

SUSTAINABLE ACCESS REVIEW

Date: 19th March 2026

Project: Land North East of Hurstpierpoint (Little Park Farm) – Site 575

1. INTRODUCTION

- 1.1 This Sustainable Access Review (SAR) Technical Note has been produced by SK Transport Planning Limited (SKTP) on behalf of BYond Homes, as additional supporting information relating to the sustainable credentials of Site 575 (Land to the North East of Hurstpierpoint).
- 1.2 In 2024 SKTP prepared a SAR of the site's sustainable credentials, including a comparison against MSDC's proposed allocation for 90 dwellings, also in Hurstpierpoint, at Land West of the Kemps (Site 13). The 2024 report also went on to test the sustainable credentials of a number of key strategic allocations that MSDC has now included in its Draft Local Plan. This report was included as part of the Nexus Planning Representations to Reg.19 Consultation of Mid Sussex Local Plan (February 2024).
- 1.3 We highlight again to the Council that when tested against the requirements of the National Planning Policy Framework (NPPF), as well as MSDC's own traffic, transport and sustainable access criteria used for site selection, Site 575 continues to perform exceptionally well, when an accurate and detailed assessment was undertaken.
- 1.4 For ease of reference MSDC assessed each site against the following criteria:
- Criteria 9 – Access
 - Criteria 10 – Availability of Public Transport
 - Criteria 11 – Access to Main Service Centre
 - Criteria 12 – Distance to Primary School
 - Criteria 13 – Distance to Health Centre or GP Surgery
 - Criteria 14 – Distance to Local Convenience Retail
- 1.5 Each criterion has been assessed against a 'traffic light' scoring system. The matrix for each criterion is provided below.

Criteria 9 – Access

- 1.6 The access assessment criteria has been undertaken by WSCC Highways and MSDC's Highways Consultant and was scored whether there was likely to be an impact on the local road network, and whether a suitable access can be achieved.

	No means/prospect of achieving suitable and safe access or approach to the site.
	Access may be achieved through 3 rd party land (no agreement in place). Site approach would require improvements to accommodate further development, achievability is uncertain.
	Access does not exist but can be achieved within landholding to adjacent highway or through 3 rd party land (agreement in place). Site approach would require improvements to accommodate further development, which could be achieved
	Site access exists and minor improvements are required to provide a suitable and safe site approach
	No known constraints to access and site approach to accommodate development

Figure 1.1: Criteria 9 – Access Assessment Matrix

Criteria 10 – Availability of Public Transport

- 1.7 The Council has measured the accessibility from the centre of the site to the nearest public transport corridor/bus stop/rail station.

Bus Service		Distance			
		400m	600m	800m	800+m
Frequency	Excellent (4+/hour)	Excellent	Good	Good	Fair
	Good (2+/hour)	Good	Good	Fair	Fair
	Fair (<2/hour)	Good	Fair	Fair	Poor
	Poor (Infrequent)	Fair	Fair	Poor	Poor

Train service		Distance			
		<800m	<1.2km	<1.6km	>1.6km
		Excellent	Good	Fair	Poor

Figure 1.2: Criteria 10 – Availability of Public Transport Matrix

Criteria 11, 12, 13 and 14 – Access to Main Service Centre, Primary School, Health Centre/GP Surgery and Local Convenience Retail

- 1.8 For the purposes of access to a main service centre, this has been assessed as the journey time to a main service centre (Burgess Hill, East Grinstead and Haywards Heath), the largest villages (Cuckfield, Lindfield, Hassocks and Hurstpierpoint) as well as service centres outside the district (e.g. Crawley and Brighton).
- 1.9 With regard to access to the nearest primary school, health centre, GP surgery and local convenience retail these were all assessed by MSDC against the following walk times:
- Over 20-minute walk
 - Within 20-minute walk
 - Within 15-minute walk
 - Within 10-minute walk/expected to be provided on site
- 1.10 We provide commentary below on the performance, in accessible terms, of Site 575 against these criteria.

