separate identity and amenity of the settlement of Burgess Hill and Hurstpierpoint. It is relevant that appendix 4 of the Site Selection Methodology paper 2023 states '*...there is the potential for this site to contribute to the coalescence of settlements which is in conflict with the strategic objectives of the Plan.*' It was for this reason that it was concluded that the site was not suitable for allocation.

It seems to me that with an appropriate buffer to the northern part of the site for landscaping/planting the site the issue of coalescence could be addressed to a satisfactory level.

Ecology

At the meeting a query was raised regarding the red line of the site and whether this should include the watercourse at the southern end of the site. GOV.UK guidance says that unless exempt, developers are required to provide 10% BNG on all habitats within the red line boundary of their development, whether or not they are impacted.

<https://www.gov.uk/guidance/understanding-biodiversity-net-gain#what-developers-have-to-do>

On-site BNG is within the red line boundary of the site.

<https://www.gov.uk/guidance/understanding-biodiversity-net-gain#ways-to-achieve-bng-on-site-units-off-site-units-and-statutory-biodiversity-credits>

I think all the habitats within the red line boundary of the site for the planning application will need to be assessed for BNG purposes.

Even if the watercourse is outside of the red line boundary for the planning application, the riparian zone for the watercourse may still be within the red line boundary and therefore an assessment of some kind may still need to be undertaken. Further details are in the Statutory Biodiversity Metric User Guide: The Statutory Biodiversity Metric. I also understand that a trained specialist will need to undertake the watercourse assessment of the biodiversity metric. There are also various training videos available from PAS and the Environment Agency on the watercourse element of the biodiversity metric. The watercourse element needs careful consideration.

If a pedestrian link was created to the adjacent recreation ground, then this may also need to be assessed for any impacts on the habitat. From the plan provided there is the potential for a woodland walk; this could also affect the BNG calculations as there may be an impact to the woodland or its condition. It may also be that if the watercourses will be used for drainage, this could impact on the condition of the watercourse, but an ecologist would need to advise.

It seems to me that the woodland buffer is clearly part of the development proposals and the woodland goes up the watercourse. Taking all the above into account, in my view, I do not think that the red line of the site should be artificially changed to exclude the watercourse.

Drainage

You would need to engage with the Lead Local Flood Authority (LLFA) regarding the proposed drainage of the site. The LLFA provide a pre application advice service, which can be accessed via the link below:

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/flood-risk-management-pre-application-advice/>

If a sequential test is required for the development, I would advise that this is done. In my view if a sequential test is required but is not carried out, case law would say that this would be a negative factor to be weighed in the planning balance, but it would be necessary to look at what the real world effects of the development would be from drainage modelling.

Affordable Housing and Housing Mix

There will be a requirement for the proposal to provide 30% affordable housing in the tenure split referred to in policy DP31 of the MSDP. This will need to be tenure blind and appropriately distributed (pepper potted) in line with the guidance in the Councils Affordable Housing Supplementary Planning Document (SPD). The housing mix should provide a mix of dwelling types and sizes that reflects current and future housing needs.

Infrastructure

There will be a need for infrastructure payments to the District and County Councils, Sussex Police and the NHS to mitigate the impact of the development. Build costs have risen substantially since the "Development Infrastructure and Contributions" SPD was adopted in July 2018. Therefore, from 11th December 2025, [Position Statement 2: Infrastructure \(471 KB, PDF\)](#) will be used to calculate all local Section 106 Contributions due. The basis for this is set out on the Councils website on the following page:

<https://www.midsussex.gov.uk/planning-building/development-contributions/>

Conclusion

To conclude, I am conscious that there is a timing issue associated with the proposals for this site. At the present time, the site is not allocated for development and therefore this scheme would be a departure from the development plan. For the reasons outlined above, as the Council cannot demonstrate a 5 year housing land supply, the tilted balance as set out in para 11d of the NPPF would apply to a planning application submitted now.

The site is being promoted for allocation in the District Plan Review. In my view, it would be preferable for the examination of the District Plan to run its course and a decision be made by the examining Inspector as to whether this site should be allocated for development or not. If allocated, a planning application could then be submitted; this would be in line with the plan led system that the government strongly supports.

If an application was submitted under the current circumstances (no 5 year housing land supply and the application of the tilted balance), I would agree with the conclusions of the Site Selection Conclusions Paper regarding this site in respect of there not being show stopper issues relating to the impact of the proposal on the highway network, no significant effect on the Ashdown Forest SPA and SAC, subject to appropriate mitigation and no anticipated significant effects on the Stonepound Crossroads AQMA.

