MID SUSSEX DISTRICT COUNCIL

MS07a: Sites Added by the draft Main Modifications – Burgess Hill (MM60)

Hearing Statement
October 2026

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Matter 7 – Sites Added by the draft Main Modifications – Burgess Hill

MM60: Land East and West of Malthouse Lane, Burgess Hill

1. The allocation policy has been introduced at Main Modifications stage as MM60. The proposed allocation is for 750 dwellings to the west of Burgess Hill (Category 1 settlement) adjacent to the defined built-up area and settlement boundary and to the south of Significant Site DPSC1: Land to the West of Burgess Hill. Through the site selection process, the site was assessed as a sustainable extension to Burgess Hill in conjunction with DPSC1.

a. Movement

Form of access from Jane Murray Way

2. Criterion 1 of Policy MM60 requires the development to "Provide a suitable primary access to the site via a roundabout junction on Jane Murray Way." The site promoter has provided a concept masterplan which demonstrates how the Council's requirements could be achieved. It shows vehicular access into the eastern part of the Land at Malthouse Lane development to be via a new roundabout junction on Jane Murray Way.

3. The site promoters have suggested a modification to criterion 1 of Policy MM60 to reflect that detailed design work will continue to evolve as the masterplanning and planning application process progresses and therefore there may be a more appropriate way to deliver the primary access. The site promoters suggested modification is:

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

4. The Council would support this minor modification to criterion 1 of Policy MM60 to provide clarity. This has been agreed with the site promoters through the Statement of Common Ground.

Proposals for buses, cycling, wheeling and walking and connectivity between the two parcels, the town centre and the station

5. Criterion 3 of Policy MM60 requires the development to provide opportunities to improve connectivity between the eastern and western parcels. Criterion 5 of Policy MM60 requires the development to provide strategic active travel routes and internal active travel routes along Malthouse Lane and Danworth Lane in the western part of the site and connections to Burgess Hill in the eastern part of the site and to Hurstpierpoint.

6. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows an Internal Active Travel corridor connecting from the primary access point on Jane Murray Way on the eastern parcel, through to the western parcel and then onto Danworth Lane and up to DPSC1: Land west of Burgess Hill, where connections can be made to the proposed Sayers Common to Burgess Hill cycle route as shown in Appendix 3 of the Submission District Plan. It is understood that the route between the two parcels will be upgraded to provide access for buses one-way and pedestrians / cyclists to enhance connectivity between the two parcels. The concept masterplan sets out that Malthouse Lane and Danworth Lane would need to be adjusted to encourage active travel, with the northern extent of Malthouse Lane providing space for non-car modes to retain its rural character.

7. Criterion 10 of Policy MM60 requires the development to provide a permeable network of green and blue 'living links' across the development with provision for walking and cycling, integrating green travel corridors for active travel throughout with links to the 'Green Circle'. Criterion 13 of Policy MM60 requires the development to provide pedestrian and cycle routes throughout the site to connect into the existing rights of way network to connect people with key destinations and facilities within the site and beyond. With regards to this policy requirement, there is an existing network of pedestrian and cycle routes within Burgess Hill which would enable onward connectivity to Burgess Hill town centre and Burgess Hill station.

8. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. It shows a network of proposed footpaths within the site that connect to and build upon the existing Public Rights of Way network in the area. These are to provide well connected, safe and attractive walking, wheeling and cycle paths to connect people with key destinations and facilities both within the development, into Burgess Hill beyond and the wider countryside. A permeable network of green and blue living links across the development is also proposed which will include provision for walking, wheeling and cycling.

9. Criterion 6 of Policy MM60 requires the development to provide bus service improvements to include consideration of re-routing or extending services to serve the site. The closest existing bus stops to the site are located at Burgess Hill Tesco, services from here serve the town centre and pass close to the train station. The site is also well located to benefit from intended improvements to the frequency of existing bus services serving the site and surrounding area and future plans to re-route this service through new development including the Science and Technology Park, DPSC1 and DPSC3.

