MID SUSSEX DISTRICT COUNCIL

MS-07d: Sites Added by the draft Main Modifications – Hurstpierpoint (MM72 MM73 MM74 MM75 MM76)

Hearing Statement
October 2026

Contents

Sites Added by the draft Main Modifications - Hurstpierpoint 4

Hurstpierpoint 4

Movement – General Matters 4

Holistic Movement Strategy 4

Hurstpierpoint High Street – Detailed Analysis 5

Methodology 5

Results 6

Conclusion 8

Limitations to the analysis 8

Data 8

MM72: Land East of College Lane 9

a. Movement 9

The access points 9

Road safety and mitigation measures 9

Sustainable travel and the footpath network, including the ability to deliver the policy requirements 10

b. Village character, heritage and the countryside 11

Effect on heritage assets 11

Countryside and wildlife 12

c. Infrastructure 12

Utilities and any potential impediment to delivery 12

MM73: South of Hurst Wickham Barn 13

a. Movement 13

The access points 13

Road safety and mitigation measures 13

Sustainable travel and the footpath network, including the ability to deliver the policy requirements 15

b. Village character, heritage and the countryside 15

Effect on heritage assets 15
Countryside and wildlife 16
c. Infrastructure 16
Utilities and any potential impediment to delivery 16
MM74: Land North of Willow Way and Talbot Mead, Cuckfield Road 17
a. Movement 17
The access points 17
Effect on the road network 17
Road safety and mitigation measures 18
Sustainable travel and the footpath network, including the ability to deliver the policy requirements 18
Bus Service Improvements 20
Sustainable Transport at Stonepound Crossroads 20
b. Village character, heritage and the countryside 21
Effect on the separate identity of settlements 21
Effect on heritage assets 22
Countryside and wildlife 22
c. Infrastructure 23
Utilities and any potential impediment to delivery 23
MM75: Land South of Hurst Wickham Barn 24
a. Movement 24
The access points 24
Road safety and mitigation measures 24
Sustainable travel and the footpath network, including the ability to deliver the policy requirements 25
b. Village character, heritage and the countryside 26
Effect on heritage assets 26
Countryside and wildlife 27
c. Infrastructure 27

Utilities and any potential impediment to delivery....27
a. Movement....28
The access points....28
Effect on the road network....28
Road safety and mitigation measures....28
Bus Service Improvements....29
Sustainable Transport at Stonepound Crossroads....30
Sustainable travel and the footpath network, including the ability to deliver the policy requirements....30
b. Village character, heritage and the countryside....31
Effect on the separate identity of settlements....31
Effect on heritage assets....32
Countryside and wildlife....33
c. Infrastructure....33
Utilities and any potential impediment to delivery....33

Sites Added by the draft Main Modifications - Hurstpierpoint

Hurstpierpoint

Movement – General Matters

1. Before responding to site specific matters below, the Council wishes to address transport and movement more generally insofar as it relates to the proposed development at Hurstpierpoint, including the impacts of proposals in the vicinity (Albourne, Sayers Common and Hassocks). This follows the Inspectors Post Hearings Letter [ID-JB12] which required a holistic approach to be taken to development impacts on rural lanes and Hurstpierpoint High Street.

2. The Council prepared an initial review of the impacts of traffic on Hurstpierpoint High Street during the hearings in February/March 2026 [MS13]. Since this was published, and in light of the Inspector's initial letter and proposed further allocations in this area, additional work has now been completed:

    Holistic Movement Strategy [S7]

    Hurstpierpoint High Street – Detailed Analysis [T21]

Holistic Movement Strategy

3. The site promoters for DPSC3: Reeds Lane, Sayers Common have led on the production of a Sayers Common Holistic Movement Strategy (HMS) [S7].

4. The HMS identifies the evidence base work that has already been prepared to support the delivery of the Sustainable Community; reconsiders the local movement issues based on the points raised at the Examination, in response to the draft Masterplan consultation, and the Sayers Common Liaison Group meetings; and identifies what more can be done to ensure growth at Sayers Common can be a positive catalyst for change through the planning and delivery of sites proposed in this location. The work incorporates the additional sites proposed through Main Modifications.

5. A range of measures are set out in the HMS. With regards to Hurstpierpoint High Street specifically, the HMS identifies a number of local movement issues identified through the technical and masterplanning work completed to date. Both these and the wider issues identified through engagement with the Sayers Common Liaison Group are set out below, focusing on the 'lived experience' issues:

    - Congestion on Hurstpierpoint High Street during peak times;

- Limited connectivity to Hurstpierpoint (273 – 1 per hour), Hassocks and Burgess Hill (100 – 1 per hour) by bus; and
- There is no cycle infrastructure along Albourne Road to the east towards Hurstpierpoint and Hassocks which benefit from a WSCC scheme.

6. The site promoters have worked with local stakeholders to identify a list of issues that, to date, are not believed to have been addressed, notwithstanding the current evidence base and efforts made within the current strategy. From this, a list of 'gap issues' have been identified, where there is potential for more to be achieved. These largely relate to issues impacting the 'lived experience' dimension of the Holistic Movement Strategy. The gaps that have been identified relating to Hurstpierpoint are as follows:

    - Lack of bus connectivity to Hurstpierpoint, Hassocks, and Burgess Hill; including the railway stations;
    - Lack of Active Travel Routes within the site and lack of wider connectivity to Albourne, Hurstpierpoint, Hassocks, and Burgess Hill; and
    - Congestion within Hurstpierpoint.

7. Based on the analysis of the existing evidence base, emerging proposals, and the 'gap analysis' of issues agreed with local stakeholder representatives, the HMS proposes the following new measures for Hurstpierpoint:

    - Providing a new cycle link to Hurstpierpoint. Connecting with the existing WSCC scheme on Western Road. This would also help reduce potential increased congestion by providing a high-quality active travel alternative (delivery timeframe medium/ long);
    - Work with WSCC and contribute to a scheme to alleviate congestion and improve the urban experience. This could include restrictions to kerb parking, loading hours, and enforcement (delivery timeframe short / medium); and
    - Support new bus connections (i.e. 273 diversion and 100a loop) to support a modal shift (delivery timeframe short / medium).

