



MS-13:

Impact of Traffic on Hurstpierpoint High Street

March 2026



1. Introduction

1. This note has been prepared to address concerns raised at the Matter 5 – Spatial Strategy hearing session held on 4th March 2026 regarding the impacts of development at Sayers Common and Hurstpierpoint on Hurstpierpoint High Street (B2116). In particular, the Inspector requested further details on the impact on the community, retail and heritage arising from increased traffic flows associated with proposed development and how any impacts will be minimised and mitigated.
2. Hurstpierpoint High Street is classified as a ‘B’ road, with a defined role of connecting different areas and to feed traffic between ‘A’ roads and smaller roads on the network. The concerns raised mainly relate to the capacity and traffic flows of the B2116 High Street junction with Cuckfield Road and B2117 Brighton Road shown in Figure 1 and the length of the High Street itself.

Figure 1: B2116 High Street / Cuckfield Road / B2117 Brighton Road junction



2. Junction capacity and traffic flows

3. The impact of proposed development on the highway network at Hurstpierpoint was assessed as part of the most recent model-run which informed the Mid Sussex Transport Study [\[T10\]](#). Table 1 shows a comparison between the following scenarios for the AM and PM peak:
 - **Scenario 6m2:** all site allocations within the submitted District Plan, including sustainable mitigation (private motor vehicle travel demand reductions)

- **Scenario 6m5:** as above, plus agreed highways capacity mitigation package
- **Reference Case:** Does not include proposed site allocations within the submitted District Plan i.e. “do nothing”. These are the transport movements expected to occur regardless of the proposed site allocations in the submitted District Plan or proposed mitigations.

Table 1: Comparison of modelled flows at Hurstpierpoint High Street [T10]

AM Peak	Reference Case	Local Plan with Mitigation		Difference from Ref Case		% Difference	
		Sc6M2	Sc6M5	Sc6M2	Sc6M5	Sc6M2	Sc6M5
B2116 East and West	577	759	736	182	160	32%	28%

PM Peak	Reference Case	Local Plan with Mitigation		Difference from Ref Case		% Difference	
		Sc6M2	Sc6M5	Sc6M2	Sc6M5	Sc6M2	Sc6M5
B2116 East and West	569	761	762	192	192	34%	34%

4. Table 1 shows that there are increases in flows from the proposed site allocations in the submitted District Plan between the scenarios and reference case on the B2116. In Scenario 6m5, which accounts for the full mitigation package, an additional 160 vehicles are expected within the AM peak and 192 in the PM peak as a result of District Plan proposed allocations. The figures relates to the position at the end of the modelling period (2039) and therefore any increase will be incremental over the plan period, with 2039 representing the worst case picture.
5. It should be noted that the transport modelling outputs are the total expected trips, and do not distinguish between which flows are attributed to each allocation i.e. Sayers Common, Hurstpierpoint or elsewhere in the district (including DPSC1: West of Burgess Hill/North of Hurstpierpoint). This matter could be investigated further with the modelling consultant as part of the next round of transport modelling.
6. Mid Sussex District Council has liaised with West Sussex County Council highways (WSCC) in preparing this note. WSCC has confirmed, in relation to the increased flows identified in Table 1, that they do not cause the junction to go over capacity. Based on the outputs of the strategic modelling, any increases in delay are expected to be a few seconds and queue length increases are marginal in absolute terms; all are expected to be under two car lengths and mostly under one. Therefore, on the basis of the strategic transport modelling results, the County Council does not have any concerns regarding the total flow of traffic expected on the High Street as a

result of proposed development in the submitted District Plan. This can be explored in more detail when the Council updates its Transport Study as part of the in-combination testing work that will take place this year.

7. As discussed at the hearing session, the submitted District Plan requires provision of key infrastructure at Sayers Common (for example, education, community facilities and neighbourhood centres) to encourage Sayers Common residents to meet their day-to-day needs locally, consistent with the 20-minute neighbourhood and “Local Living” principles. This will reduce the frequency of which residents at this location will be reliant on services and facilities within Hurstpierpoint.
8. The site promoters of DPSC3: Land at Reeds Lane, Sayers Common are undertaking a site-specific transport assessment of traffic distribution from DPSC3. This is the largest site proposed at Sayers Common (2,000 dwellings). Emerging findings from this work suggest that approximately 10% of movements to/from DPSC3 will route via Hurstpierpoint, equating to 5 arrivals and 22 departures in the AM peak and 29 arrivals and 10 departures in the PM peak.
9. It is considered that, due to the road's classification as a ‘B’ road, this level of movement is acceptable and is not likely to give rise to significant negative impacts.