10. In addition, criterion 6 of Policy MM60 requires the development to provide mobility hubs at key locations within the site offering electric bike / scooter hire and charging facilities. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. A number of mobility hubs are proposed at key locations within the development site, which will offer electric bike / scooter hire and charging facilities, further facilitating connections into Burgess Hill.

Availability of, and distance to social and community facilities

11. The eastern parcel of the site is in close proximity to the western edge of Burgess Hill where there are a number of Existing Employment Sites and large out of town retail stores including Tesco, Pets at Home and B&Q. The western parcel of the site is in close proximity to the Significant Site allocation DPSC1: Land west of Burgess Hill which will provide a variety of social and community facilities, including a primary school, nursery and a neighbourhood centre with a variety of uses. Notwithstanding the provision required by DPSC1, the site is in walking distance to three primary schools (Gattons Infant School, Southway Juniors School and London Meed Community Primary School). St Wilfreds Primary School and Hurstpierpoint College are also in close proximity to the site. With regards to secondary schools, there are three within a three-mile radius, including Woodlands Meed School and Burgess Hill Academy.

12. Criterion 4 of Policy MM60 requires the development to provide a new multi-functional local neighbourhood centre with flexible retail, cultural and health facilities to support the community. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. It shows provision of a neighbourhood centre with flexible retail, cultural and health facilities to support the community, all within a 15 minute walk as part of the eastern parcel of the site.

13. Criterion 7 of Policy MM60 requires the development to provide suitable areas of open space equipped with play facilities, sport and other leisure and recreation facilities across the site. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. It shows provision for areas of open space equipped with inclusive play facilities, sport and other leisure and recreation facilities.

14. As explained in the previous section "Proposals for buses, cycling, wheeling and walking and connectivity between the two parcels, the town centre and the station", well connected, safe and attractive walking, wheeling and cycle paths are to be provided, in line with the relevant criteria in Policy MM60, to enable connections with key destinations and facilities within the development, to DPSC1 and into Burgess Hill and beyond.

Effect on the surrounding road network and highway safety for all users, including school children and horse riders, taking into account mitigation measures

15. Policy MM60 sets out a number of requirements in relation to the road network including providing suitable accesses to the development; providing active travel corridors along Malthouse Lane and Danworth Lane; improvements to bus provision to serve the site; mobility hubs; and provision of pedestrian and cycle routes throughout the site to connect into the existing rights of way network. These measures are intended to improve accessibility to local services and facilities by sustainable modes of transport and reduce reliance on the private car.

16. In addition to the site specific policy requirements there are a number of policy requirements in the District Plan relating to transport including DPT1 which requires development that is likely to

generate significant amounts of movement and/or have a significant impact on the transport network to provide a Transport Assessment/Statement, Sustainable Transport Strategy and Travel Plan to identify appropriate mitigation measures to managed demand and minimise the need for new and improved transport infrastructure as part of the monitor and manage process and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the National Planning Policy Framework.

17. The Council has undertaken strategic transport modelling through the Mid Sussex Transport Model: Scenario 7 Results [T18a], in liaison with West Sussex County Council (local highway authority) and National Highways (strategic highway authority), to assess the impacts arising from the inclusion of the additional 35 sites. Although the assessment concludes that a number of junctions are considered "severe" against the relevant tests set out in the NPPF, there are sufficient policy requirements and mitigation measures identified within the District Plan and Infrastructure Delivery Plan to ensure that any effects on the road network can be mitigated. As such, the Council is satisfied that the evidence demonstrates the proposed allocations can be accommodated within the transport network. The results of the strategic transport modelling have been agreed by both West Sussex County Council and National Highways as set out in MSTP5 and the recent Statements of Common Ground.