I think the issue of coalescence could be satisfactorily addressed, but it would be for you to demonstrate this in the layout and design of any application and with appropriate evidence, such as a Landscape and Visual Impact Assessment.

The deliverability of the pedestrian link on the eastern parcel to the footway/cycle link to the southeast is very important in my view because without this, the eastern parcel risks being an isolated car dependent enclave. The absence of a footpath on the eastern side of the Cuckfield Road, necessitating people crossing the main road to access the proposed footway on the western side of the road is a weakness of the proposal.

I would advise seeking technical advice from the LHA regarding the vehicular access points into the site and about a Traffic Regulation Order to lower the speed limit to 30mph on the Cuckfield Road.

Technical advice should also be sought from the LLFA with regards to the drainage of the site, to demonstrate compliance with policy DP41 of the MSDP.

I trust the above is helpful.

The views in this letter are at officer level only and do not prejudice the Council from making whatever decision it considers appropriate on any application subsequently submitted.

The information contained in this letter may be subject to public disclosure under the Freedom of Information Act 2000. Unless the information contained is legally exempt from disclosure, we cannot guarantee that we will not provide the whole or part of this advice to a third party making a request for information about the subject matter.

Yours sincerely

Steven King
Team Leader, Major Development

Urban Design Observations

To: Development Management, Steven King

From: Anna Kramarczyk-Dillon, Architect/Urban Designer, Mid Sussex DC

Application ref: DM/25/3136

Date: 13/02/26

Address: Land At Grid Reference 528338 117849, Cuckfield Road, Hurstpierpoint, West Sussex

Description: 129 residential dwellings across the two parcels of land with associated access, parking and landscaping.

Stage: Pre-application.

In addition to the minutes from the meeting: please see below key points discussed:

The site consists of two adjoining land parcels located on the northern edge of Hurstpierpoint.

This site wasn't put forward to be allocated in the Submission District Plan. The report on this site states:

The Sustainability Appraisal concludes that, overall, the site represents a sustainable option for allocation. The transport modelling undertaken to date for the District Plan Review does not indicate that there will be any showstoppers, associated with this site. The HRA does not identify any likely significant effect on the Ashdown Forest SPA and SAC, subject to appropriate mitigation. In terms of air quality, there are currently no anticipated significant effects on the Stonepound Crossroads AQMA, or adverse impacts on the Ashdown Forest.

However, there is the potential for this site to contribute to the coalescence of settlements which is in conflict with the strategic objectives of the Plan.

Therefore, it is concluded that this site is not suitable for allocation in the District Plan 2021 – 2039 Proposed Submission.

The site is not allocated for development through the development plan.

Urban Design Principles that should apply:

- **(A) Avoid perception of coalescence with other exiting or planned developments. Identify key sightlines and inward views and use landscape design to screen the development from the approach from the north.**

I appreciate that a prominent ridgeline to the north contains outward views.

However, with Burgess Hills expanding its boundaries and this proposal expanding Hurstpierpoint to the north, the gap between the two will narrow and

the perception of the sizable countryside breaking up the two will suffer. Therefore, I would like to point out that it's not only a simple visual connection between the two that matters.

Currently the existing northern edge of Hurstpierpoint is very well screened. The church spire provides a clear visual focal point on approach from the north, marking clearly 'the centre' of the settlement. The surrounding countryside feels separate to the settlement. We would expect the same effect to be repeated.

Please identify and show the short and long views 'in'. Create a 'before and after' shots. Use simple 3D forms to mark the proposed development.

- **(B) Ensure the site maximises connectivity with the exiting settlement to the south and east, as well as between parcels divided by Cuckfield Road and to the Sports Centre to the west to maintain a permeable layout throughout.**

The wide belt of landscaping and trees - that works so well to provide effective screening of the existing settlement edge - for the proposed, it creates a degree of separation from the established village. As a result, the new development will not read as a logical extension to Hurstpierpoint and risks feeling disjointed. Every effort should be made to create a layout that will reinforce accidental encounters and mixing of the new and existing communities. Strong pedestrian links informed by the desire lines should be introduced to link development with the existing settlement to the south, east and west.

If needed widening existing or creating new wide paths through the young woods would be recommended.

Provide separate sheet showing analysis of the existing system and network of footpaths, PRow's and any cycle lanes and explain in detail how you intend to connect to this.

- **C) Inform the street layout by identifying the desire lines. Identify key destinations.**

As per previous point.

