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College Lane, Hurstpierpoint
October 2026

Mid Sussex District Plan 2021–2039: Further Examination Hearings, 3–6 November 2026

Hearing statement: MM76 Land north-east of Hurstpierpoint

Thursday 5 November 2026, 10:00 session (with MM74). Written statement; I cannot attend.

I am a resident of College Lane and cannot attend the hearing. I ask that this statement be treated as my evidence on MM76 under the Inspector's agenda for Hurstpierpoint. It addresses only MM76, and I do not repeat my earlier representation.

Why MM76 is unsound

The Council's own assessment rejected this land. SHELAA Site 575 was rejected at its final stage because it could contribute to coalescence. The Parish Council says the whole site lies in the Local Gap between Hurstpierpoint and Burgess Hill. Nothing in the Main Modifications explains what has changed.

One access, through a housing estate. 150 homes would reach the road network only through Iden Hurst. There is no evidence that the estate roads, or the roads they join, can take it.

The walking and cycling links run along lanes with no room. College Lane is one car wide for about 365 metres, and Chalkers Lane has no footway. West Sussex County Council has said it cannot take a Chalkers Lane pavement forward.

There is no heritage requirement at all. The land lies south of the Grade II listed Hurstpierpoint College. The policy asks only for an archaeological assessment.

My request: find MM76 unsound and delete it in full.

Considering the sites together

The Inspector's agenda groups MM72 to MM76, and its questions about the road network, the separate identity of settlements and utilities can only be answered for the sites as a whole. MM72 to MM76 add 419 homes around Hurstpierpoint (75, 9, 35, 150 and 150), and more if MM72 rises to the 100 homes its developer's website refers to. They sit beside MM60 and the existing DPSC1 and DPSC3 allocations in the same parish. Yet each policy is written as if its site stood alone, and no evidence tests their combined effect on the High Street, Stonepound Crossroads, the lanes serving the village or the Goddards Green sewerage system. National policy tests whether the residual cumulative impacts on the road network would be severe. That is a test of the total, not of each site separately.

(a) Movement

Access. MM76 allows a single access, from Iden Hurst, an existing residential estate, for 150 homes. I have seen no evidence that the estate roads, or the roads they join, can take that traffic. The Parish Council's representations say that traffic from MM76 would add to flows through the High Street in both directions and south along Cuckfield Road to the roundabout at the western end of the High Street. The Obtrada assessment commissioned by the Parish Council records about 6,700 vehicles a day on the High Street, including HGVs despite the weight restriction. The Council's transport report does not, in its text, assess the High Street, and the Inspector has already found the Council's paper MS-13 to be largely about junction capacity. The MM76 policy requires no measure for the High Street, and the Council's model finds Stonepound Crossroads severe and too constrained for capacity mitigation.

The walking and cycling links depend on lanes with no room. MM76 requires improved links between Cuckfield Road and College Lane, and between Hurstpierpoint College and the High Street, and a cycle link to Chalkers Lane as part of a strategic route to Burgess Hill. Going north, the pavement on College Lane stops at Bankside and does not start again. From there to around 92 College Lane, about 365 metres, the lane is only wide enough for one car, the terraced houses' front gardens run right up to the road and there is no room for a path. (The pavement ends at 50.932454, -0.163445 and the stretch ends at 50.935745, -0.163679.) I live on it. At school times traffic there queues for five to ten minutes, and children and parents walk in the carriageway. Chalkers Lane has no footway, and the Parish Council's Highway and Cycleways Working Group minutes record that residents have asked for a pavement, that the Working Group supports one, and that West Sussex County Council said in March 2026 that "this is not something WSCC can take forward". A petition on the lane records repeated crashes, including a cyclist knocked off their bike. The policy depends on links along routes where the highway authority has declined to improve safety.

Traffic from DPSC1 is on top of this. DPSC1, Land West of Burgess Hill, is allocated for about 1,350 homes at the end of Malthouse Lane. Malthouse Lane leads into College Lane, and from there south to Wickham Hill, Hassocks Road and Stonepound Crossroads. Journeys to Hassocks station, Brighton and the A23 from those homes will naturally use the same lanes, the same crossroads and the same High Street that the Hurstpierpoint sites rely on. I have seen no evidence that the assessment of this site adds those trips to the lanes and junctions concerned. The Plan treats DPSC1 as part of the background. For the lanes, the crossroads and the High Street, it is the largest single addition of all.

(b) Village character, heritage and countryside

Separate identity. The Council's own site assessment rejected this land (SHELAA Site 575) at its final stage, because it could contribute to coalescence of settlements. According to the Parish Council, the Neighbourhood Plan's Proposals Map places the whole site within the Local Gap between Hurstpierpoint and Burgess Hill. Policy Hurst C3 permits development in the countryside only if it does not, individually or cumulatively, cause coalescence. The site is arable land beyond the field boundary of Iden Hurst, which was itself an incursion beyond the village edge. MM76 would be a further eastward step, and it would enclose Hurst Meadows, which is already bounded by development on three sides. Nothing in the Main Modifications explains what has changed since the Council's own assessment.

Heritage. The land lies south of Hurstpierpoint College, a Grade II listed building, with undeveloped land between them. The Parish Council says MM76 would add built form close to the College and erode its rural setting. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special regard to the setting of a listed building. The MM74 policy at least asks for a Heritage Statement. The MM76 policy contains no heritage requirement at all, only a requirement for an archaeological assessment. The Archaeological Notification Area covers the whole site, and that assessment has not yet been done.

(c) Infrastructure

Foul drainage and water. Wastewater from Hurstpierpoint drains to the Goddards Green works. Southern Water's Drainage and Wastewater Management Plan (October 2022) records that system's permitted discharge as 9,917 cubic metres a day, and its BRAVA risk assessment (2020) found Goddards Green to be one of only 13 of 68 systems in the Adur and Ouse catchment at increased risk of breaching its permit because of additional homes and businesses. The Parish Council reports tanker queues at Goddards Green and supply outages and low pressure locally. I see tanker movements on Malthouse Lane and nearby lanes. No updated headroom figures for all of DPSC1, DPSC3 and MM71 to MM76 together have been published. The MM76 policy contains no foul drainage or water supply requirement, and MM39

deletes the sewerage phasing safeguard that would have stopped homes being occupied before capacity exists.

My request to the Inspector

I ask the Inspector to find MM76 unsound, because it is not justified, effective or consistent with national policy, and to delete it from the Plan in full. I do not suggest any conditional or alternative form of the allocation.