18. In addition, the site promoters have submitted a transport technical note which concludes that the development would not have a material impact on the A23 junction with the A2300 and that in combination with DPSC1 the impact is not considered to be a material increase in real terms. It also sets out that traffic impacts at junctions within the immediate vicinity of the site can be addressed through an access strategy and off-site mitigation schemes.

19. The Infrastructure Delivery Plan (October 2026) [IV10] sets out the infrastructure requirements for each site which includes either on-site, off-site or financial contributions towards mitigation measures towards new or improved provision on the road network. As a result, the allocation is anticipated to mitigate impacts on the local highway network and encourage a modal shift towards more sustainable forms of travel.

20. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan demonstrates how the policy requirements could be delivered including access points, active travel routes, proposed footpaths and existing Public Rights of Way.

b. Landscape, countryside and heritage

Effect on the separate identity of settlements taking into account landscaping and planting buffers

21. Criterion15 of Policy MM60 requires “Provision of an appropriate landscape buffer to the western and southern edges of the site to minimise the perception of coalescence with Hassocks and Hurstpierpoint.”

22. The concept masterplan provided by the site promoter supports that the Council’s requirements are achievable. The concept masterplan, which is informed by a Landscape Baseline Analysis document, shows that a multifunctional green corridor and woodland edge will be created adjacent to Herrings Stream in the south of the site, providing an informal park, as well as quiet walking routes, biodiversity retention/enhancement and SuDS drainage measures.

23. In addition, it shows that existing trees, woodland and hedgerow vegetation will be retained, protected and enhanced to encourage wildlife and support a network of interconnected green and blue infrastructure. Due to the existing vegetation and the topography of the site, Hurstpierpoint cannot be seen from the site. It is acknowledged that the college tower and the church spire are visible, however there is no sense that Hurstpierpoint is nearby.

24. The Council acknowledges the large number of representations received relating to concerns over the loss of the separate the identities of settlements in this area, as well as coalescence. With regards to the distances between MM60 and the other sites proposed around Hurstpierpoint that are nearest to MM60 (MM74 and MM76), the Council has set out some of the distances below.

25. MM74 lies to the south of MM60 and to the north of Hurstpierpoint. The distance from MM74 to the southwestern part of the western parcel of MM60 is approximately 0.5km and the southeastern part of the western parcel is approximately 0.7km. The distance from MM74 to the southwestern part of the eastern parcel of MM60 is approximately 1km.

26. MM76 also lies to the south of MM60 and to the northeast of Hurstpierpoint. The distance from MM76 to the southeastern part of the western parcel of MM60 is approximately 0.7km. The distance from the southwestern part of the eastern parcel of MM60 is also approximately 0.7km.

27. The distance from the northern part of Hassocks (The Fairway / Wentworth Road) to the southeastern point of the eastern parcel of MM60 is approximately 0.8km.

28. In addition to the existing vegetation on site and the topography of the site, it is considered that the distances set out above and the requirements of criterion 15 of Policy MM60, along with the requirements of Policy DPC2: Coalescence and Policy DPC1: Protection and Enhancement of the Countryside, provide an appropriate framework for mitigation relating to the separate identities of the settlements and coalescence, specifically Hurstpierpoint and Hassocks.

Effect on the significance of heritage assets

29. Criterion 8 of Policy MM60 requires the development to be informed by a Heritage Statement and to provide an appropriate layout and design which retains and integrates the vistas to the chapel at Hurstpierpoint College from land within the site and that preserves or enhances the

setting of the Grade II Listed Building 'Kents Farmhouse' to the north of the western part of the site. Criterion 9 of Policy MM60 requires the development to be informed by a Heritage Statement and that the design and layout sensitively responds to the setting of other nearby historic buildings.

30. The site promoters have undertaken a heritage report which supports that the policy requirement relating to heritage is achievable. The heritage statement concludes that the site does not contain any designated heritage assets. It does identify, however, that there are several heritage assets within the vicinity of the site, the significance of which may be impacted through change in their setting. These heritage assets include Kent's Farmhouse; Hurstpierpoint College and Star at Hurstpierpoint College; Hammond's Mill Farmhouse; and Danworth Brook Farmhouse.

