Examination of the Mid Sussex District Plan 2021–2039

Hearing Statement — Week 4 hearings, Matter 7 continued

Main Modification: MM76, Land Northeast of Hurstpierpoint (Site 575)

Session: Thursday 5 November 2026, 10:00 (IDJB-14)

Representor: Written by Paul Bradbury and Jo Henson, on behalf of the residents of the Bramble Park Estate listed in Appendix A.

Spokesperson at the hearing: James Trumble.

This statement has been drafted on behalf of a group of 73 residents of Bramble Parks Estate which adjoins the land proposed for development in MM76 to the west.

We believe that MM76 is not effective as drafted and therefore not legally compliant for inclusion in the modified MSCC local plan on the basis that access to the MM76 site has not been shown to be available, safe or deliverable and it should be deleted from the plan.

This statement is confined to the issues in the Inspector's agenda (IDJB-15). References to the NPPF are to the September 2023 Framework, under which the plan is being examined (IDJB-13, paragraph 4).

All referenced appendices are included at the end of this document.

1 Movement

The proposed MM76 development is not demonstrably effective and is not consistent with NPPF paragraphs 110(b) and 111.

1.1 MM76 Access Point

MM76 requirement 1 names Iden Hurst as the sole vehicular access. None of the documentation supporting the MM76 application shows that access is available and there is no evidence of a reasonable prospect that it will be available within the time scope of the Local Plan (NPPF Annex 2). The site is therefore undevelopable for the following reasons:

- **The Council's own evidence says it is not.** The Mid Sussex SHELAA 2023 records for Site 575 that "safe access is not available". No further documentation has been shared to displace this finding.
- **The relevant length of Iden Hurst, through the Bramble Park Estate is not adopted highway.** WSCC's Adopted Road Map records the section of Iden Hurst within the Bramble Park Estate as "Not Adopted, Class Q, maintenance authority unknown". It is currently owned by Vistry (Bovis Homes) and managed on behalf of the property owners in the Estate.
- **The proposed vehicular access point to MM76 is closed to vehicles today.** Iden Hurst ends in timber bollards beside the estate's equipped children's play area. The proposed MM76 access would cross a public footpath, cut through a designated wildlife corridor and cross a water course which forms part of the estate's surface water management drainage (Appendix B).
- **No right of way has been shown over Iden Hurst.** The promoter of MM76 is not the Bramble Park developer. Nothing published shows a right of way over the unadopted length of Iden Hurst that benefits the MM76 land.

1.2 Ownership, Adoption and Maintenance of Iden Hurst

The roads within the Bramble Park Estate are currently owned by the estate developer, Vistry (Bovis Homes). Bramble Park property owners pay for their upkeep through an estate charge levied by The Bramble Park Management Company whose directors are currently employees of Vistry and Gateway Property Management Limited. There is a mechanism in place for the for the ownership of the estate lands and roads to be signed over to The Bramble Park Management Company and for the election of company directors from the property owners on the estate, however, both Vistry and Gateway are currently stalling engagement with the estate residents regarding this hand over and there is uncertainty over the timeline for its completion.

Residents of Bramble Park understand that at the planning permission stage the developer (Vistry) committed to having Iden Hurst adopted by the highway authority, and that to date this has not happened. WSCC have confirmed that no Section 38 agreement exists for the estate roads.

MM76 would put all of the traffic from a further 150 properties onto the private road section of Iden Hurst and additional foot and bicycle traffic onto Davey Way. These roads, associated street furniture, drainage and verges are currently maintained by the property owners of Bramble Park and there is no identified enforceable mechanism for sharing future maintenance or insurance costs between the existing Bramble Park properties and any future development at MM76. Additionally, no mechanism for securing the highway improvements that would be needed to accommodate future development at MM76 has been identified. There is real concern amongst the Bramble Park Estate residents that they will be burdened with carrying the full costs of upgrade, ongoing maintenance and liability insurance for the roads and street furniture used by the residents of any future development on MM76.

The Council should therefore show that it has investigated the outstanding adoption commitment, the legal basis for the new access rights MM76 assumes, and the funding and management arrangements needed to make the access deliverable. Without that evidence, the allocation rests on unresolved assumptions about the road infrastructure and access required for its delivery. This is not compliant with the NPPF.

1.3 Effect on the Road Network

MM76 would increase the number of properties accessed exclusively via Iden Hurst from the current 196 to approximately 346 (Appendix C).