8. The measures identified in the HMS have been costed and are included in the Council's updated Infrastructure Delivery Plan (IDP) [IV10].

Hurstpierpoint High Street – Detailed Analysis

9. Following the Inspectors Post Hearings Letter [ID-JB12], concerns raised at the hearing sessions by participants, and within responses to the Main Modifications consultation, the Council commissioned its transport consultant SYSTRA to undertake detailed analysis on Hurstpierpoint High Street specifically.

Methodology

10. The scope of this work includes select link analysis (i.e. not junctions) of Hurstpierpoint High Street which compares the traffic flows along Hurstpierpoint High Street in the Scenario 7 Reference Case with the Scenario 7 Core Scenario (with the additional 35 sites). This includes AM and PM flows in both eastbound and westbound directions of the High Street.

Results

11. The table below summarises, for each Local Plan Site zone, the absolute differences between the Scenario 7 Reference Case (i.e. no District Plan Development) and the Scenario 7 Core Scenario (i.e. all proposed District Plan sites), for both the AM and the PM.

12. The first two rows set out the total trips for both the AM and PM (both eastbound and westbound together) from all the Local Plan site zones for the Scenario 7 Reference Case and the Scenario 7 Core Scenario for context. These two rows show there are 1,549 trips through Hurstpierpoint High Street in the AM peak with no site allocations. This increases to 1,850 (+301) with the proposed allocations. For the PM peak the results are similar – 1,724 trips with no allocations which increases to 2,047 trips (+323) with the proposed allocations. It should be noted that these are movements in both eastbound and westbound directions and across the whole peak hour.

13. The third row shows the total additional flow on the High Street from the Scenario 7 Local Plan sites. This helps to identify the total increase generated by the local plan zones. It is important to note, that for the vast majority of Local Plan sites (with the exception of the 3 strategic sites), the local plan growth has been allocated to existing zones, which already include base and reference case demand / trips.

Local Plan site zones	**Absolute Difference (eastbound and westbound together)**	
	AM	**PM**
Total trips from all zones Scenario 7 Reference Case	1549	1724
Total trips from all zones Scenario 7 Core Scenario	1850	2047
Scenario 7 Local Plan Sites – Total Additional Flow on the High Street	241.2	228.5
Hurstpierpoint sites		
Land east of College Lane	97.6	40.6
Land north of Willow Way and Talbot Mead, Cuckfield Road	-3	5
Hassocks sites		
Land west of Ockley Lane	1.2	2.9
Land rear of 2 Hurst Road (Land opposite Stanford Avenue) Hassocks	10.9	7.7
Albourne / Sayers Common sites		
Land east of London Road, Albourne	10.5	17.4
Land at Kingsland Lodge, London Road	3	15

Land between London Road and Reeds Lane, Sayers Common	94.2	112.8
Burgess Hill sites		
Land east and west of Malthouse Lane	1.2	1.3
Land at Hillbrow, Janes Lane, Burgess Hill	0.6	-0.1
Burgess Hill Station (additional yield)	2.3	12.7
Northern Arc, Burgess Hill	0	-0.2
Science and Technology Park	19.1	-1.2
The Hub	0.2	-7.9
Batchelors Farm, Keymer Road, Burgess Hill	0.9	5.2
Broad location to the West of Burgess Hill	5.1	9
Other sites		
Land at Stairbridge Lane (South of Bolney Grange), Bolney	-0.5	-0.3
North East Crawley	-0.2	-0.1
Land north of the A264 at Junction 10 of M23 (Employment Area)	0	0
Foxhole Farm Buildings, Foxhole Lane	-1.6	6.8
Land at Bolney Road, Ansty	0.1	0
Barns Court	-0.1	0.5
Land south of Oldlands Avenue (Vintens Nursery)	0.1	0
Pease Pottage Nurseries, Brighton Road, Pease Pottage	0	0.6
Kilnwood Vale	0	-0.3
Land north of Hill Place Farm Buildings, Turners Hill Road, East Grinstead	0	-0.1
1-5 Queens Walk and 22-26 London Road	0.2	0.1
Land to the rear of The Martins (south of Hophurst Lane)	0	0.2
Land North of Horsham	0	-0.2
South Godstone Garden Community	0.1	0.2
Horley Strategic Business Park	-1.2	0.5
Land at Foxhole Farm and west of London Road, Bolney	0.5	0.4

14. The analysis identifies that:

15. The proposed allocations in Hurstpierpoint show an impact of 94.6 additional movements in the AM and 45.6 in the PM.

16. The proposed allocations in Hassocks show an impact of 12.1 additional movements in the AM and 10.6 in the PM.

17. The proposed allocations in Albourne and Sayers Common show an impact of 107.7 additional movements in the AM and 145.2 in the PM.

18. The proposed allocations at Burgess Hill show an impact of 29.4 additional movements in the AM and 18.8 in the PM.

Conclusion

19. The Council acknowledges that due to the sites proposed in the District Plan, there are increases in flows along Hurstpierpoint High Street. However, the Council is of the view that the figures the local plan growth are not significant given the scale of overall growth proposed in the District Plan. West Sussex County Council, as the Highway Authority, haven't flagged Hurstpierpoint High Street as an issue through their involvement in the transport work that has been undertaken to support the preparation of the District Plan.

20. As expected, the sites nearest Hurstpierpoint High Street are having the greatest impact. The movements from development proposed from sites further afield, such as Burgess Hill and beyond, are more minimal.

21. As set out above, the Holistic Movement Strategy (HMS) [S7] has identified a number of possible mitigation measures for Hurstpierpoint High Street and these measures are identified and costed in the Council's updated Infrastructure Delivery Plan (IDP) [IV10].