31. It is understood that the vistas to the chapel at Hurstpierpoint College from land within the site and from the adjoining listed building at Kent's Farm will be retained and integrated within the proposals. In addition, the setting of nearby historic buildings will be sensitively responded to with awareness of their cultural importance increased through the provision of interpretation measures.

32. In addition, criterion 19 of Policy MM60 requires the development to be informed by an Archaeological Assessment and address any issues for the Archaeological Notification Area covering part of the site. It is understood that the northern part of the eastern site parcel lies within an Archaeological Notification Area associated with identified remains of Iron Age and Roman occupation at Jane Murray Way. The site promoters have set out that the site has been assessed for its below ground archaeological potential in advance of proposed development, and the proposed development will not impact on any designated archaeological assets.

Effect on the countryside and access to it, trees, woodland and wildlife

33. The effect of the allocation on the countryside and access to it, together with trees, woodland and wildlife, is addressed through a number of site-specific policy requirements incorporated within MM60. The policy requires several measures to be put in place as part of development proposals including, provision of a permeable network of green and blue 'living links' across the development; creation of a multifunctional green corridor adjacent to Herrings Stream; biodiversity retention/enhancement; creation and enhancement of woodland and buffer strips along the river corridor to renaturalise and improve connectivity and riparian habitats having regard to the objectives of the West Sussex Local Nature Recovery Strategy; provide an appropriate landscape buffer to the western and southern edges of the site; and consider the watercourse to the south and east of the site.

34. In addition, there are a number of policies in the District Plan which will ensure the effect of the allocation on the countryside and wildlife is addressed. These include policies DPC1: Protection and Enhancement of the Countryside; DPC2: Preventing Coalescence; DPN2; Biodiversity Net Gain; DPN3: Green Infrastructure; and DPN4: Trees, Woodland and Hedgerows.

35. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan demonstrates how these requirements could be delivered including a multifunctional green corridor adjacent to Herrings Stream providing an informal park as well as quiet walking routes, biodiversity retention / enhancement; and existing trees, woodland and hedgerow vegetation, will be retained, protected and enhanced to encourage wildlife and support a network of interconnected green and blue infrastructure.

36. In terms of access to the countryside, the concept masterplan proposes a network of pedestrian and cycle routes which would play an essential role in connecting the development out into the wider countryside and also connectivity to the existing Public Rights of Way network.

37. The Council considers that the policy requirements contained within MM60 along with other relevant District Plan policies and the National Planning Policy Framework provides an appropriate framework to ensure that the effects on the countryside, trees, woodland and wildlife are suitably addressed and that opportunities for ecological enhancement and access to natural green space are secured through future development proposals.

c. Infrastructure, delivery and capacity

Site capacity and delivery rates

38. The Housing Land Supply and Trajectory July 2026 [H10] sets out delivery of 750 dwellings for MM60 over a period of 8 years from year 2029/30 to 2036/37. The delivery rates set out are based on engagement with the site promoter and the Council's analysis of local build out rates on large sites.

39. The site promoter has stated in their representation that they have tested a higher yield and has, therefore, suggested a modification to Policy MM60 that the 750 figure should be referenced as an indicative minimum.

40. With reference to the Inspectors comments and questions concerning the proposed main modifications and the site allocations [IDJB-16], under General points (i) the Inspector points out that, in practice, the number of units delivered on a site will depend on a variety of factors, including site conditions and the nature of the development itself, and it may well vary from the figure given in the policy. The Inspector states that the plan needs to recognise this and suggests that on the site allocation policies, the box that contains the number of dwellings should say, "indicative number of dwellings".

41. As stated in the response to the above point in IDJB-16, the Council accepts this modification to the site allocation policies.