The Junction of Iden Hurst and Cuckfield Road

All traffic from the proposed MM76 development will exit the junction of Iden Hurst and Cuckfield Road (B2117), in addition to the existing traffic from those houses served by Iden Hurst today. No capacity or safety assessment of the junction has been published for MM76.

Many of the houses around the junction do not have adequate off-street parking availability and residents routinely park vehicles on Iden Hurst and Cuckfield Road, reducing all three approaches to the junction to a single lane. In its current configuration this junction is problematic at peak traffic times particularly between 8am and 9am on school days when Cuckfield Road is busy with traffic headed towards both Hurstpierpoint College and Hurst High Street (St Lawrence Primary School and Downlands Community School). On most weekday mornings traffic backs up in all directions and turning out of Iden Hurst onto Cuckfield Road becomes difficult. During these periods what should be a two-minute journey along Cuckfield Road can take 15-20 minutes. Appendix D provides photos detailing the layout and on road parking at the junction.

Combined effect of MM74 and MM76 on Traffic Flow on Cuckfield Road

MM74 (Land North of Willow Way and Talbot Mead, Cuckfield Road) also takes access from Cuckfield Road. Together, MM74 and MM76 would put around 300 new dwellings onto the

same short stretch of the Cuckfield Road, where on-street parking already reduces the carriage way to a single lane.

Monitoring of the Traffic flows on Cuckfield Road and speeds on Iden Hurst was required during the construction of the Bramble Park Estate (outline permission 12/04141/OUT). Surveys were due after the 70th and 130th homes on the Bramble Park estate were occupied, with a report to WSCC within two months each time (DM/15/5087: survey strategy 073.5002TN1, approved by decision notice of 7 March 2016). Those two reports have not been made available. The planning obligation also secured a contribution for traffic calming on Iden Hurst, to be spent if the monitoring showed it was needed (appeal 2203080, paragraph 13.8). To date no calming measures have been installed. The Council should confirm whether the monitoring was carried out, publish the reports and detail when the contribution for traffic calming measures will be spent before considering the inclusion of MM76.

1.4 Road Safety

The proposed vehicle access to the MM76 site is located on the eastern edge of The Bramble Park Estate and will be the sole transit point for all traffic from the proposed 150 dwellings. The access point is located directly adjacent to the Bramble Park children's play area which forms a focal point at the centre of the estate. The eastern edge of the estate is bounded by a well used footpath, a wildlife corridor, which connects Tilly's Copse and The Meadows, and a watercourse which is key to flood prevention on the estate. Appendix B shows the location of these features relative to the proposed access point to MM76. The proposed access road will cut across all of these features and presents concerns relating to the safety of children at play and pedestrians as well as the potential for disrupted flood management and the bisection of wildlife routes. No impact assessment or proposed mitigation of these risks has been presented for the MM76 submission and should be undertaken before the site is considered for inclusion.

The privately owned section of Iden Hurst from the entrance to the Bramble Park Estate through to the proposed access point for MM76 is between 4.5m and 5.5m in width. This is reduced to less 3m in places with on street parking (Appendix E). A number of residents park on the road due to lack of available off-street parking space and have reported damage to cars parked on Iden Hurst caused by delivery vans and refuse lorries squeezing through narrow sections along this stretch of the road. Concerns have also been raised by residents regarding the ability for emergency service vehicles to access the whole estate. As off-road parking is insufficient simply introducing parking restrictions would push parked cars further along Iden Hurst and will not solve the issue. These safety concerns will be increased with the addition of traffic from the 150 dwellings proposed at MM76, all of which will need to transit along this stretch of Iden Hurst. The MM76 submission does not include an impact assessment of how the additional traffic will impact the existing safety concerns on Iden Hurst and no traffic surveys have been shared with residents to confirm suitability along this stretch of the road. An assessment is required to ascertain that the road as it is currently configured is suitable for this increase in traffic.

Access to the Bramble Park Estate on Iden Hurst is through ancient woodland and was approved in 2014 as a 5.5m carriageway with footways of 1.5m and 0.75m on the basis that it would serve 140 dwellings (appeal 2203080, paragraph 14.31). It also crosses a culverted watercourse for which WSCC requested structural approval (DM/15/5087: WSCC Highways response, 5 July 2016; approved drawing BOV E4633 493 rev E, Section through Access Road Culvert). MM76 would more than double the traffic through this section of Iden Hurst and the MM76 submission does not address whether the road can safely carry the additional traffic from 150 new dwellings, or that it can be widened within the ancient woodland buffer.