Limitations to the analysis

22. As stated above, most local plan sites are allocated to existing zones with base and reference case demand / trips. This existing demand can 'muddy the water' of local plan trips. This limitation of the analysis can result in a reduction in trips using the High Street from zones where local plan growth has been allocated. This is as a result of rerouting on the network, likely due to increase in trips and congestion on the High Street from use of the High Street by other sites, leading to trips in the reference case that previously used the High Street opting for alternative routes. This is typically present in zones/sites located geographically further away and with competing alternative routes to the High Street. Zones/sites that choose an alternative route to the High Street aren't captured in the High Street select link trips and therefore results in a reduction.

Data

23. For transparency, the full set of data prepared by Systra has been made available and can be found in the Examination Library under reference [T21].

MM72: Land East of College Lane

24. The allocation policy has been introduced at Main Modifications stage as MM72. The proposed allocation is for 75 dwellings to east of Hurstpierpoint (Category 2 settlement) adjacent to the defined built-up area and settlement boundary. Through the site selection process, the site was assessed as a sustainable extension to Hurstpierpoint along College Road.

a. Movement

The access points

25. Criterion 1 of Policy MM72 requires the development to provide a suitable access from College Lane. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan which shows an access from College Lane, adjacent to 31 College Lane, in line with the policy requirement.

Road safety and mitigation measures

26. Policy MM72 sets out a number of requirements in relation to road safety and the road network including providing suitable access to the development; provision of pedestrian and cycle paths; provision of a shared path along College Lane to allow access to bus stops on Wickham Hill and access to the college; and provision of a cycle connection in the southeastern corner of the site. These measures are intended to improve accessibility to local services and facilities by sustainable modes of transport and reduce reliance on the private car.

27. 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.

28. 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.

29. 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 have a positive effect on the road network by helping to mitigate impacts on the local highway network and encourage a modal shift towards more sustainable forms of travel.

30. It is noted that West Sussex County Council in their Main Modification comment, as Local Highway Authority, has recommended an additional criterion is added to MM72 to require the development to make proportionate contributions to support the provision of sustainable transport measures. Their suggested modification is as follows:

"Make proportionate contribution to provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads along local journeys".

31. The Council does not support the proposed criterion relating to proportionate contributions towards sustainable transport measures benefiting users of the A273/B2114 Stonepound Crossroads on local journeys. This is because 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.

32. 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.

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

33. Criterion 2 of Policy MM72 requires the development to provide pedestrian and cycle paths within landscaped green corridors to provide attractive routes within the site and beyond.

Criterion 3 of Policy MM72 requires the development to provide a shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane. Criterion 4 of Policy MM72 requires the development to provide a cycle connection onto bridleway BW8C which runs along the eastern boundary of the site.

34. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan which shows a network of dedicated pedestrian and cycle paths providing safe and attractive sustainable routes within the site and beyond, in line with the policy requirements.

35. With regards to criterion 3, in line with the other sites on College Lane (MM75 and MM73) the council considers that a modification to criterion 3 of Policy MM72 is required to ensure that the development is not responsible for providing the whole path but that it makes a proportionate contribution towards the identified off-site infrastructure where necessary to serve the development, along with sites MM75 and MM73. Therefore, criterion 3 of Policy MM72 should be amended to:

~~Provide a shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane.~~ **Provide safe and convenient pedestrian access to College Lane and make a proportionate contribution towards any identified off-site walking or cycling improvements where these are necessary to serve the development.**

36. The site promoters have suggested a modification to criterion 4 of Policy MM72 which identifies a cycle connection onto BW8C. They consider it would be more beneficial for the policy wording to be amended to identify the connection point as being "Bridleway HAS-8C", as identified in accordance with the West Sussex Public Rights of Way system. The Council is minded to accept this suggested modification to provided additional clarity. The modification would read as follows:

"4. Provision of cycle connection onto **Bridleway HAS-8C**~~BW8C~~."

b. Village character, heritage and the countryside

Effect on heritage assets

37. Policy DPB2: Listed Buildings and other Heritage Assets and Policy DPB: Conservation Areas provide the policy framework to ensure development preserves or enhances listed buildings and conservation areas their settings.

38. The site is not located within a Conservation Area. The site is located within close proximity of Grade II Listed Wickham Farmhouse and Hurst Wickham Conservation Area is located to the northwest of the access to the site.

39. The site promoters have undertaken a Historic Environment Assessment which supports that the policy requirements are achievable. The information sets out that there are a number of

design responses to ensure that the development has low levels of harm including the access being designed to set development back and respect the Grade II Listed Wickham Farmhouse to the northwest of the site entrance and a landscape corridor from the entrance along the northern boundary.

Countryside and wildlife

40. Criterion 6 of Policy MM72 requires the development to retain the landscape buffer along the eastern boundary of the site. 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.

41. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows retention and enhancement of the landscape buffer along the eastern boundary of the site to support creation of habitats and to ensure Biodiversity Net Gain. This buffer is also important to prevent coalescence with Hassocks.

c. Infrastructure

Utilities and any potential impediment to delivery

42. The Infrastructure Delivery Plan (October 2026) [IV10] does not identify that any 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. No impediments to delivery have been identified.

MM73: South of Hurst Wickham Barn

43. The allocation policy has been introduced at Main Modifications stage as MM73. The proposed allocation is for 9 dwellings to east of Hurstpierpoint (Category 2 settlement) partly adjacent to the defined built-up area and settlement boundary. Through the site selection process, the site was assessed as a small-scale sustainable extension to Hurstpierpoint along College Road.

a. Movement

The access points

44. Criterion 1 of Policy MM73 requires the development to provide a suitable access from College Lane. The indicative layout provided by the site promoter supports that the Council's requirements are achievable. The indicative layout which shows an access from College Lane to the south of Hurst Wickham Barn, in line with the policy requirement.

Road safety and mitigation measures

45. Policy MM73 sets out a number of requirements in relation to road safety including providing suitable access to the development; prioritising pedestrian and cycle connections throughout the site and beyond; and provision of a shared path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane. These measures are intended to improve accessibility to local services and facilities by sustainable modes of transport and reduce reliance on the private car.