2. SITE 575 – LAND NORTH EAST OF HURSTPIERPOINT (LITTLE PARK FARM)

- 2.1 As set out in appendix 3 of the MSDC Site Selection Review, this circa 19-hectare site, which could deliver up to 150 residential units, was appraised by MSDC as shown in **table 2.1** overleaf.
- 2.2 We highlighted in our 2024 report, and flag again that the MSDC access appraisal summarised in **table 2.1** had been incorrectly prepared. The assessment failed to note that the site can connect into existing established pedestrian routes through Marchants Close and across Hurst Meadows, the latter being land provided to the local community as part of the recently consented and developed Iden Hurst residential scheme.

MSDC Ref	Site	Access	Bus Service	Train Service	Public Transport	Main Service Centre	Primary School	Health	Retail
575	Land North East of Hurstpierpoint	Positive Unlikely to be technically difficult to achieve and has been agreed in principle with neighbouring landowners	Fair	Poor	Neutral	Negative Over 20 min Walk/Over 30 mins by Public Transport	Negative Over 20 mins walk	Negative Over 20 mins walk	Negative Over 20 mins walk

Table 2.1: MSDC Site Section Appraisal – Site 575 Land North East of Hurstpierpoint

- 2.3 These routes are fully accessible and maintained, with Hurst Meadows being officially opened to the public in May 2018. It is managed for the benefit of the community by the Parish Council's Estates and Facilities Committee. As set out on the Hurst Meadows webpage (<https://www.hurstpierpoint-pc.gov.uk/community/hurst-meadows/>) this space is:

...one of the Parish's most important and accessible areas of publicly owned open space. Situated to the north of the village, it comprises nearly fifty acres of open grassland, hedgerows and woodland....

- 2.4 With Site 575 located immediately to the north of Hurst Meadows, we highlight there are excellent opportunities to connect into the existing pedestrian links to and from Marchants Close and across Hurst Meadows to travel towards the village centre, as shown overleaf in **figure 2.1**.
- 2.5 **Table 2.2** presents an accurate and up to date assessment for Site 575, against MSDC's site selection criteria.

MSDC Ref	Site	Access	Bus Service	Train Service	Public Transport	Main Service Centre	Primary School	Health	Retail
575	Land North East of Hurstpierpoint	Positive Pedestrian, cycle and vehicular access delivered from adjacent Iden Hurst residential scheme Development site has direct pedestrian connections into Marchant Close and Hurst Meadows, which in turn links with Trinity Road in the village	Fair The site is 500m from the nearest bus stop which is served by 1 bus/hour	Poor Hassocks rail station is 2.6km from the site. Well within 5km industry standard cycling distance	Neutral	Positive Village High Street is less than 1km walk from the site and a circa 12-minute walk using the existing pedestrian route through Marchants Close or the PROW through Hurst Meadows	Very Positive St Lawrence Primary School is less than 1km – a circa 11-minute walk Primary and secondary school provision is also provided at Hurstpierpoint College (Independent) circa 6-minute walk	Very Positive Hurstpierpoint Surgery is less than 1km – a circa 10-minute walk via Marchants Close or across the PROW through Hurst Meadows	Positive Village High Street is less than 1km walk from the site and a circa 12-minute walk using the existing link through Marchants Close or the PROW through Hurst Meadows

Table 2.2: SKTP Site Section Appraisal – Site 575 Land North East of Hurstpierpoint

- 2.6 We highlight to the Council that this revised appraisal, using the correct walking parameters through Marchant Close and Hurst Meadows, makes a significant and positive difference to the site appraisal.
- 2.7 With the site located immediately to the north-east of the existing built-up area of the village, the site performs well and in line with the aspirations to deliver residential development that accords with the 20-minute “walkable neighbourhood”.