1.5 Sustainable Travel

Requirement 6 secures a 100m shared-use path “to Davey Way” to reach bus stops 4400MS0208 and 4400MS0209 on Cuckfield Road. Davey Way has no footpath on either side and is less than 5m wide along its entire length (Appendix F). The land on either side of the road is owned by the adjoining properties and there is no scope for implementing a safe cycle and walking path without closing the road to traffic. The proposed path from MM76 would end at the intersection of Davey Way and Lamb Lane where pedestrians would be put into the road. Can the Council confirm what assessment has been taken to prove this is suitable.

The submissions other sustainable walking routes rely on Hurst Meadows. However, as these routes are not paved or lit, they are not suitable during the winter months when the paths become extremely muddy or after dusk and therefore should not be considered as sustainable transport routes from MM76.

2 Village Character, Heritage and Countryside

The proposed MM76 development is not consistent with NPPF paragraphs 180(c), 194, 195 and 199.

2.1 Separate Identity and the Settlement Edge

Hurst Meadows was the landscape buffer and defensible edge secured with the 2014 Bramble Park permission. MM76 builds beyond it, then offers a replacement buffer further out (requirement 2). This new boundary will place the eastern edge of the MM76 developed area ~300m from the boundaries of the private properties on College Lane, effectively removing the landscape buffer and allowing coalescence of Hurstpierpoint and Hurst Wickham along the northern boundary of The Meadows. It will also result in The Meadows being bounded on all sides by urban development creating a risk of wildlife loss through segregation of wildlife areas.

2.2 Heritage Assets

MM76 contains no heritage requirement. Hurstpierpoint College which is Grade II listed (NHLE 1194726) lies approximately 500m north of the proposed MM76 development site’s northern boundary. The Council’s 2016 committee report on Bramble Park (DM/15/4736) records its listed chapel as “particularly prominent” and it forms part of the heritage landscape view to the North from Hurst Medows. MM76 lies directly between Hurst Meadows and Hurstpierpoint College and will disrupt this view.

MM76 is inconsistent on this point with MM74, MM73 and MM60 all located further from Hurstpierpoint College but all requiring heritage statements protecting the vistas of the College chapel (DP2a, Appendix 1: MM74 requirement 4, MM60 requirement 8, MM73 requirement 2). We believe that MM76 requires a heritage statement.

An Archaeological Notification Area covers the whole site, yet no desk-based assessment has been made available and, until that work is done, the size of the site available for construction is unknown.

The heritage evidence presented for MM76 is inconsistent with other allocated sites and needs to be rectified by the council.

2.3 Countryside and Wildlife

Iden Hurst transits between two areas of ancient woodland; Tilly’s Copse and The Wilderness. In 2016 the Woodland Trust sought a 30m wildlife buffer on the extension of Iden Hurst for the development of the Bramble Park Estate. This was rejected in favour of the current 15m buffer.

Access through the woodland has always been contentious. The December 2012 landscape study by Hankinson Duckett Associates for the Parish Council advised that development here should avoid access through the woodland. At the 2014 inquiry, the developer's own landscape witness accepted that the Iden Hurst access did not meet that advice and that the impact could not be mitigated (appeal 2203080, paragraphs 9.20–9.22). MM76 will more than double the traffic through the wildlife gap and no assessment of this impact has been published.

The footpath, water course and hedge which bound the eastern edge of Bramble Park forms part of a wildlife corridor which links Tilly's Copse to the north of the estate to The Meadows to the south of the estate. It is known to be used by a number of protected species including badgers, bats and Great Crested Newts. Residents who live close to this corridor have reported badgers visiting gardens demonstrating their use of the wildlife corridor and the likelihood of setts nearby. The proposed point of access to MM76 will bisect this corridor and will lead to habitat destruction. The MM76 submission relies on a Habitats Regulations Main Modifications Report that states that mitigation measures for wildlife disturbance can be addressed at a later date. A full biodiversity impact assessment is required for MM76, undertaken in the context of the additional allocated sites planned in the area.

3 Infrastructure

3.1 Hurstpierpoint 33kV Electricity Line

The 33kV overhead line which supplies electricity from the Goddard's Green grid connection to Sayer's Common, Hurstpierpoint and Albourne runs across the proposed development area of MM76 (Appendix G). This is not mentioned in the MM76 submission.