46. 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.

47. 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.

48. 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 have a positive effect on the road network by helping to mitigate impacts on the local highway network and encourage a modal shift towards more sustainable forms of travel.

49. Criterion 3 of Policy MM73 requires the development to prioritise pedestrian and cycle connections throughout the site and beyond, including to the sites to the north and south of the site MM71 and MM74. The Council acknowledges that the wrong policies are stated here and MM71 and MM74 need to be replaced with MM75 and MM72.

50. It is noted that West Sussex County Council in their Main Modification comment, as Local Highway Authority, has recommended an additional criterion is added to MM73 to require the development to make proportionate contributions to support the provision of sustainable transport measures. Their suggested modification is as follows:

> "Make proportionate contribution to provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads along local journeys".

51. The Council does not support the proposed criterion relating to proportionate contributions towards sustainable transport measures benefiting users of the A273/B2114 Stonepound Crossroads on local journeys. This is because 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.

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.

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

53. The site benefits from a number of Public Rights of Way and bridleways in close proximity which provide links to the wider area and access to the shops and services within Hurstpierpoint.

54. Criterion 3 of Policy MM73 requires the development to Prioritise pedestrian and cycle connections throughout the site and beyond including to sites MM71 and MM74. The site promoter has submitted suggested modifications to criterion 3 as part of the consultation to ensure that safe walking and cycling connections can be delivered and do not require third party land to do so. The Council is minded to accept this modification to ensure deliverability and provide clarity. Therefore, criterion 3 of Policy MM73 should be amended to:

    ~~Prioritise pedestrian and cycle connections throughout the site and beyond including to sites MM71 and MM74.~~ **Provide safe and convenient pedestrian and cycle connections within the site and to College Lane, and safeguard opportunities for future connections to directly adjoining development where practicable.**

55. In addition, criterion 4 of Policy MM73 requires the development to provide a shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane. The site promoter has submitted suggested modifications to criterion 4 as part of the consultation to ensure that the development is not responsible for providing the whole path but that it makes a proportionate contribution towards the identified off-site infrastructure where necessary to serve the development, along with sites MM72 and MM75. The Council is minded to accept this modification for clarity and deliverability purposes. Therefore, criterion 4 of Policy MM73 should be amended to:

    ~~Provide a shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane.~~ **Provide safe and convenient pedestrian access to College Lane and make a proportionate contribution towards any identified off-site walking or cycling improvements where these are necessary to serve the development.**

b. Village character, heritage and the countryside

Effect on heritage assets

56. The Hurst Wickham Conservation Area lies to the west of the site. Criterion 2 of Policy MM73 requires the development to provide an appropriate layout and design which preserves or enhances the setting of the Hurst Wickham Conservation Area. This is to be informed by a Heritage Statement. The site promoters have undertaken a Heritage Impact Assessment which supports that the policy requirements are achievable. It concludes that the proposed development will result in the lower end of less than substantial harm to the Hurst Wickham

Conservation Area, due to the fact that the green space within the development directly borders the Conservation Area.

Countryside and wildlife

57. 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.

58. The indicative layout provided by the site promoter supports that the Council's requirements are achievable. The indicative layout and information provided identifies that the site is not affected by designated landscape or biodiversity constraints. It is acknowledged that there are trees and hedgerows along the site boundaries, however these are matters that will be addressed through design, layout and landscaping at the planning application stage.

c. Infrastructure

Utilities and any potential impediment to delivery

59. The Infrastructure Delivery Plan (October 2026) [IV10] does not identify that any 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 application 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. No impediments to delivery have been identified.

MM74: Land North of Willow Way and Talbot Mead, Cuckfield Road

60. The allocation policy has been introduced at Main Modifications stage as MM74. The proposed allocation is for 150 dwellings to the north of Hurstpierpoint (Category 2 settlement) adjacent to the defined built-up area and settlement boundary. Through the site selection process, the site was assessed as a sustainable extension to Hurstpierpoint along Cuckfield Road.

a. Movement

The access points

61. Criterion 1 of MM74 requires the development to provide a suitable access to the site from either side of Cuckfield Road. In response to the Main Modification consultation, the site promoter has confirmed that the site has been subject to pre-application advice. The site promoter has confirmed that existing access points onto Cuckfield Road currently serve the land, and as part of the proposals these will be repositioned and widened to create two new vehicular access points, each located to support the parcel it relates to. These access points will be provided in line with Hurstpierpoint's existing road network and access points along Cuckfield Road creating a suitable and safe arrangement for future residents, in accordance with Criterion 1.

Effect on the road network

62. The Council considers that the policy requirements set out for MM74 would have a positive effect on the road network. The policy includes specific requirements relating to the provision of suitable access arrangements and enhanced pedestrian and cycle connectivity to existing routes and paths. The site promoter has also confirmed through discussions that the proposed pedestrian link along Chalkers Lane, connecting to the existing pedestrian and cycle route HSC-62-1HU and the wider network towards Hurst Wickham, would provide a broader benefit to the local transport network. This connection would deliver enhanced pedestrian infrastructure in an area where improved walking provision has been a key concern raised by local residents. These measures are intended to improve accessibility to local services and facilities by sustainable modes of transport and reduce reliance on the private car.

63. 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 demonstrated 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.

64. 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 have a positive effect on the road network by helping to mitigate impacts on the local highway network and encourage a modal shift towards more sustainable forms of travel.