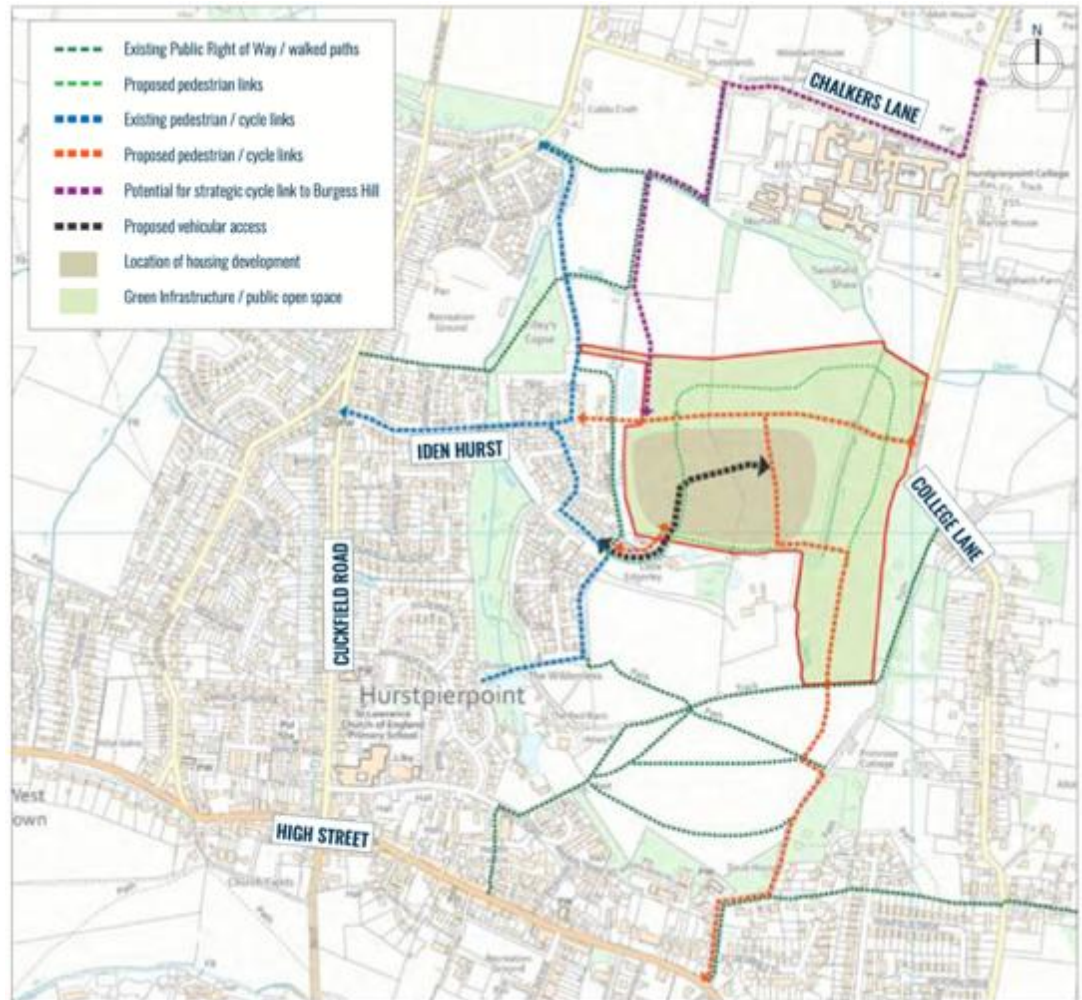


Figure 2.1: Site 575 – Land North East of Hurstpierpoint Proposed Access Strategy

- 2.8 To demonstrate how accessible the site is, an isochrone plot is provided in **figure 2.2** showing 400m, 800m and 2km catchments from the access points from the site. This confirms:
- the 400m walking isochrone extends to Cuckfield Road to the west, College Lane to the east and Trinity Road to the south
 - the 800m walking isochrone covers the majority of the village, including the retail offer in the village centre, bus stops, primary school and healthcare facilities
 - the 2km isochrone covers all of the village, as well as extending northward to the south-western edge of Burgess Hill, southwest to the A23 towards Albourne and south-eastwards to the edge of Hassocks

- 2.9 This review confirms that Site 575 is sustainably located, has easy and direct access to a range of local facilities, including the primary school, medical and healthcare facilities and the existing local bus service.