3.2 Water Supply

The current water supply infrastructure which serves Hurstpierpoint Village and surrounding area is not fit for purposes. On 2nd October two water mains ruptured in Hurst; one on the High Street which caused much of the village to lose water supply and one on Malthouse Lane which caused the road to collapse, resulting in closed roads and traffic issues. The pumping station on Malthouse Lane regularly exceeds capacity resulting in water being trucked by road from the pumping station to Cuckfield Road where it is reintroduced into the wastewater network. This causes traffic restrictions on Malthouse Lane and Cuckfield Road. This is all compounded by drought in the SE of England this year. There is concern that any additional developments in Hurstpierpoint, including MM76 will introduce additional strain on an already inadequate water supply network and we believe that MM76 should not be entered into the Local Plan until assurances have been obtained from SE Water that the water distribution network can handle the additional dwellings without compromising the existing customers in Hurstpierpoint.

3.3 Drainage and Flooding Risk

The proposed MM76 development would introduce additional buildings, roads and other impermeable surfaces on land uphill from the existing residential areas in Bramble Park where the Environment Agency surface-water mapping identifies existing flood-risk areas. Actual flooding events are ongoing despite site intervention and an existing drainage plan (Appendix H). The most serious site impacted is the road marked for MM76 construction traffic – raising concern that the road could become inaccessible during any construction further compounding issues on Iden Hurst which is the only alternative route for construction vehicles.

Although sustainable drainage systems could potentially manage the resulting runoff, sufficiently detailed site-specific drainage or hydraulic evidence as to how attenuation, discharge arrangements and downstream protection would be achieved has not been published for MM76. These issues cannot be addressed in isolation, additional drainage may reduce options for roads and access, and impact wildlife. The council should confirm that the proposed MM76 development is compliant with the NPPF F7.

4 Modifications Sought

MM76 should be deleted on the basis that without a demonstrated right of access over Iden Hurst, the site is not shown to be developable (NPPF Annex 2).

5 Site visit

We would like to request that the inspector makes a site visit to the Bramble Park Estate and proposed MM76 development site to gain further insight into the points raised in this submission. The following locations area are accessible within 15 minutes on foot:

1. **The north-eastern end of Iden Hurst:** the bollarded threshold to the proposed access point for MM76 including the play area, water course, foot path and wildlife corridor (Appendix B).
2. **Iden Hurst :** the width and restricted access issues caused by road width and on street parking (Appendix C).
3. **Davey Way:** where the requirement 6 path would terminate at Lamb Lane, with no footway on either side (Appendix F).
4. **The junction of Iden Hurst and Cuckfield Road:** on-street parking and no crossing facility (Appendix E).

Appendix A: Bramble Park Residents In Support of This Document

The below lists those individuals who are 'The Residents of Bramble Park' who:

1. Support the representation submitted by Joanne Henson on behalf of 'The Residents of Bramble Park' to the Planning Inspector in respect of the further consultation on MM76
2. Give their authority for the nominated speaker(s) agreed by The Residents of Bramble Park to represent their views at the Hearing on Thursday 5 November 2026