Road safety and mitigation measures

65. The requirements of Policy MM74 are considered necessary to ensure highway safety and provide appropriate mitigation for impacts on the local road network. The policy includes specific provisions relating to suitable access arrangements and enhanced pedestrian and cycle connectivity to existing routes and paths. In response to the Main Modifications consultation, the site promoter confirmed that the site has been the subject of pre-application discussions. Through this process, it has been indicated that future proposals would incorporate safe, legible and sensitively integrated pedestrian and vehicular access that responds appropriately to the site's rural setting. Vehicular access from Cuckfield Road would be designed to maintain the character of the rural lane while meeting the necessary highway safety standards. In addition, improvements to pedestrian connectivity along Cuckfield Road, Danworth Lane and Chalkers Lane are anticipated to provide safe and convenient links to existing community facilities and areas of open space to the west of Hurstpierpoint, as well as connections eastwards along Chalkers Lane to facilitate north-south movement towards the existing built-up area.

66. Accordingly, and in line with the requirements of Policy MM74, these measures are intended to mitigate impacts on the local highway and movement network while improving the safety, legibility and permeability of routes both within the site and between the development and the wider settlement.

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

67. Criteria 5-7 of Policy MM74 sets out the requirements to address improved sustainable transport modes as well as improvements to the existing footpath network on-site. These measures are intended to improve accessibility to local services and facilities into Hurstpierpoint and the wider area by sustainable modes of transport and reduce reliance on the private car. The Infrastructure Delivery Plan (October 2026) [IV10] also sets out the infrastructure requirements for each site which includes either on-site, off-site or financial

contributions towards mitigation measures to improve sustainable travel and the footpath network. As a result, the allocation is anticipated to encourage a modal shift towards more sustainable forms of travel.

68. The site benefits from a Public Right of Way which runs to the north of the site boundary, connecting to a wider footpath network across Hurstpierpoint. In response to the Main Modifications consultation, the site promoter confirmed that the site has been the subject of pre-application discussions. Through this process, it has been indicated that future proposals would incorporate several new footpaths and cycle paths within the site layout connecting through the woodland, south towards Court Bushes Recreation Ground and eastwards towards Chalkers Lane to connect with the existing cycle route through Hurstpierpoint.

69. In its response to the Main Modifications Consultation, the site promoter expressed support for the aspiration of Criterion 6 of Policy MM74 to provide a connection between the site and local community infrastructure at Court Bushes Recreation Ground. Notwithstanding this support, the promoter highlighted a number of potential deliverability concerns associated with requiring the direct "provision" of the southern path and bridge as a policy requirement. These concerns include land ownership constraints affecting land on the southern side of the watercourse within Court Bushes Recreation Ground, the topographical and ecological challenges associated with constructing a bridge across the watercourse, and the requirement for a combined pedestrian and cycle path which would necessitate a wider and heavily engineered structure. In light of these considerations, the site promoter considers that the connection to Court Bushes Recreation Ground should be framed as an opportunity to be investigated rather than an absolute policy requirement. To address these concerns the site promoter has suggested the following modification to Criterion 6:

*"**Investigate the potential to deliver*** ~~*Provision of*~~ *pedestrian and**/or** cycle paths connecting the site**, where feasible/viable to do so,** with Court Bushes Recreation Ground and eastwards towards Chalkers Lane to connect with the existing PROW and cycle routes through Hurstpierpoint and north to the Arc and beyond."*

70. The Council would support the objective of the suggest modification to Criterion 6 of Policy MM74, as it would ensure that the policy includes an appropriate mechanism for investigating the potential for a connection to Court Bushes Recreation Ground, while maintaining sufficient flexibility to ensure that the policy requirements, and any future development proposals, remain feasible and viable. However, to provide greater certainty that the provision of pedestrian and cycle connectivity is fully explored, the Council suggests a further amendment to those made by the site promoter to Criterion 6. The modified criterion would therefore read as follows:

"~~**Investigate the potential to deliver p**~~PProvision of pedestrian and***/or*** cycle paths connecting the site**, where feasible/viable to do so,** with Court Bushes Recreation Ground and eastwards towards Chalkers Lane to connect with the existing PROW and cycle routes through Hurstpierpoint and north to the Arc and beyond."

71. West Sussex County Council has suggested two modifications to Policy MM74 in their representation, which are dealt with in turn below.

Bus Service Improvements

> "Provide bus service improvements to include increased frequencies of existing services and consideration of re-routing to serve the site."

72. In line with other site policies, the Council would support the inclusion of this additional criterion within MM74, 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, make a proportionate contribution towards the provision of sustainable transport measures, such as bus service improvements or re-routing services to serve the site.**"

Sustainable Transport at Stonepound Crossroads

> "Make proportionate contribution to provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads along local journeys."

73. The Council does not support the proposed criterion relating to proportionate contributions towards sustainable transport measures benefiting users of the A273/B2114 Stonepound Crossroads on local journeys. This is because 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. Further detail on the Council's position in relation to both suggested criteria put forward by the County Council is set out below

74. 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.

b. Village character, heritage and the countryside

Effect on the separate identity of settlements

75. Criterion 2 of Policy MM74 requires the development to provide a substantial landscape buffer along the northern and north-eastern edges of the site to minimise the perception of coalescence with Burgess Hill and DPSC1: Land West of Burgess Hill. The purpose of this requirement is to ensure that a substantial area of undeveloped buffer land is retained at the northern end of the site, thereby securing the gap between the northern boundary of Hurstpierpoint and the southern edge of Burgess Hill. By providing a landscape buffer along the northern and north-eastern edges of the site, the policy provides a long-term mechanism to preserve the physical and visual separation between the settlements.

76. In its response to the Main Modifications Consultation, the site promoter expressed support for the aspiration of Criterion 2 of Policy MM74 in establishing a landscape buffer along the northern and north-eastern edges of the site to mitigate the perception of coalescence. Notwithstanding this support, the promoter objects to the use of the term "substantial" within the policy requirement. The promoter believes this term is subjective and open to interpretation, creating uncertainty for both the applicant and the decision-maker at the detailed planning stage. Therefore, the site promoter has suggested the following modification to Criterion 2:

"The development will provide a **suitable** landscape buffer **(of at least 5-10m in width)** along the northern and north-eastern edges of the site to minimise the perception of coalescence with Burgess Hill and DPSC1: Land West of Burgess Hill."