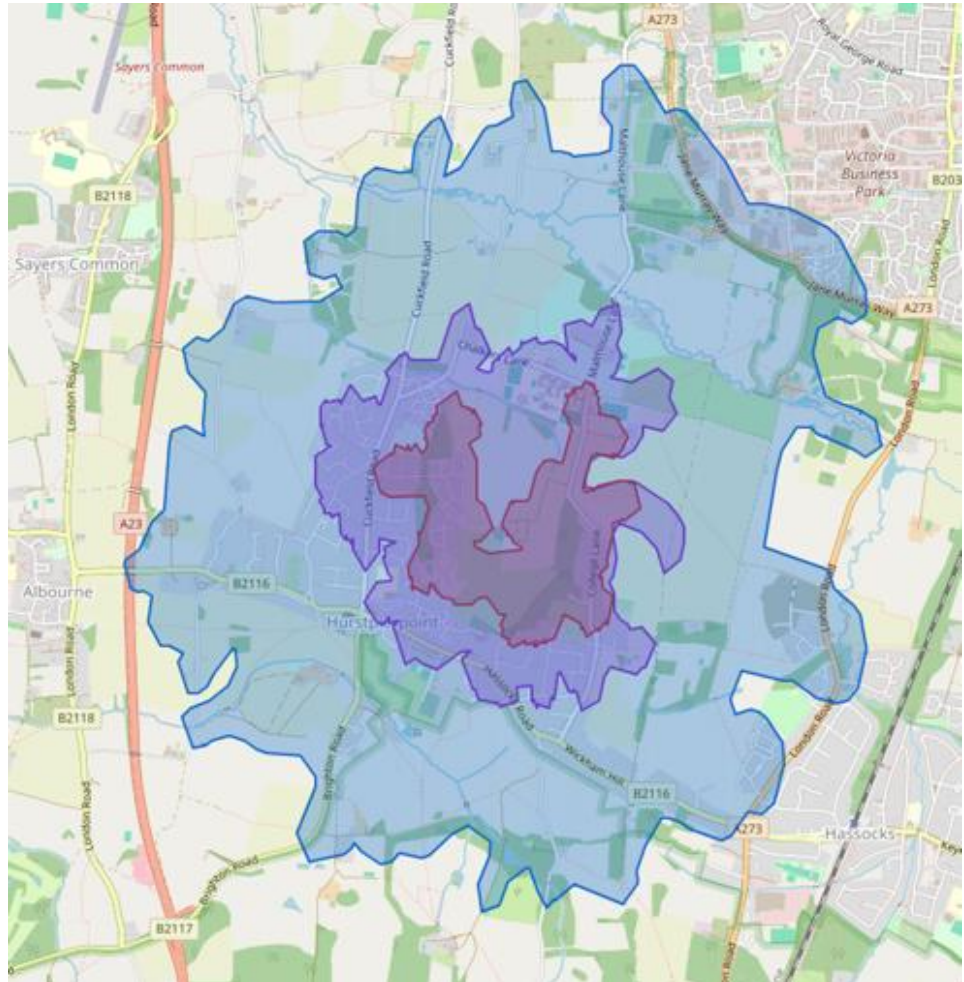


Figure 2.2: Site 575 Land North East of Hurstpierpoint 400m, 800m and 2km Sustainable Isochrones

Enhancements to Sustainable Access

- 2.10 With regard to potential sustainable access enhancements, we confirm to the Council that the site is well placed to deliver new east-west walking and cycling connections between Cuckfield Road and College Lane. This could form part of the County Council's wider cycling improvement strategy.
- 2.11 Discussions with West Sussex County Council (WSCC) Officers have identified the opportunity to enhance east-west links, and Site 575 has the potential to assist in the delivery of WSCC's longer distance cycle enhancement scheme routing from Albourne across to Hassocks.
- 2.12 Delivery of this WSCC cycle enhancement scheme will provide end occupiers of Site 575 with a direct link from the site eastwards towards Hassocks, to all the facilities in the village, as well as the rail station. Assisting with the delivery of WSCC's enhanced cycle route is seen as another positive strand to improving sustainable access for both residents of Site 575 and existing Hurstpierpoint residents.
- 2.13 Alongside assisting with the delivery of the WSCC cycle route, Site 575 can also assist with the delivery of:
- improved pedestrian and cycle connectivity between Cuckfield Road and College Lane

- links from Hurstpierpoint village north through Site 575 to link with Chalkers Lane/College Lane and onwards to link with Burgess Hill
- provide enhanced pedestrian links between Hurstpierpoint College and the village centre
- financial contributions to enhanced bus services routing on Cuckfield Road and Hassocks Road

2.14 To assist further, we highlight that there is precedent for sustainable development in this location, as set out in WSCC's (as Highway Authority) positive position on the sustainable credentials of the Iden Hurst residential development, located immediately to the west of Site 575. In their recommendation to approve this scheme:

- WSCC Highways Officers raised no objections on sustainable development, sustainable access, highway safety, traffic or transport impact on this 157-unit scheme
- the scheme provides a new pedestrian access via Marchants Close
- appropriate pedestrian, cycle and vehicular access from the Little Park Farm (to the west) was agreed with Officers
- a retained emergency access/pedestrian/cycle route was delivered and retained from Chalkers Lane
- Section 106 contributions towards improvements to Hurstpierpoint High Street, a pedestrian phase at Stonepound crossroads, parking management in the village and traffic calming in Iden Hurst
- financial contributions to enhanced bus services routing on Cuckfield Road and Hassocks Road

2.15 With MSDC and WSCC both previously agreeing that the now built 157-residential Iden Hurst site is sustainably located, we highlight that it is entirely logical to conclude that Site 575 - Land North East of Hurstpierpoint also meets MSDC criteria as being sustainable development, with easy accessibility on foot and cycle to the village centre.

2.16 Turning to traffic impact matters, we provide supporting information on the expected impacts of allocating a 150 residential unit scheme at Land North East of Hurstpierpoint.

3. TRAFFIC IMPACT MATTERS

3.1 To assist the Council in understanding the traffic impacts of allocating Site 575, an assessment of the increase in traffic movements through key junctions in the village has been undertaken. This is summarised in **table 3.1** overleaf.

3.2 This technical assessment has been prepared using the previously agreed residential trip rates for the Iden Hurst development and then applying these to a 150 residential unit scheme at Site 575. The traffic estimates have then been assigned to the local highway network, with all development traffic routing to/from the site via the existing Iden Hurst link.

3.3 **Table 3.1** provides a summary of the additional traffic through key junctions in Hurstpierpoint village. The table confirms that in the majority of off-site locations the change in traffic flows will be limited, when compared to baseline traffic conditions.

Junction	AM Peak	PM Peak
Chalkers Lane/Cuckfield Road Priority Junction	+45	+39
Cuckfield Road/High Street/Brighton Road Mini-Roundabout Junction	+46	+50
College Lane/Hassocks Road/Wickham Hill Priority Junction	+10	+11
Chalkers Lane/College Lane Priority Junction	+19	+20

Table 3.1: Site 575 Traffic Movements at Key Hurstpierpoint Junctions (150 Residential Unit Scheme)

3.4 As an example, on the High Street corridor, the 2022 traffic surveys have confirmed that in the network AM and PM peaks (0800 to 0900 and 1700 to 1800 respectively) the Cuckfield Road/High Street/Brighton Road Mini-Roundabout Junction accommodated the following total traffic movements (presented in Passenger Car Units):

- AM Peak – 1,140 vehicles
- PM Peak – 1,012 vehicles

3.5 With **table 3.1** confirming site 575 is predicted to add +46 and +50 vehicle movements through this junction, this equates to less than a 5% increase in traffic at this location. These predicted vehicle movements are considered a “worst case” scenario, as the trip rates have not been adjusted to reflect the effects of any sustainable transport mitigation measures associated with the scheme’s Travel Plan.

Hurstpierpoint High Street

3.6 With regard to the volume of traffic that the development proposals are likely to add to the Hurstpierpoint High Street corridor, the SKTP assessment work confirms the following additional vehicle movements are predicted to route along this corridor:

- AM Peak - +10 vehicles
- PM peak - +11 vehicles

3.7 We draw attention to Table 1 in MSDC’s “MS-13: Impact of Traffic on Hurstpierpoint High Street Technical Note (March 2026). The Reference Case Flows presented in this table are near identical to the 2022 traffic surveys that SKTP has collated on the High Street corridor. Both the SKTP and MSDC report confirming the High Street accommodates c.570 two-way vehicle movements in AM and PM peak periods.

3.8 An increase of c.11 vehicle movements generated by Site 575 in each of these peak periods, when assessed against the Reference Case c.570 vehicle movements, is less than a 2% change in traffic flow on this corridor. This minimal increase is well within the day-to-day variation of flow on the local highway network, and as such is not considered to have a material effect in this location.

3.9 We also note the estimated uplift in traffic flows presented in Table 1, for the “Local Plan with Mitigation” scenarios. The MSDC report indicates an increase of between 160 and 182 vehicle movements in the AM peak, and 192 vehicle movements in the PM peak.