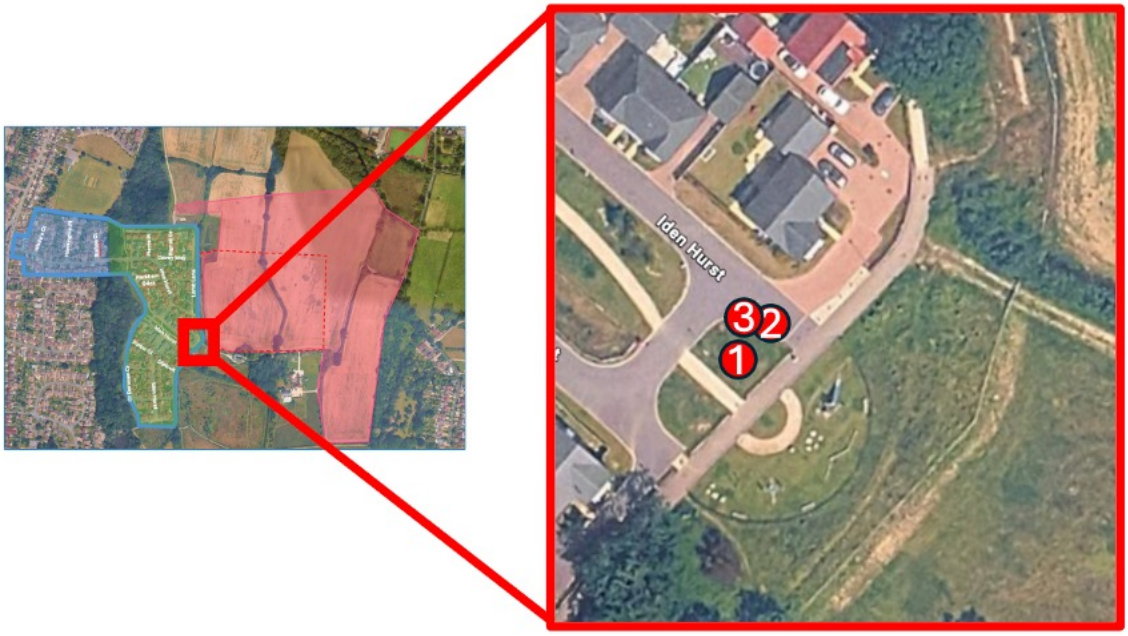
This list is not exhaustive and does not include every resident of Bramble Park (Iden Hurst); only those who have given their express permission in relation to the above 1) and 2) are included. Further, it does not supersede any individual representations made in writing or in person at the Hearings by those named or other residents not listed in this group; however, it is intended to facilitate the process of objection to site MM76 through a consolidated submission and delegated speaker(s).

Name	**Postal Address**
Jeanette Wright	[redacted]
Adrian Wright	
Gabriel Wright	
Josephine Wright	
Oliver Wright	
Antonia Blunt	
Dr Roy Maunick	
Mrs Louise Maunick	
Miss Tanika Maunick	
Marcia Kay Yeates	
Geoffrey Yeates	
Mrs Emily Hitchcock	
Dr Paul Hitchcock	
Amanda Mouat	
Lucy Trowbridge	
Neil Trowbridge	
Paul Bradbury	
Sarah Lancaster	
Martin Beresford	
Rachael Beresford	
Ameet Bhagwat	
Clare Bhagwat	
Clare Scully	
Diane Kinmond	

Stephen Mugridge	[redacted]	
Paul Mugridge		
Beth Mugridge		
Dan Mugridge		
Julie Ginman		
Steve Ginman		
Laura Markham		
Olly Briggs		
Douglas Boynton*		
Ghufran Robinson*		
Joanne Henson		
Richard Henson		
Suzy Verner		
Rory Verner		
Emily Verner		
Dawn Benson		
Martin Benson		
Ashley Benson		
Emmeline Killa		
Michael Killa		
Joshua Killa		
Satbinder Chana		
James Trumble		
Henry Marden		
Ruth Marsden		
Kate Gifford		
David Gifford		
Michelle Khoury		
Paul Khoury		
Kitty Hopkins		
Daniel Hopkins		
Paul Coleman		
Becky Coleman		
Dan Olliff		
Emma Olliff		
Lisa Stubbs		
Paul Stubbs		

Sefton Owens	[redacted]	
Joanne Lord		
Jonathan Matthews		
Jen Matthews-Bright		
Laura Steele-Perkins		
Steven O’Leary		
Paul Milham		
Chloe Cooper		
David Inkle		
Ray Murphy		
Claire Murphy		
Diane Kinmond		

Appendix B: Photographs of the Planned Access Location to MM76 from the Bramble Park Estate





1

The children's play area and public footpath

Location: ///snowmen.fame.intended



2

The End of Iden Hurst at the proposed access point for MM76. Note the public footpath, surface water drainage channel and wildlife corridor.

Location: ///acids.skies.wage



3

The End of Iden Hurst at the proposed access point for MM76. Note the proximity to the children's play area.

Location: ///acids.skies.wage

Appendix C: Number of Dwellings with Sole Access via Iden Hurst



Current Dwellings with sole access via Iden Hurst (196 Dwellings)

Proposed MM76 Development with sole access via Iden Hurst (150 Dwellings)

Road Name	***Road Status***	***Number of Dwellings***
Iden Hurst	Adopted	26
White's Close	Adopted	8
Hannington Place	Adopted	12
Bisops Close	Adopted	10
Iden Hurst	Unadopted (Private)	84
Pierce Place	Unadopted (Private)	14
Davey Way	Unadopted (Private)	3
Bignal Grove	Unadopted (Private)	6
Lamb Lane	Unadopted (Private)	11
Packham Gardens	Unadopted (Private)	5
Potter Close	Unadopted (Private)	4
Diplock Mews	Unadopted (Private)	6
Dr Denman Crescent	Unadopted (Private)	7
Total Number of Existing Dwellings		***196***