- **(D) Retain exiting landscape structure and incorporate it into the layout.**
- **(E) The development should be directed away from areas of flood risk.**

Calculate the Suds to avoid changes to the layout at later stages.

- **(F) to support sustainability of the site and minimise the car dependency allow for street layout in the western parcel that can accommodate bus access**
- **(G) Optimise the potential of the site through the masterplan process, whilst establishing a strong sense of place.**
- **(H) Provide focus by incorporating a central open space to each eastern and western plot.**
- **(I) Place higher density of housing in close proximity of the southern edge of the site along the line of the existing woods.**

- **(J) Minimise threshold carparking, reduce carparking between houses and employ more courtyard parking solutions to improve definition of the streets**
- **(G) Retain and enhance existing established trees and other landscape features and weave them into green infrastructure / open space / movement strategy that encourages pedestrian and cycle use.**
- **(H) Development shall be orientated to have a well screened but positive edge with the countryside, any PRow, and existing woods , with buildings fronting onto the tree lined field boundaries to provide an attractive backdrop.**

Plus points

- (D) Perimeter blocks – positive frontages facing the attractive tree lined boundaries – makes them an attractive feature and safeguards them.
- Distribution of spaces and layout is in line with the Design Guide
- Parking is generally well-integrated, ensuring it does not dominate the public realm.
- Early indication of the architecture is encouraging and use of different heights of buildings framing open spaces is a positive solution.
- Detailing of the buildings with chimneys marking a vertical rhythm is encouraging

Others:

As per minutes provided and:

- Employ more soft landscape to break up any double spaces between 1.5 storey houses (as shown on the early 3D images).
- More detailing on the buildings is needed, especially where terraced housing is introduced, employ parapet wall between the terraces to reinforce the vertical rhythm to the houses forming the street.
- Boundary treatments analyse local context and introduce more local solutions to the front gardens boundary treatments (low stone wall with low hedging behind it etc).
- Keep the existing hedging along the Cuckfield road as much as possible as this is forming the character of the area.
- Chimneys are welcomed; however, make them usable (ventilation or similar)
- Feel free to introduce more contemporary architectural language.

Appendix D – WSCC Highways Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Paul Basham Associates FAO: Tom Fisher
FROM:	WSCC - Highways Authority
DATE:	29 January 2026
LOCATION:	131, CUCKFIELD ROAD, HURSTPIERPOINT, WEST SUSSEX, BN6 9RS
SUBJECT:	Internal Reference: PRE-004-26 Pre-application scoping note for up to 140 units. We are looking for advice on the proposed vehicle access and sustainable credentials of the site.

Comments are made in respects of

- Pre-application Scoping Note, document number 069.0009/PSN/1, dated January 2026

Unless stated otherwise comments are made against the specific numbered points in the Scoping Note.

2.17, 2.18, 2.19 – The potential use of rights of way are acknowledged. Realistically, some of these are not going to present all year round usable routes for all future residents due to the likely surfacing, lack of lighting, and surveillance. This needs to be acknowledged within any future Transport Assessment.

2.20 - The exception to the above is the existing shared use route from Chalkers Lane southwards to Marchants Close. This appears to be hard-surfaced and is overlooked for at least part of its length. This evidently could be used by future residents providing a safe means of accessing it can be achieved from Chalkers Lane.

2.21 – Cycling on-carriageway may be an option for some but not necessarily all; the speed limit may be 30mph but traffic flows may not be perceived as being safe by some. As per the point above, existing bridleways may not present realistic options all year round.

2.22 – The list of services is noted. Those services that may be considered more essential are at the upper end of acceptable walking distances but could be reached by cycle notwithstanding the potential issues above regarding on-carriageway routes.

2.26 – The existing bus service could be used for some journey purposes, but this is somewhat limited in terms of early mornings and late afternoons to make this an option for those travelling to and from work.

2.27 – As recognised elsewhere in this response, Hassocks railway station may be within acceptable cycling distance, but this may not be an option for some. Likewise, the existing bus service does not operate at such times to make this an option for those travelling to and from work.

2.30 – The potential use of the train for longer journey purposes is acknowledged. There remains the point about how residents will actually travel to the station.

2.33 – The extent of the personal injury collision data should be extended southwards to the existing mini-roundabout at the junction of the B2116 and B2117.

2.34, 2.35, 2.36 – Comments are made above regarding walking, cycling, and the use of passenger transport. Whilst the site offers some opportunities, it's whether these are going to be realistically used by residents given the distances (for walking), nature of routes (for cycling) and frequency (for bus travel).