77. The Council would support the modification to Criterion 2 of Policy MM74, as it would provide greater clarity for both the applicant and decision-maker at the planning application stage.

78. In addition to this, the site promoter also objects to Criterion 3 of Policy MM74 on the basis that it largely duplicates the requirement already set out in Criterion 2. The site promoter considers that the ecological objectives of the West Sussex Local Nature Recovery Strategy can be fully and appropriately integrated within a flexible, suitably sized landscape buffer, as set out within Criterion 2, through targeted tree and hedgerow planting to address coalescence concerns and which can be informed by a site specific LVIA.

79. The Council would also support the deletion of Criterion 3, as it is recognised this could be reasonably viewed as a duplication of Criterion 2. However, to ensure that that the objectives of the West Sussex Local Nature Recovery Strategy continue to be taken into account, the Council suggests a further amendment to Criterion 2. The modified criterion would therefore read as follows:

"The development will provide a **suitable** landscape buffer **(of at least 5-10m in width)** along the northern and north-eastern edges of the site to minimise the perception of coalescence

with Burgess Hill and DPSC1: Land West of Burgess Hill**, having regard to the objectives of the West Sussex Local Nature Recovery Strategy**."

Effect on heritage assets

80. Hurstpierpoint College and Star House are Grade II Listed Buildings and are located to the east of the site approximately 500m from the eastern boundary. The tower of Hurstpierpoint College is visible from the site.

81. Criterion 4 of Policy MM74 requires the protection of views from the site towards the Grade II Listed Building at Hurstpierpoint College to the east, informed by the submission of an appropriate Heritage Statement. The combined application of Policy DPB2: Listed Buildings and Other Heritage Assets and Criterion 4 of Policy MM74 will ensure that any development proposal is designed in a manner that appropriately conserves the significance and setting of nearby listed buildings, including maintaining important views to and from Hurstpierpoint College where necessary.

Countryside and wildlife

82. The effect of the allocation on the countryside and wildlife is addressed through a number of site-specific policy requirements incorporated within MM74. The policy requires several measures to be put in place as part of development proposals including, the provision of a landscape buffer to the north and north-eastern edges of the site, the creation of a new woodland as part of the landscape buffer, and the provision of a woodland/riverside walk along the river corridor and enhanced woodland. These measures are intended to protect existing ecological assets, strengthen habitat networks and secure biodiversity enhancements as part of any future development proposal.

83. See response to "Effect on the separate identity of settlements" above in relation to suggested modifications to Criterion 2 and 3 of Policy MM74.

84. In addition, the site promoter raised concerns to Criterion 8 of Policy MM74 in relation to the provision of a woodland/riverside walk along the river corridor and enhanced woodland. Whilst the site promoter supports the enhancement of the river corridor and opening up of the woodland to the community, they consider that mandating the provision of a formalised "walk" directly adjacent to the watercourse conflicts with the site's ecological objectives. In order to protect the potential amenity asset of the woodland and allow for a low-impact, informal trail to balance public accessibility with environmental preservation, the site promoter has suggested the following modification to Criterion 8:

"**Explore opportunities to p**~~P~~rovide a **sensitive, informal** woodland / riverside **trail** ~~walk~~ along the river corridor and enhance woodland having regard to the objectives of the West Sussex Local Nature Recovery Strategy."

85. The Council would support this modification to Criterion 8 of Policy MM74 in principle, as it would provide an appropriate balance between facilitating access to the countryside and ensuring the protection and enhancement of the site's environmental assets. However, to provide greater certainty that an appropriate connection to the countryside will be secured, while ensuring that any such provision is designed and implemented in a manner that is sensitive to the site's ecological interests, the Council suggests a further amendment to those made by the site promoter to Criterion 8. The modified criterion would therefore read as follows:

"~~**Explore opportunities to p**~~PProvide a **sensitive, informal** woodland / riverside **trail** ~~walk~~ along the river corridor and enhance woodland having regard to the objectives of the West Sussex Local Nature Recovery Strategy."

c. Infrastructure

Utilities and any potential impediment to delivery

86. 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 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. No impediments to delivery have been identified.

MM75: Land South of Hurst Wickham Barn

87. The allocation policy has been introduced at Main Modifications stage as MM75. The proposed allocation is for 35 dwellings to east of Hurstpierpoint (Category 2 settlement) adjacent to the defined built-up area and settlement boundary. Through the site selection process, the site was assessed as a small-scale sustainable extension to Hurstpierpoint along College Road.

a. Movement

The access points

88. Criterion 1 of Policy MM75 requires the development to provide a suitable access from College Lane. The indicative layout provided by the site promoter supports that the Council's requirements are achievable. The indicative layout which shows an access from College Lane, opposite Wickham Farmhouse, 14 College Lane, in line with the policy requirement.

Road safety and mitigation measures

89. Policy MM75 sets out a number of requirements in relation to road safety including providing suitable access to the development; provision of a footway on the southern side of the access road to connect into the existing footway on the eastern side of College Lane south of the access point; provision of a shared path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane; and prioritise pedestrian and cycle connections throughout the site and beyond. These measures are intended to improve accessibility to local services and facilities by sustainable modes of transport and reduce reliance on the private car.

90. 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.

91. 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.

92. 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 have a positive effect on the road network by helping to mitigate impacts on the local highway network and encourage a modal shift towards more sustainable forms of travel.

93. It is noted that West Sussex County Council in their Main Modification comment, as Local Highway Authority, has recommended an additional criterion is added to MM75 to require the development to make proportionate contributions to support the provision of sustainable transport measures. Their suggested modification is as follows:

"Make proportionate contribution to provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads along local journeys".

94. The Council does not support the proposed criterion relating to proportionate contributions towards sustainable transport measures benefiting users of the A273/B2114 Stonepound Crossroads on local journeys. This is because 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.

95. 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.

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

96. The site benefits from a number of Public Rights of Way and bridleways in close proximity which provide links to the wider area and access to the shops and services within Hurstpierpoint.