3.10 Even with a percentage increase in flows of c.30% in all modelled scenarios, the MSDC TN confirms in paragraph 6 that:

“Mid Sussex District Council has liaised with West Sussex County Council highways (WSCC) in preparing this note. WSCC has confirmed, in relation to the increased flows identified in Table 1, that they do not cause the junction to go over capacity. Based on the outputs of the strategic modelling, any increases in delay are expected to be a few seconds and queue length increases are marginal in absolute terms; all are expected to be under two car lengths and mostly under one. Therefore, on the basis of the strategic transport modelling results, the County Council does not have any concerns regarding the total flow of traffic expected on the High Street as a result of proposed development in the submitted District Plan.

- 3.11 Based on the position presented by MSDC in the March 2026 “MS-13: Impact of Traffic on Hurstpierpoint High Street Technical Note”, and the estimated c.11 vehicle increase in traffic flows generated by Site 575 on the High Street corridor, the overall change in traffic flows on this corridor will be minimal.
- 3.12 As set out in WSCC’s response in the MSDC March 2026 report, the limited increase in traffic movements along this corridor will be very much within the day to day variation of flow on the network, and not of a level that could be considered to be material or “severe”, the test taken from the NPPF.
- 3.13 These findings confirm that in terms of traffic impact, allocating Site 575 - Land North East of Hurstpierpoint will not have adverse impact on traffic flows through the village, and because of the site’s sustainable location end occupiers of the development will not have a reliance on the private car, as the site has established pedestrian and cycle routes linking the site back to the village centre.

4. CONCLUSIONS

- 4.1 This SAR has been prepared to assist the Council, when considering the sustainable credentials and potential impacts (in traffic and transport terms) of Site 575 – Land North East of Hurstpierpoint.
- 4.2 This review confirms that Site 575 benefits from existing pedestrian routes that were delivered as part of the Iden Hurst residential scheme (now completed and occupied), as well as the pedestrian link via Marchants Close, and established routes across Hurst Meadows.
- 4.3 An accurate appraisal of the site’s sustainable access credentials confirms that **Site 575 performs as well, if not better than all the other assessed sites in this report**. The only criteria that is ranked as ‘poor’ is its accessibility to the nearest rail station (Hassocks), which is 2.6km away and well within an appropriate cycle distance. It is noted that Site 575 is still closer to a rail station than many of MDSC’s preferred sites.
- 4.4 Previous discussions with WSCC have confirmed that the Albourne to Hassocks cycle enhancement scheme will route through Hurst Meadows immediately to the south of Site 575 and across land the promoters continue to control. There is a positive opportunity to enhance cycling opportunities from the proposed development site and also from Hurstpierpoint to Hassocks through this WSCC led scheme.
- 4.5 In every other criteria Site 575 was ranked as neutral/fair, positive or very positive by virtue of the site being located immediately adjacent to Hurstpierpoint village, which has an existing range of local services, schools, retail and healthcare provision.

Closing Observations

- 4.6 To conclude, this SAR continues to demonstrate that Site 575 - Land North East of Hurstpierpoint is a sustainable and suitable location for residential development. When accurately reviewed against MSDC’s assessment criteria, Site 575:
 - performs as well, if not better in sustainable access terms than all other reviewed sites
 - is located immediately adjacent to a defined settlement within the borough

- already has good quality pedestrian links to and from the nearby village and local facilities via Marchants Close and Hurst Meadows
- can assist with the delivery and connect into the WSCC proposed Albourne to Hassocks cycle route
- already benefits from enhanced sustainable access infrastructure, delivered as part of the Iden Hurst scheme
- performs comparably to Site 13 (Land West of the Kemps Hurstpierpoint) which has been identified as a suitable site for allocation
- can make appropriate financial contributions to enhance existing bus service provision to benefit residents at the site, as well as existing residents in this established village
- will deliver enhanced pedestrian/cycle linkages east-west and north-south through the site to connect Cuckfield Road, College Lane and Chalkers Lane and onwards to Burgess Hill
- has the ability to support existing businesses in an established village settlement
- is an inherently sustainable location, as confirmed by both MSDC and WSCC in their conclusions on the adjacent consented Iden Hurst scheme

4.7 Based on the evidence in this SAR, when applying MSDC's own sustainable access assessment criteria, we consider Site 575 Land North East of Hurstpierpoint should be identified by the Council as a site suitable for residential development, to assist MSDC in meeting its future housing needs.