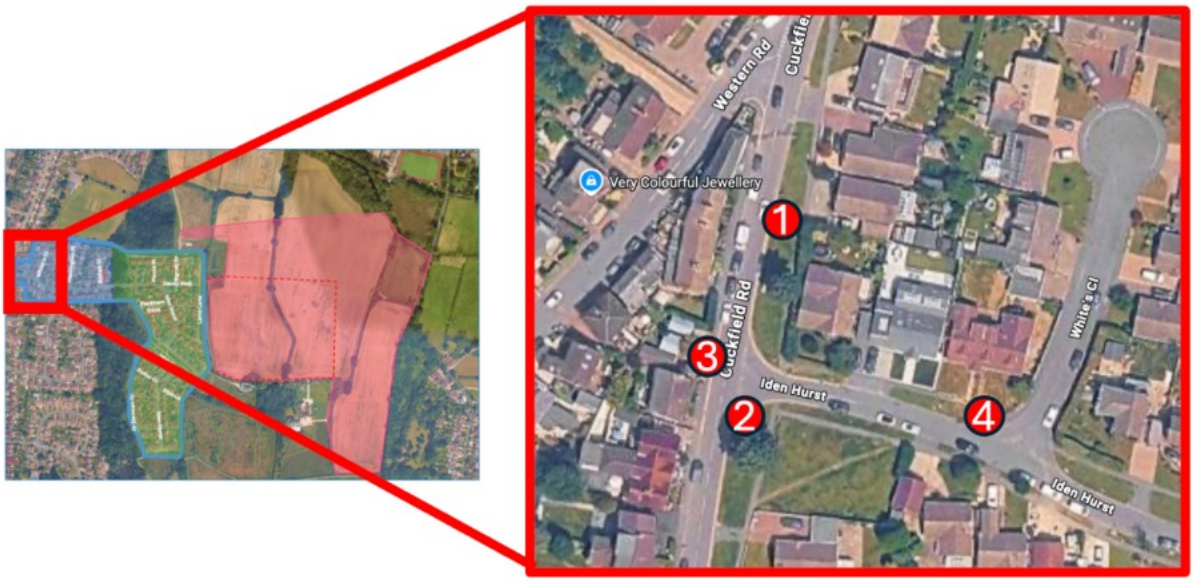
MM76 Planned Development		***150***

Total Existing and Planned Dwellings with sole access via Iden Hurst	***346***

Note: Number of dwellings counted from curbside observations collected by residents of Bramble Park and is not an official record

Appendix D: Photographs of the Junction at Cuckfield Road and Iden Hurst

Many of the houses around the junction do not have adequate off-street parking availability and park vehicles on Iden Hurst and Cuckfield Road. This reduces the flow of traffic to one lane on both roads creating a hazardous junction and is particularly problematic during peak times when the Cuckfield Road is busy with school traffic travelling north towards Hurstpierpoint College and south towards Hurst village and Downlands School in Hassocks. At these times what should be a 1–2-minute journey by car from the junction to the village sign on Cuckfield Road can take 10-15 minutes.





1

View, south, on Cuckfield Road towards the junction with Iden Hurst. Note the parked cars blocking the southbound lane of Cuckfield Road to a single lane.

Taken on 14/10/2026
Location: ///heartburn.consults.betrayal



2

View, north, on Cuckfield Road at the junction with Iden Hurst. Note the parked cars blocking the southbound lane of Cuckfield Road reduces the road to a single lane.

Taken on 15/10/2026
Location: ///heartened.absorbing.flaking



3

View, east, on Cuckfield Road towards the junction with Iden Hurst. Note the parked cars blocking the westbound lane of Iden Hurst reducing the road to a single lane. When approaching the junction from Iden Hurst these cars force drivers to move into the other carriage way often without good visibility of vehicles turning into Iden Hurst from Cuckfield Road

Taken on 14/10/2026
Location: ///plots.dealings.nips



4

View, west, on Iden Hurst towards the junction with Cuckfield Road Note the parked cars blocking the westbound lane of Iden Hurst reducing the road to a single lane.