97. Criterion 3 of Policy MM75 requires the development to provide a shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane. In line with the other sites on College Lane (MM72 and MM73) the council considers that a modification to criterion 3 of Policy MM75 is required to ensure that the development is not responsible for providing the whole path but that it makes a proportionate contribution towards the identified off-site infrastructure where necessary to serve the development, along with sites MM72 and MM73. Therefore, criterion 3 of Policy MM75 should be amended to:

~~Provide a shared use path along College Lane to allow access to bus stops on Wickham Hill and access to College Lane.~~ **Provide safe and convenient pedestrian access to College Lane and make a proportionate contribution towards any identified off-site walking or cycling improvements where these are necessary to serve the development.**

98. The site promoters have confirmed that a footpath link on the southern side of the access road to connect into the existing footway on the eastern side of College Lane south of the access point is proposed as part of the development.

99. In addition to criterion 3, Criterion 6 of Policy MM75 requires the development to prioritise pedestrian and cycle connections throughout the site and beyond, including to the sites to the north and south of the site MM71 and MM72. In line with Policy MM73, the Council is proposing the below modification:

~~Prioritise pedestrian and cycle connections throughout the site and beyond including to sites MM71 and MM72.~~ **Provide safe and convenient pedestrian and cycle connections within the site and to College Lane, and safeguard opportunities for future connections to directly adjoining development where practicable.**

b. Village character, heritage and the countryside

Effect on heritage assets

100. The Hurst Wickham Conservation Area is located approximately 30m to the north of the site. Wickham Farmhouse which is a Grade II Listed Building is located to the west of the site.

101. Criterion 4 of Policy MM75 requires retention of the vista towards Wickham Farmhouse by provision of an area of public open space to the south of the site. Criterion 5 of Policy MM75 requires the development to have an appropriate layout and design which preserves or enhances the setting of Hurst Wickham Conservation Area to the north of the site. Both are to be informed by a Heritage Statement.

102. The site promoter has confirmed that a full Heritage Assessment has been commissioned, which supports that the policy requirements in relation to heritage are achievable. Its findings will fully inform the proposals for the site, however, with regards to Wickham Farmhouse, the indicative layout prepared by the site promoters shows an area of public open space to the south of the site, opposite Wickham Farmhouse.

Countryside and wildlife

103. 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.

104. The indicative layout provided by the site promoter supports that the Council's requirements are achievable. The indicative layout and information provided proposes that the existing hedgerow and trees along the boundaries of the site are to be retained and enhanced. In addition, a 5-metre landscape ecology buffer is proposed to the eastern edge of the site, which is located adjacent to an existing area of woodland. It also proposes that the existing trees and hedgerow to the south of the site, adjacent to the proposed area of public open space, are to be retained.

105. The Council considers that to ensure the development respects the adjacent area of woodland, Policy MM75 could benefit from an additional requirement relating to this. The Council therefore suggests the following additional requirement:

The development will respect the area of woodland on the eastern boundary.

c. Infrastructure

Utilities and any potential impediment to delivery

106. The site promoter has confirmed that electricity, water supply and surface / foul connections are all available at the site or within the immediate area.

107. The Infrastructure Delivery Plan (October 2026) [IV10] does not identify that any 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 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. No impediments to delivery have been identified.

MM76: Land North East of Hurstpierpoint

108. The allocation policy has been introduced at Main Modifications stage as MM76. The proposed allocation is for 150 dwellings to northeast of Hurstpierpoint (Category 2 settlement) adjacent to the defined built-up area and settlement boundary. Through the site selection process, the site was assessed as a sustainable extension to Hurstpierpoint adjacent to the Bramble Park development.

a. Movement

The access points

109. Criterion 1 of Policy MM76 requires the development to provide a suitable access from Iden Hurst. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows an access from Iden Hurst into the site, in line with the policy requirement.

110. It is understood from the site promoter's that the Iden Hurst development safeguarded a vehicular route from the existing development to the proposed allocation. A plan of the proposed access arrangements, which would include relocation of the play park to the adjoining land and a realigned existing pedestrian and cycle track, is appended to this hearing statement (Appendix 1). The plan also shows the potential for widening of the Boulevard and creation of additional parking spaces along the Boulevard for visitors. Any access arrangement and highways works would need to be prepared in consultation with West Sussex County Council as the Highways Authority.

Effect on the road network

111. 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.

Road safety and mitigation measures

112. Policy MM76 sets out a number of requirements in relation to the road network including providing suitable access to the development; provision of improved pedestrian and cycle connectivity east to west between Cuckfield Road and Collage Lane including the Hurst Meadows development and St Georges Lane; and north to south between Hurstpierpoint College and Hurstpierpoint High Street; and provision of improvements to a number of footpaths. These measures are intended to improve accessibility to local services and facilities by sustainable modes of transport and reduce reliance on the private car.

113. 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.

114. 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.

115. The site promoters have submitted a concept masterplan demonstrating how the policy requirements could be delivered including access points and proposed footpaths and cycle routes. These measures are intended to improve the safety, legibility and permeability of routes both within the site and between the development and the wider settlement.

116. West Sussex County Council has suggested two modifications to Policy MM74 in their representation, which are dealt with in turn below.

Bus Service Improvements

> "Provide bus service improvements to include increased frequencies of existing services and consideration of re-routing to serve the site".

117. In line with other site policies, the Council would support the inclusion of this additional criterion within MM74, 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, make a proportionate contribution towards the provision of sustainable transport measures, such as bus service improvements or re-routing services to serve the site.**"

Sustainable Transport at Stonepound Crossroads

"Make proportionate contribution to provision of sustainable transport measures to benefit users of the A273/B2114 Stonepound Crossroads along local journeys."

118. The Council does not support the proposed criterion relating to proportionate contributions towards sustainable transport measures benefiting users of the A273/B2114 Stonepound Crossroads on local journeys. This is because 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. Further detail on the Council's position in relation to both suggested criteria put forward by the County Council is set out below

119. 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.