2.37 – Comments on the data scope are within 2.33.

3.2 – There are no apparent issues with the proposed access arrangements. These along with any other proposed highway works will need to be the subject of a Stage One Road Safety Audit in accordance with the current WSCC Road Safety Audit Policy.

3.3 – The use of 85th percentile vehicle speeds for the visibility splays are noted and agreed. Details of the speed survey will need to be included in the TA (i.e. location of surveys, exact dates, weather conditions).

3.6 – The pedestrian access arrangements are noted and agreed.

With regard to the access works on Cuckfield Road, has any consideration been given to extending the existing 30mph speed limit northwards to reflect the new extent of the urban area? The access arrangements and overall planning proposals are not reliant upon changing the speed limit, but this could still form an obligation upon the development to fund the necessary process and thereafter implement an appropriate scheme of signing and lining for the extended speed limit. This could also include the re-siting of the existing gateway features.

3.7, 3.8, 3.9 – The footway works on Chalkers Lane are noted. The principle of these works is agreeable, and evidently a link would be required from the development to reach the existing shared use route that runs southwards into Hurstpierpoint.

With regards to the details shown,

- The use of 1.5 metre width where there are pinch points is considered acceptable.
- The highway boundary along the route of the footway is noted. Looking at imagery on Google, there appears to be planting and hedgerows very close to the back-edge of or within the proposed footway. The concern is whether there is adequate room to fit a 1.5 metre footway and what impact this would have upon the existing planting.
- Whilst the highway boundary information may be correct, this may have been drawn to the centreline of the hedgerow. If this is the case, constructing a 1.5 metre footway would be extremely challenging.
- Linked to the above, there is the further concern as to whether overhanging vegetation will further impinge upon and reduce the footway width.
- The intention to narrow Chalkers Lane is recognised. It would be helpful to understand what the existing width is.

3.10, 3.11, 3.12 – Parking requirements will be considered as part of any detailed planning application.

4.1, 4.2 – There are no in-principle issue with the use of TRICS. In reviewing the outputs provided, there seems to be a lack of filtering by population, which in turn raises the potential for sites to be included that aren't reflective of the proposed location. The TRICS parameters should be revisited.

It would be helpful also for a comparison to be made between the TRICS vehicular trip rate and an alternative arrangement using a TRICS person trip rate with trips then allocated to modes using Census method of journey to work data (which is included in 4.9).

4.5, 4.6 – The mode shares are noted. Based on the site's location, the indicated number of public transport movements is potentially not reflective for this location given the available service. Is there any reason why the multi-modal trip rate is not based upon 2011 Census Journey to Work data? Realistically, given the

measures proposed and scale of the development, it's unlikely that multi-modal trip rates for future residents would differ from existing.

4.10 – It's generally agreed that a vision led/decide and provide approach would be appropriate. Given the scale of development and local context, the approach applied should acknowledge these as limiting factors in terms of how walking, cycling, and passenger transport trips can be influenced.

4.18 – The suggested 15% is noted. Given the edge of village location this is considered ambitious. Nevertheless, if the target is not achieved the consequences of increased development vehicle trips is anticipated to be limited.

4.19 – The means of distributing trips is noted and agreed.

4.21 – The southbound distribution seems to make no account for potential trips into Hassocks, which has a greater range of facilities compared with Hurstpierpoint including secondary education.

4.25 – Based on the trip generation and distribution, the extent of the modelling area is noted and agreed.

4.27 and 4.28 – There are other allocations within the draft Mid Sussex District Plan that will influence traffic flows on the A2300. There is also the Brookleigh (Northern Arc) development that is committed and in the process of being built out. It's recommended that alternative growth rates are used for the different road types.

4.29 – The various assessment scenarios are agreed. These are agreed on the basis that a planning application will be submitted and approved this year and is expected to commence next year. If the approval and commencements assumptions are incorrect, it would be appropriate to have a later and more realistic future year date.

5.2 and 5.3 – A travel plan will be required as part of the development proposals. The suggested scope is agreed.

5.4 – WSCC has commented upon the suggested vehicle trip reduction in the comments above.

5.6 – Comments are made by WSCC on multi-modal trip rates, reduction targets and vision within the above.

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with

regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Gledhill
Planning Services

Appendix E – Cycle Routes towards Burgess Hill



- The Application Site
- Land West of Burgess Hill
- ▶ Streetview Screenshot Locations
- Danworth Lane Cycle Route (5 Minute Cycle)
- Chalkers Lane / Malthouse Lane Cycle Route (6 Minute Cycle)