3. Impact on Community, Retail and Heritage

10. The Council recognises that Hurstpierpoint High Street suffers from congestion and can be bottlenecked at certain times of day due to the impact of parked cars and the road width (with priority over oncoming vehicle restrictions at either end). This is frustrating for local residents.
11. The High Street is popular, including retail stores, restaurants, cafes, pubs and other services. As a Category 2 settlement, it is recognised that the High Street performs an important role and function for not only the residents of Hurstpierpoint, but for surrounding villages as well.
12. Increased traffic on this route could have a detrimental impact on the High Street’s function. This may include the High Street being an unattractive place to visit due to perceptions around traffic, lack of parking, inaccessibility of the retail offer due to it not being pedestrian friendly/car dominance, and severance of the northern and southern sides of the street. However, whilst important considerations, it is difficult to precisely quantify the impact additional traffic arising from the District Plan allocations will have on these factors.
13. Hurstpierpoint High Street is within the Hurstpierpoint Conservation Area and contains 30 Listed Buildings of both Grade II and II*. There is potential harm from car exhaust pollutants on these buildings, however there is no evidence before the Council on this matter and no indication that the allocations in the Plan exacerbate this.

4. Potential Benefits

14. Whilst the Council acknowledges the concerns raised and the relatively small increase in traffic flows given the quantum of development proposed in this location, it considers there are a number of potential benefits that are also important to consider.
15. The Council considers that due to the District Plan allocations, there will be a greater population within the vicinity of Hurstpierpoint High Street. This increase in population is likely to increase footfall on the High Street, for goods and services needs that will not be met on-site, which will increase the vitality and viability of various retail, leisure and community facilities in and around the High Street.
16. With regards to the concerns raised about the impact of pollution on heritage, the Council considers that the impact of pollution on heritage, such as listed buildings, is likely to reduce over the plan period due to the move towards electric vehicles.
17. The Council considers that measures to promote active travel, notably cycling between the Sayers Common and the High Street would be likely to increase passing trade, which in turn will likely increase the vitality and viability of the High Street.

5. Measures to Minimise and Mitigate the Impacts

18. The site promoters for DPSC3: Land South of Reeds Lane have prepared a Mobility Strategy to support the allocation which is in the evidence library [[DPSC3-2](#)]. The Mobility Strategy, which is still continuing to be refined as the proposals are developed as part of preparing the outline planning application, sets out high level principles that will inform the development of the masterplan. It includes an active travel strategy for encouraging journeys by walking, cycling and wheeling and a shared travel strategy for maximising use of sustainable modes of transport, including public transport.
19. The proposed active and sustainable transport improvement proposals are also set out in the Statement of Common Ground which has been prepared and agreed between all the Sayers Common site allocation promoters (DPSC3-7) [[S2](#)]. An outline of these is set out below, which are also captured in individual site policies and the Infrastructure Delivery Plan to ensure contributions are received from developments in the vicinity on a proportionate/equalised basis to support delivery.
 - A sustainable and active travel corridor through the centre of the site, which will provide a bus link from London Road to the new link road and also dedicated pedestrian and cycle infrastructure alongside this to form an active travel route.

- Improved cycle facilities along the B2118 London Road and Albourne Road have been identified to link in with the existing infrastructure in Hurstpierpoint, including the recently completed West Sussex County Council cycle route.
 - There are initial proposals to develop the existing 100 and 273 bus services. The initial proposals identify potential new routes for these services, as well as identifying the possible diversion of existing routes should sufficient demand be identified. In addition, investment is proposed to further increase the frequency of the 273 bus service. Discussions with Metrobus regarding the proposals are ongoing.
 - The proposals include improved cycle storage and access at Hassocks Station to encourage cycling as a feasible way of reaching the station as opposed to the private car.
20. Discussions between the site promoters and public transport providers is ongoing, however initial thinking is that there are some potential measures that could be considered which may lessen any impacts on Hurstpierpoint High Street. These include the provision of public transport at Sayers Common having more of a focus on access to Burgess Hill rather than Hassocks station; and a bus loop at peak hours between Sayers Common, Hassocks and Burgess Hill could be explored. The timing and frequency of this would be key to ensure this was an attractive alternative option to the private motor car. These options will be considered in more detail and tested through site promoter's Transport Assessments that accompany planning applications, to ensure modal shift is achieved to the levels envisaged in their Mobility Strategies.
21. As planning applications progress for the sites in the vicinity of Hurstpierpoint, opportunities to enhance public transport take-up and exploration of any physical/behavioural measures to address impact of traffic will be considered. This is a requirement of policies DPSC GEN and DPT1, DPT2 and DPT3.

6. Conclusion

22. The Council acknowledges the concerns raised and the increase in traffic flows along Hurstpierpoint High Street. However, it considers that the increased flows are relatively small given the quantum of proposed development in the vicinity of the village.
23. The Council needs to balance the provision of new homes to meet housing need, and the impacts of such development. The Council believes the benefits of providing housing to meet need and the mitigations set out above to minimise harm would outweigh any negative impacts.
24. As part of the Inspector's request for the Council to test an increased housing requirement, the impact (both positive and negative) on Hurstpierpoint High Street of any additional site

allocations within Hurstpierpoint and vicinity will be carefully considered as the District Plan progresses.