THAKEHAM

Land East of College Lane, Hurstpierpoint

Mid Sussex District Plan 2021-2039 - Hearing Statement relating to: Matter 7 – MM72

16 October 2026

1. MM72: Land East of College Lane, Hurstpierpoint

Introduction

1.1. This Hearing Statement is submitted by Thakeham Homes Limited ("Thakeham") in respect of MM72, Land East of College Lane, Hurstpierpoint (herein referred to as "the Site"). It responds to the Inspector's issues for the session and should be read alongside Thakeham's Main Modifications representation of 7 September 2026.

1.2. Since submitting the Main Modifications representation on 7 September 2026, Thakeham has submitted a planning application for the Site. The application was validated on 30 September 2026 (ref. DM/26/2433) and seeks permission for a 'Phase 1' development:

> *"Erection of 100 dwellings, with associated access, car parking, refuse/recycling storage, landscaping, infrastructure and works."*

This Hearing Statement therefore refers to the planning application where relevant. For context, the Illustrative Masterplan, submitted as part of the planning application, has been provided within **Appendix A** of this Hearing Statement.

Technical Objection to MM72

1.3. As set out previously within the Main Modifications Representation, whilst the principle of an allocation of the Site is supported, Thakeham wishes to maintain its objection to MM72 in the draft District Plan, due to an incorrect detail on the Site's capacity. Whilst the draft site allocation in the Schedule of Main Modifications (DP2a) has indicated a capacity of 75 units, it has been previously agreed in the Council's Response to Fact Check (MS-16) that the yield of the Site should be amended to 135 to reflect the masterplanning work undertaken and the additional parcel of land to the north, which will be brought forward as Phase 2. The draft site allocation yield should therefore be amended to reflect the Site's full capacity – this would be a relatively minor change in the context of the Plan.

Issue a) Movement

- ***The access points***

1.4. Criterion 1 of the draft site allocation requires a suitable access from College Lane. The Site, at present, is accessed via a gated entry point off the eastern side of College Lane, and no third-party land lies between the Site and the highway. The Site's proposed access junction will be provided with a 5.5m wide access road, adjoining College Lane via kerb radii of 6m. Criterion 1 is therefore achievable.

1.5. The Transport Assessment submitted as part of the planning application and prepared by Campbell Reith has tested the proposed priority junction at College Lane. It concludes that it operates well within capacity and can achieve the appropriate visibility splays within highway land. West Sussex County Council ("WSCC") raised no in-principle concern with the access at pre-application stage.

1.6. In terms of pedestrian and cyclist access, the proposed development will also provide an internal 3.0m wide shared foot/cycleway through the Site connecting to both College Lane and Belmont Lane to the east of the Site. On Belmont Lane, there is an existing bridleway (HAS-8C), which connects Wickham Road to Hurst Wickham. The bridleway link from the eastern boundary of the site reduces the walking distance to Hassocks Station by approximately 0.4km, equating to approximately 7 minutes of journey time savings. This accords with Criterion 4 of the draft site allocation, which requires the provision of a cycle connection onto HAS-8C.

- ***Effect on the road network***

1.7. The Council's in-combination testing (MS-TP5) models MM72 together with the other Hurstpierpoint allocations. It identifies no severe impact at the junctions serving College Lane. WSCC considers that the remaining impact at Stonepound can be addressed through public transport and active travel measures from the Hurstpierpoint sites. It also recognises that "flexible and proportional" wording is

needed to reflect their differing sizes. Thakeham supports this approach and considers that the bus stop on Wickham Hill serving the site will provide mitigation from public transport to the traffic through the Stonepound Crossroads.

1.8. WSCC has requested an additional criterion to the draft site allocation which states that the site should make a proportionate contribution to the provision of sustainable transport measures, to benefit users of the Stonepound Crossroads. Thakeham does not object to such a criterion being included, and would accept this addition. Pre-application discussions have already taken place with WSCC and the LLFA, and details of these discussions are set out in the live planning application for the site (reference DM/26/2433/2). These discussions, along with consultee comments received from WSCC and the LLFA during the determination process, will inform the targeted developer contributions to the sustainable transport serving the Site.

1.9. Within the Infrastructure Delivery Plan (IV7), the schedule earmarks the Site to provide a contribution towards the A23/B2118 junction. Whilst this is not objected to, Thakeham asks the Council to clarify how the A23/B2118 contribution has been apportioned to MM72. The Site is modest and some distance from that junction. The Council's modelling shows the southbound diverge operating at about 40-53% of capacity, and the Council links the severe B2118 impact to the Sayers Common sites.

- ***Road safety and mitigation measures***

1.10. Road safety has been considered as part of the design of the access and the wider scheme. The planning application (ref. DM/26/2433) is supported by a Transport Assessment, which considers the safety of the local highway network and the proposed access arrangements. The access has been designed to meet the relevant highway standards and to provide safe and suitable access for all users. Thakeham will continue to work with WSCC as the local highway authority to agree any necessary mitigation through the application process, secured by condition or legal agreement as appropriate. Thakeham therefore considers that there are no road safety matters that would prevent the delivery of the allocation.