Utilities and any potential impediment to delivery

42. The Infrastructure Delivery Plan (October 2026) [IV10] identifies sewerage network upgrades will be required on-site to ensure there is sufficient capacity to accommodate the proposed

development. Limited capacity is not a constraint to development provided that planning policy and subsequent planning permission conditions ensure that occupation of this development is phased to align with the delivery of wastewater infrastructure. It is expected and encouraged that the applicant of the site engage with Southern Water as the Statutory Wastewater Undertaker for Mid Sussex as part of any future planning application to ensure the appropriate network reinforcement is in place.

43. The site promoter information submitted states that existing electricity, telecoms and potable water infrastructure is recorded within the development boundary. None of this infrastructure is known to be strategic in nature and can be diverted to allow for development. At present, the Goddards Green Grid primary electricity substation, that supplies the area the site is located, has ample capacity to supply the site. This includes allowance for electric vehicle charging. There is electricity, telecoms and potable water infrastructure within and close to the proposed development site that have potential for supply use. Network analysis will need to be undertaken at the detailed stage to determine potential points of connection but at this stage no impediments to delivery have been identified.

Flood risk

44. As identified in the Flood Risk Update [ENV23] for the 35 Additional Proposed Allocations, the site has a Flood Risk score of 1 which is that over 1% of the site is within Flood Zone 2 or 3. Much of this is associated with the watercourse corridor of Herrings Stream which runs along the southern edge of the site.

45. Criterion 11 of Policy MM60 requires SuDS drainage measures to be provided as part of a multifunctional green corridor which is to be created adjacent to Herrings Stream. In addition, Policy DPS4: Flood Risk and Sustainable Drainage requires development proposals to assess the relevant sources of flood risk and surface water drainage in accordance with national policy and guidance.

46. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows creation of a multifunctional green corridor adjacent to Herrings Stream providing an informal park as well as quiet walking routes, biodiversity retention/enhancement and SuDS drainage measures. In addition, the site promoters have undertaken a Flood Risk and Surface Water Drainage Appraisal and have explained that a sequential approach has been applied to the site and areas which are shown to be at high risk will remain free from development and that an easement associated with the Herrings Stream and other watercourses are to be provided, to provide for future maintenance and reduce the potential flood risk to the site and offsite areas.

Whether the additional requirements suggested by the County Council in their representation are necessary for soundness and consistent with other site allocations

47. West Sussex County Council has suggested a number of modifications to Policy MM60 in their representation, which are dealt with in turn below.

Waste Management

48. West Sussex County Council has stated that Policy MM60 is not effective as it does not refer to financial contributions towards waste management and as drafted, the policy lacks sufficient precision and could lead to ambiguity regarding the scale and extent of the infrastructure required to support the development. The suggestion is that the policy wording should be amended as follows:

> Additional criteria to be added under 'Financial contributions towards the provision of': Waste management.

49. The Council is not proposing to include this modification. Further explanation is provided in the Council's response to General Response (ii) in MS-17 Response to Inspectors Comments and Questions on Proposed Modifications and Site Allocations.

Bus Frequency

> Amend Policy Requirements Criterion 6. to state: "...include increased frequencies and consideration of ..." Reason to accord with Transport Evidence Base and NPPF transport policies".

50. In line with other site policies, the Council would support the inclusion of this amendment to criterion 6 within MM60, as it would help ensure that the availability and frequency of bus services are sufficient to meet the travel demands arising from the development and support the use of sustainable modes of transport. However, the Council considers that further amendments are necessary to ensure that the policy remains sufficiently flexible and deliverable. In particular, any improvements may need to be delivered through a combination of measures and could be better supported by proportionate contributions from a number of developments rather than being solely attributable to a single site. The modified criterion would therefore read as follows:

> "**Where necessary and appropriate to do so**, ~~P~~provide bus service improvements to include **increased frequencies and** consideration of re-routing or extending services to serve the site**, and / or make a proportionate contribution towards sustainable transport measures including bus service provision**."