Taken on 14/10/2026
Location: ///objective.treaties.saints

Appendix E: Iden Hurst Access Through The Bramble Park Estate

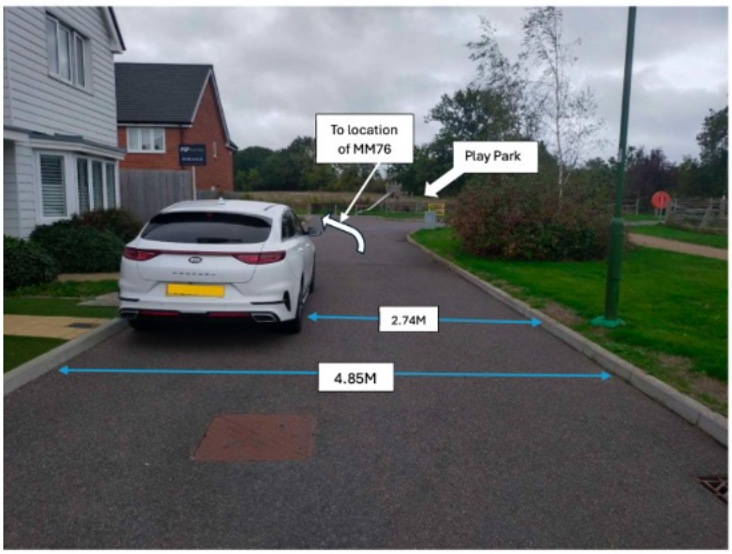




A

View along Iden Hurst within the Bramble Park Estate. This roadway would be used by vehicles from ~220 dwellings including the existing Iden Hurst properties (currently ~70 dwellings)

Location: ///interests.item.ironic



B

View along Iden Hurst towards the location of MM76. The roadway would be used by vehicles from ~165 dwellings including the small number of existing Iden Hurst properties in the area (~15 dwellings)

Location: ///learning.prospered.broached





1

View along Iden Hurst within the Bramble Park Estate.

Location: ///catch.missions.sleepers



2

View along Iden Hurst at the entrance to the Bramble Park Estate.

Location: ///gasp.ballparks.grades

Iden Hurst – MM76 Access Measurements

	Location	What3Words	Road width
C	No. 6	///smile.broken.splinters	5.40m
D	No. 26	///pretty.needed.chill	4.48m
E	No. 54	///trick.dump.walkway	5.46m
F	No. 47	///desk.apart.investor	5.06m

Appendix F: Photographs and measurements of Davey Way showing the Proposed Pedestrian/Cycle Route from MM76

Davey Way is a live carriage way operating in 2 directions. It does not have a dedicated footpath. The land to the curb on either side of the carriageway is owned by the property owners whose properties adjoin the road.





1 View across Lamb Lane towards Davey Way from the proposed entrance to MM76 across the Lamb Lane Brook (drainage infrastructure)

Taken on 15/10/2026
Location: ///dramatic.clinking.prancing



2 View along Lamb Lane towards the junction with Davey Way

Taken on 15/10/2026
Location: ///floating.shepherds.snails



3
View along Davey Way from Lamb Lane. Note that the land to the curb on either side of Davey Way is privately owned by the properties which bound the road.