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

120. Criterion 4 of Policy MM76 requires provision of improved pedestrian and cycle connectivity east to west between Cuckfield Road and College Lane including the Hurst Meadows development and St Georges Lane; and north to south between Hurstpierpoint College and Hurstpierpoint High Street.

121. Criterion 5 of Policy MM76 requires the development to provide improvements to footpath FP63HU connecting site directly to Hurstpierpoint Health Centre.

122. Criterion 6 or Policy MM76 requires provision of 100m shared use path to Davey Way to allow access to Bus Stops references 4400MS0208 and 4400MS0209.

123. Criterion 7 of Policy MM76 requires the development to Improve and upgrade existing PROW reference HSC-62H. Provide a cycle link from the site to Chalkers Lane, as part of the southern section of a strategic cycle link to Burgess Hill.

124. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows provision of a network of new footpaths across the site as well as proposed pedestrian and cycle routes linking to the local area.

125. The site promoters, as part of their representation, have identified that the delivery of some of the footpath and cycle path connections set out in Criteria 4, 5, 6 and 7 of Policy MM76 would require third party land beyond their control and whilst development of the site could provide a financial contribution towards appropriate / necessary upgrades to routes, delivery would not be in their gift. This would apply to:

- the connection from the southeastern corner of the site allocation to St George's Lane – the two areas do not meet and there is third party land in between (Criterion 4).
- Footpath FP63HU – much of this is in third party, namely the Parish Council across Hurst Meadows (Criterion 5).
- Whilst it could be possible to provide a connection from the site to PROW reference HSC-62HU, the western most extent of the route again runs through third party land (e.g. through Tilley's Copse) (Criterion 7).

126. The site promoters also consider that some of the suggested routes are currently 'natural' in their feel and context and run through areas where there could be other impacts e.g. ecological impacts so, again, question their deliverability.

127. As such, the site promoters are requesting a modification to Policy MM76 to amalgamate criteria points 4, 5, 6 and 7 into a single requirement to read:

"**Provision of improved pedestrian and cycle connectivity e.g. east to west between Cuckfield Road and College Lane, and cycle link from the site to Chalkers Lane, as part of the southern section of a strategic cycle link to Burgess Hill.**"

128. Such a requirement enables the Council to seek upgrades, either onsite or via financial contributions, to appropriate and deliverable routes without placing obligation on the site development which is not in its gift to deliver.

129. The Council would support this modification to amalgamate criterion 4, 5, 6 and 7 of Policy MM76, to ensure that the policy requirements, and any future proposals, remain deliverable.

b. Village character, heritage and the countryside

Effect on the separate identity of settlements

130. Criterion 2 of Policy MM76 requires the development to provide significant areas of natural greenspace will be provided on the northern and eastern edges of the site to provide an extension to Hurst Meadows and improvements to biodiversity.

131. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows an area public open space to the north and east of the development providing an extension to Hurst Meadows. It also shows strategic planting on the northern and eastern boundaries of the site to assist in containing the development and minimising the effects of coalescence between the site and Hurst Wickham and the site and Hurstpierpoint College.

132. For consistency with other site policies, the Council suggests a modification to Criterion 2 of Policy MM76 to replace "significant" with "suitable" as the term significant is subjective and open to interpretation, creating uncertainty for both the applicant and the decision maker at the detailed planning stage. The Council therefore suggests the following wording for criterion 2 of Policy MM76:

"2. ~~Significant~~ **Suitable** areas of natural greenspace will be provided on the northern and eastern edges of the site to provide an extension to Hurst Meadows, and improvements to biodiversity, as shown on the policies map."

Effect on heritage assets

133. Policy DPB2: Listed Buildings and other Heritage Assets and Policy DPB: Conservation Areas provide the policy framework to ensure development preserves or enhances listed buildings and conservation areas their settings.

134. The site promoters have undertaken a built heritage assessment which supports that the Councils requirements are achievable. The assessment found that there are no listed buildings within the site but there are several listed buildings within the wider vicinity of the site. There are also a number of listed buildings within Conservation Areas which are considered as part of the Conservation Area rather than separately.

135. The Hurst Wickham Conservation Area is located approximately 180 metres to the southeast of the site, however due to the retention of the pastureland and the existing natural screening in the southeast corner of the site, it is considered that there would be no effects on the contribution the setting makes to the character and significance of the Conservation Area.

136. Due to the sites proximity to Hurstpierpoint College, the Council considers the policy would benefit from an additional policy requirement relating to heritage to ensure the development provides an appropriate layout and design which retains and integrates the vista to Hurstpierpoint College and responds to the setting of other nearby historic buildings. Therefore, the Council suggests an additional policy requirement as follows:

"**11. Informed by a Heritage Statement, provide an appropriate layout and design which retains and integrates the vista to the chapel at Hurstpierpoint College from land within the site; and that sensitively responds to the setting of other nearby historic buildings.**"

Countryside and wildlife

137. Criterion 2, as amended by proposed minor modification (see para 130 above) of Policy MM76 requires the development to provide suitable areas of natural greenspace on the northern and eastern edges of the site to provide an extension to Hurst Meadows, and improvements to biodiversity. Criterion 3 of Policy MM76 requires the development to create and manage permanent vegetation buffer strips along the river corridors in the north-east of the site to support biodiversity and enhance connectivity having regard to the objectives of the West Sussex Local Nature Recovery Strategy.

138. 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.

139. The concept masterplan provided by the site promoter supports that the Council's requirements are achievable. The concept masterplan shows an area of proposed public open space / extension to Hurst Meadows along the north and east of the site in line with the policy requirements. It also shows strategic planting on the northern and eastern boundaries of the site to assist in containing the development. The site promoter has also undertaken ecological surveys of the site and a landscape assessment.

c. Infrastructure

Utilities and any potential impediment to delivery

140. The Infrastructure Delivery Plan (October 2026) [IV10] does not identify that any 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 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 engages 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. No impediments to delivery have been identified.