51. The amendments would provide an appropriate mechanism for ensuring enhancements to bus service provision are required as part of the development, thereby assisting in reducing reliance on the private car and promoting accessibility by public transport.

52. The Council considers that appropriate mechanisms to secure additional contributions towards infrastructure and sustainable transport measures are available through the Development

Management Process, as set out in Policy DPT3: Active Travel, Policy DPI1: Infrastructure Provision and DP12: Planning Obligations. The Council notes that concerns raised regarding traffic generation and cumulative impact will be fully assessed through future Transport Assessments accompanying planning applications. The Council is satisfied that, at Plan making stage, there are no concerns raised by the Highways Authority that would prevent the allocation of the site regarding traffic generation and cumulative impact however, more detail will be fully assessed at planning application stage through future Transport Assessments that are required by policy to accompany any subsequent planning application.

Reference to wheeling

Amend Policy Requirements Criterion 10. to state: "provision for walking**, wheeling** and cycling". Reason: To accord with extant and emerging NPPF transport policies.

53. The Council considers that if this amendment were to be accepted, this site policy would be inconsistent with the other site policies in the Plan, as WSCC have not identified this wording for all site policies. In addition, wheeling is included in criterion 5 of Policy DPT1: Placemaking and Connectivity and also the definition of sustainable transport modes in the glossary of the Plan includes wheeling.

Amend Policy Requirements Criterion 13. to state: "Provision for pedestrian**, wheeling** and cycling routes…" Reason: To accord with extant and emerging NPPF transport policies.

54. The Council considers that if this amendment were to be accepted, this site policy would be inconsistent with the other site policies in the Plan, as WSCC have not identified this wording for all site policies. In addition, wheeling is included in criterion 5 of Policy DPT1: Placemaking and Connectivity and also the definition of sustainable transport modes in the glossary of the Plan includes wheeling.

Contributions at Burgess Hill Rail Station

Additional Criterion 21 to state: "**Provide proportionate contributions towards improvements to cycle storage and access at Burgess Hill Rail Station**." Reason to accord with Transport Evidence Base, IDP requirements and NPPF transport policies.

55. A financial contribution towards the provision of improvements at Burgess Hill Station is already included within Policy MM60. Further information on this is then set out in the Infrastructure Delivery Plan. The Council, therefore, does not consider that this modification is necessary for soundness.

Monitoring

Additional Criterion 22 to state: "Undertake monitoring of junction of Jane Murray Way with Coulstock Road including queue lengths and flows. Provide remedial sustainable measures

or improvement scheme if required". Reason: To accord with Transport Evidence Base and NPPF transport policies.

56. The Council considers that inclusion of this within the policy is not necessary for soundness as this will be fully assessed in more at planning application stage through future Transport Assessments that are required by policy to accompany any subsequent planning application and dealt with through the Monitor and Manage approach and the Transport Infrastructure Management Group (TIMG).

Sustainable Transport measures

Additional Criterion 23 to state: "Lead on provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads along local journeys". Reason: To accord with Transport Evidence Base and NPPF transport policies.

57. In line with other site policies, the Council does not support the proposed criterion relating to leading on provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads on local journeys. This is because it is already identified within the Infrastructure Delivery Plan (IDP) and there are a range of existing mechanisms available to secure contributions towards transport infrastructure and sustainable travel measures, where justified and directly related to the development.

58. The Council considers that appropriate mechanisms to secure additional contributions towards infrastructure and sustainable transport measures through the Development Management Process, as set out in Policy DPT3: Active Travel, Policy DPI1: Infrastructure Provision and DP12: Planning Obligations. The Council notes that concerns raised regarding traffic generation and cumulative impact will be fully assessed through future Transport Assessments accompanying planning applications. The Council is satisfied that, at Plan making stage, there are no concerns raised by the Highways Authority that would prevent the allocation of the site regarding traffic generation and cumulative impact, however, more detail will be fully assessed at planning application stage through future Transport Assessments that are required by policy to accompany any subsequent planning application.