- ***Sustainable travel and the footpath network, including the ability to deliver the policy requirements***

1.11. The Site is well located on the edge of Hurstpierpoint, a Category 2 Larger Village. Bus stops are a short walk away, with direct services to Hassocks railway station, and the village centre and its services are within walking and cycling distance. Hurstpierpoint High Street, the GP and the local schools can be reached on foot via the College Lane footway and Hassocks Road.

1.12. College Lane has a continuous footway along its western side, about 1.5m wide, which links the Site to the Wickham Hill bus stops to the south. It continues via Hassocks Road to Hurstpierpoint.

1.13. Following pre-application discussions with WSCC Highways Officers, it was requested that a package of off-site infrastructure enhancements be delivered to the existing bus stops along Wickham Hill, including real-time passenger information and improved accessibility between the bus stops due to a lack of footway and/or crossing facilities. It is therefore anticipated that these improvements will be secured within a Section 106 Agreement.

1.14. Bridleway HAS-8C runs along the Site's eastern boundary, from the Belmont Lane / Wickham Hill junction to London Road (A273). It connects with footpath HAS-65HU towards St George's Lane. The proposed development includes a connection to the bridleway on the eastern border of the Site.

1.15. With regards to the ability to deliver the policy requirements, Criterion 2 (internal green corridors and links towards sites 1172 and 582): these can be provided up to the Site boundary. Thakeham will work with the adjoining promoters to complete the links. The policy cross-references to neighbouring sites in MM72, MM73 and MM75 do not all match, and should be checked.

1.16. Thakeham suggests that Criterion 3 (shared use path along College Lane) should be aligned with the bus stop package WSCC has requested.

Issue b) Village character, heritage and the countryside

- **Effect on the separate identity of settlements**

1.17. The Site adjoins the built-up area of Hurstpierpoint on its western and southern sides. The Site is well related to the eastern part of the village and well contained by trees to the north, east and south.

1.18. Criterion 6 requires the retention of the landscape buffer along the eastern boundary. Together with the existing trees, this keeps clear a gap between Hurstpierpoint and Hassocks so that the two villages remain distinct.

1.19. A detailed assessment of the surrounding area's character has been conducted, which has informed the design and layout proposals for the scheme. This has ensured that the character of the Hurstpierpoint area has been maintained.

1.20. Given the above, the scheme and its landscape proposals will ensure that the separate identity of Hurstpierpoint and Hassocks is maintained.

- ***Effect on heritage assets***

1.21. The Site lies outside the Hurst Wickham Conservation Area. The nearest sensitivities are the Grade II listed Wickham Farmhouse and the Archaeological Notification Area opposite the access. The development line is set back within the Site, which keeps a green frontage near the listed building. The layout will conserve the significance of nearby heritage assets, informed by the accompanying Heritage Statement submitted with the application.

- ***Countryside and wildlife***

1.22. The Site is in Flood Zone 1, is not affected by ancient woodland and has no ecological designation. Existing trees and hedgerows will be retained where feasible. The scheme will deliver biodiversity net gain, sustainable drainage and habitat enhancements.

1.23. Criterion 5 requires the drainage strategy to consider the watercourse to the north and nearby ponds. The masterplan has incorporated landscaped buffers and open space alongside the watercourse, which aligns with Criterion 5 of the draft site allocation.

Issue c) Infrastructure

- ***Utilities and any potential impediment to delivery***

1.24. Thakeham is not aware of any utilities constraint that would prevent delivery. MM72 contains no utilities criterion, and none is needed. Connections will be a matter for the statutory providers at application stage.

1.25. WSCC seeks the inclusion of 'waste management' in the financial contributions of the Site. Thakeham does not object to the addition of this to the policy wording.

END

Word Count: 1,609

Appendix A: Illustrative Masterplan

KEY

* Affordable housing

HURST WICKHAM CLOSE

HIGHFIELD DRIVE

WICKHAM DRIVE

BELMONT LANE

Wickham Corner

The Cottage

Four Winds

El Sub Sta

Hurst Wickham Barn

Hurst Wickham Rise

Little Court

Little Oaks

Tanners

Birches

Bentley Cottage

Lane House

Scale Bar 1:500

0m 10m 20m 30m

N

THAKEHAM

Development		Drawing Title		
Land East of College Lane Hurstpierpoint West Sussex		Site Layout Colour		
Drawn	Date	Scale @ A0	Rev Date Note	Drawn Check
AH	Sept 2026	1:500	C01 25.09.26 Application Issue RIBA Stage 3 - Planning	AH MH
Status			Revision	Revision Number
.			.	C01

Drawing Number (Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number)

H119 - THA - PD2 - ZZ - D - A - 1010