

**MID SUSSEX DISTRICT PLAN 2021–2039 EXAMINATION  
HEARING STATEMENT  
FROM THE HURSTPIERPOINT SOCIETY  
RESPONDENT NUMBER 1186922**



**Matter 7 Site allocations**

**DPSC 3 – 7 Sites in Sayers Common**

**b) The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered.**

We remain concerned that, despite detailed representations submitted at Regulation 18 and 19 stages, together with previous Examination Statements, there continues to be insufficient recognition of how the proposed sites in Sayers Common will impact the village of Hurstpierpoint — particularly in relation to traffic within and passing through the village. This is illustrated by the lack of any mention in either the Mid Sussex Transport Plan Strategic Transport Assessment (T10), or the West Sussex Transport Plan 2022 to 2036 (T14), of either Hurstpierpoint, or the B2116, which is the east-west route through the village along the High Street, despite Hurstpierpoint & Sayers Common Parish Council raising these issues many times for more than 30 years. In February 2024 Hurstpierpoint Society prepared its own Strategic Assessment, which was submitted as part of our Regulation 19 submission. It is disappointing that no response has been received to this Assessment from either WSCC or MSDC.

Therefore, this is another attempt to raise serious concern regarding these issues, which are affecting both the quality of life of residents and the viability of the otherwise thriving trading in the High Street.

Hurstpierpoint sits on a Greensand ridge and developed as an agricultural centre dating back to Saxon times. The village prospered after the Norman Conquest connecting with other Downland villages along this ridge, along an east-west route. Later, it became a north-south route crossing point at the crossroads in the centre of the village. It is likely that Hurstpierpoint would have become one of the main towns in the area except for the building of the London to Brighton railway, which opened in 1841. The railway had to avoid several large country estates and instead of following a coaching route through Cuckfield and Hurstpierpoint, it was built to the east creating the stations and population centres of Haywards Heath, Burgess Hill and Hassocks. Improved north-south routes developed to the east and west of Hurstpierpoint, but the east-west route for the Downland villages was not replaced, or improved, yet still remains an important road.

The strategic importance of this route was not fully understood during the piecemeal post war housing development in the village, nor was the nature and volume of future road traffic. Hence the land that could have provided an alternative route through the village was built on, leaving the High Street as the only road connecting Henfield, Albourne and other Downland villages to Hassocks (where the nearest railway station is situated, together with the local secondary school), Lewes and beyond.

Additionally, residents living in the eastern part of Hurstpierpoint travelling by car, must use the High Street to reach the car parks, enlarged primary school, medical centre and the library. Although pedestrian and cycle routes have been improved, there is no land available to improve the road in this rural area, where many rely on their cars. The advent of the South Downs National Park, directly abutting the Southern built up boundary of the entire village, further limits an alternative option.

The Hurstpierpoint Society Traffic Assessment from February 2024 highlights the problems in the High Street. This road dates to medieval times, with the earliest buildings from the 15th and 16th centuries. It is very clear that this medieval road was not designed for either the current level of traffic, the width of modern car design, nor the likely increase from the proposed 2,500 (approx) dwellings in Sayers Common, (nor the proposed developments at DPSC1 and DPA12 sites).

The District Plan talks about active and sustainable travel, together with building the infrastructure to include community facilities, which is intended to remove the need to travel to, or through Hurstpierpoint. However, when, or realistically how, or will this actually happen?

The document issued in January 2026 titled MS08: Development Management Policies – Proposed Modifications MSDC Response to IDJB-02 January 2026, states on page 42:

*The National Planning Policy Framework requires that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety, or where, 'the residual cumulative (transport) impacts on the road network would be severe' (Paragraph 111). The Mid Sussex Transport Study has been prepared in consultation with West Sussex County Council (WSCC) in their capacity as the Highway Authority and National Highways (NH) as the Highway Authority for the Strategic Road Network. The Study informs whether the development proposed by the District Plan is practical to deliver in principle; and whether mitigation of any significant impacts arising from the development on the transport network can be cost effectively mitigated. Strategic Objective 6 seeks to ensure that development is accompanied by the necessary infrastructure to support development and the community and any transport mitigation that is required to support development, will be included within the Infrastructure Delivery Plan.*

Yet the two studies referred to in this document do not include Hurstpierpoint, or the B2116, indicating that this is not considered to be a problem needing mitigation and it is difficult to see how it could be cost effectively mitigated.

The document issued in January 2026 titled MS-TP1: Updates since Submission, states in para 3.21:

*...it was agreed with NH that the Monitor and Manage approach, which is being proposed in the District Plan, is the primary mechanism to be used to demonstrate that any impacts arising from development within the District Plan can be managed satisfactorily. This is recorded in MSDC-AP016 which captures the agreements reached following the initial hearings and meetings between the parties.*

The Society is concerned that unless the traffic problems in the High Street are recognised, how can they be monitored, and from what starting point?

At times of heavy traffic, the High Street experiences near-daily congestion, and emergency vehicles can encounter difficulty passing through. Pedestrians must step into doorways to avoid large lorries using the pavement to get through, which then causes damage to the kerbstones creating further problems, especially for those with vision and mobility issues, or children's pushchairs.

A traffic light solution is frequently suggested by residents. However, the numerous access points from side roads and private driveways render this impractical. Additionally, several single-lane sections would result in queues backing up from red signals during peak periods, potentially blocking junctions and causing wider network paralysis.

Therefore, we request an acknowledgement of these concerns, together with a clear explanation of how they will be addressed and mitigated.

**c) The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary facilities would be funded and provided**

Even with the level of infrastructure in Policies DPSC3-7, there is concern over the timing of this. The smaller sites DPSC 4 – 7 are already beginning to submit planning applications (MS-TP2: Housing January 2026 p9) but the main infrastructure is planned to be located in DPSC3. In the latest housing trajectory dated 1<sup>st</sup> April 2025 (H8) and MS-TP1: Updates since Submission, January 2026, site DPSC3 is not expected to yield any dwellings until Year 6 or 2030 at the earliest. It is unclear whether the associated infrastructure would be delivered at that stage or later.

Significantly, in response to the recent planning applications on site DPSC4, Land at Chesapeake and Meadow View (DM/25/1434), site DPSC5, Land at Coombe Farm, (DM/25/2661) and site DPSC 6 Land to the West of Kings Business Centre, (DM/25/3067), concerns have been raised about the infrastructure provision. NHS Sussex have responded that Mid Sussex Health Centre, which provides healthcare across Hurstpierpoint, Sayers Common, Hassocks and Ditchling, is at capacity and significant financial contributions are needed to either extend a current site or build new premises. WSCC have advised that primary/secondary/further secondary schools within the catchment area would not have spare capacity to accommodate the assumed potential from these sites.

Until/unless the proposed infrastructure in Sayers Common is completed, people will need to use healthcare, education facilities, etc outside the immediate area of the proposed sites, which will not only be a strain on these, but will further impact on the traffic issues in Hurstpierpoint.

It is a huge concern that applications on these sites are being prematurely considered before the infrastructure has been legally secured.