Taken on 15/10/2026
Location: ///floating.shepherds.snails



4
View along Davey Way from the junction with Bignal Grove.

/Taken on 15/10/2026
Location: ///gone.boils.status



5
View along Davey Way from the junction with Iden Hurst.

Taken on 15/10/2026
Location: ///meaning.shirtless.spinners

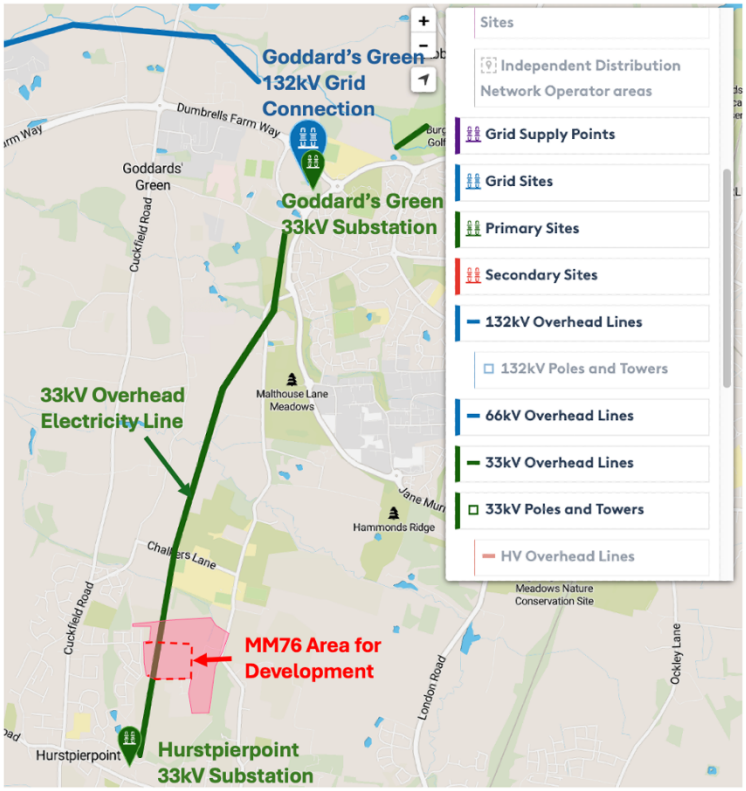


6 View along Iden Hurst approaching the junction with Davey Way. Note the blind corner.

Taken on 15/10/2026
Location: ///fillings.fingernails.shuts

	What3Words location	Davey Way width
A	///imprinted.willpower.quote	477 cm (4.77 m)
B	///snapping.typed.fancy	480 cm (4.80 m)
C	///tasters.valuables.dictation	490 cm (4.90 m)
D	///swipes.parting.efficient	482 cm (4.82 m)

Appendix G: Location of Hurstpierpoint Electricity Supply Infrastructure Relative to MM76



Hurstpierpoint 33kV overground electricity line supplies electricity from the 132kV Goddards Green Grid Connection Substation to the Hurstpierpoint Substation which distributes electricity to the following areas:

- Hurstpierpoint village and surrounding neighborhoods
- Sayers Common, including properties along Malt House Lane
- Albourne
- Goddards Green

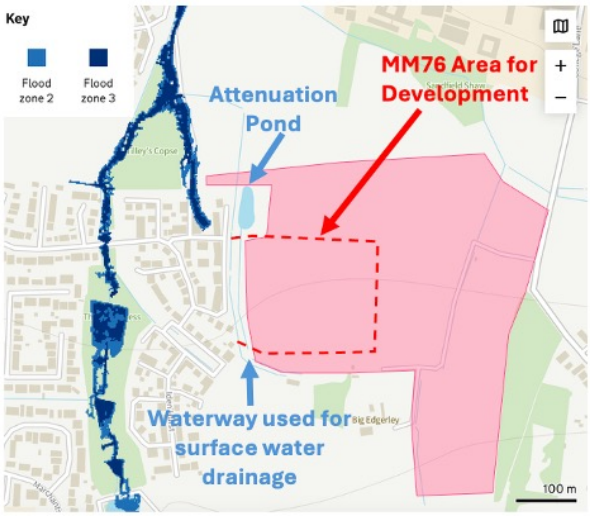
Source: HuWise https://ukpowernetworks.opendatasoft.com/explore/assets/network-infrastructure-usage-map/view/



Land NE of Hurstpierpoint showing area for development with 33kV Electricity pylons and line.

Take on 15/10/26. Location: ///wooden.compelled.remission

Appendix H: Surface Water Drainage and Flooding Isses in the Bramble Park Estate



Zone 1 and 2 flood risk map for the Bramble Park Estate and proposed MM74 development area.

Source: The Environment Agency. https://flood-map-for-planning.service.gov.uk/map?lyr=fsa,fd, mainr&seg=fz,fzpd&cz=528479.1,117123 ,16.902875



Flooding of the Bramble Park Estate emergency access road at the proposed site for the construction entrance to MM74

Taken on: January 2026

Location: ///instilled.drones.retrial



Surface flood water overtopping the attenuation pond and flowing through the hedge bounding Lamb Lane (eastern edge of Bramble Park). This is the proposed location of the MM76 sustainable footpath and cycleway.

Still image taken from a video filmed in November 2022. This has happened several times since 2022 but no photographs are available.

Location: ///creatures.crunching.fluctuate



Flooding of the road on Lamb Lane on the eastern boundary of Bramble Park.

Taken on: November 2022

Location ///rejoins.eating.nodded



Overtopping of the surface drainage waterway which runs along the eastern edge of the Bramble Park Estate.

Taken on: November 2022. This has happened several times since 2022 but no photographs are available.

Location: ///corded.ringside.prices