

N05 – MM92 – West House Farm - Transport Strategy

Site: Land to the South of Henfield Road, Sayers Common
Prepared by: RAA
Approved by: PB
Date: 22 October 2026

motion
84 North Street
Guildford
GU1 4AU
Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

- 1.1 This Technical Note has been prepared on behalf of Riverdale Developments Ltd to provide high-level detail of the proposed transport strategy for the draft residential allocation site MM92 (West House Farm – aka land to the south of Henfield Road, Sayers Common, which has been introduced at Main Modifications stage), for the purpose of informing the Mid Sussex District Council Local Plan Review. This strategy is therefore outlined in the context of the applicable draft Policy and associated documents, and with reference made to the Berkeley Homes Masterplan site allocation DPSC3 (Land to the south of Reeds Lane).

2.0 Transport Strategy

- 2.1 The Masterplan for site DPSC3 continues to evolve, but the overall transport strategy is clear, and significant effort has been made to cooperate with Berkeley Homes to coordinate proposals and hence design a cohesive and complementary transport strategy that ties into the wider holistic movement strategy effectively. It is evident that site MM92 would facilitate opportunities for improved active modes connectivity between the western parcel of DPSC3 land and the wider allocation, as well as improved connectivity towards Albourne. These facilitated measures are therefore expected to be beneficial in the context of early phasing associated with the Sayers Common Sustainable Community sites, as indicated within the draft Infrastructure Delivery Plan (IDP). The measures identified within this strategy align with the applicable draft Policy and IDP, as agreed through the Statement of Common Ground (and should be read in conjunction with same) and are considered to facilitate/enhance the overall masterplan movement strategy for Sayers Common.

Infrastructure

- 2.2 Two vehicular access junctions are proposed onto Henfield Road, one to the northern boundary and one to the eastern boundary, in accordance with MM92 Draft Policy Requirement 2. The associated highway works are anticipated to incorporate ghost right turn lanes and pedestrian crossings as appropriate. The northern pedestrian crossing is anticipated to take the form of an uncontrolled crossing with a pedestrian refuge island, whilst the eastern crossing is anticipated to be a signal-controlled 'Toucan' crossing (also including a refuge island) which would tie into the adjacent DPSC3 access junction and movement strategy, in accordance with MM92 Draft Policy Requirement 1. This layout would include appropriate street lighting. The two vehicular access junctions and pedestrian crossings can be delivered within the extent of publicly maintainable highway and independently of DPSC3, and that they are designed to integrate with the DPSC3 junction when it comes forward.
- 2.3 A 3m wide footway/cycleway along the MM92 site frontage on the southern side of Henfield Road is proposed, in accordance with MM92 Draft Policy Requirement 3. This active-modes route would equally include appropriate street lighting. This would link the site to DPSC3 and equally enhance the cohesion of the westernmost parcel of DPSC3 to the wider allocation. Suitable active modes access points would be incorporated into the layout for permeability through MM92 (supporting MM92 Draft Policy Requirement 1).

- 2.4 There is potential for site MM92 to facilitate further active modes connectivity towards Albourne in the form of a footway, initially 2m in width and of an appropriate surface treatment, through the southern parcel of MM92 (which is to remain as public open space in accordance with MM92 Draft Policy Requirement 5), necessarily reducing to 1.5m in width where it subsequently joins Henfield Road (at the southernmost point available, subject to boundary/ecology constraints) and then continues south towards Albourne. This is expected to require a localised narrowing of Henfield Road to facilitate (due to the available width of the adopted highway land along that section), which is anticipated to operate as a priority give-way arrangement and hence also provide local traffic calming. Enhanced connectivity towards Albourne is listed within the draft IDP (i.e. 'extension of proposed foot/cycleway network into Albourne') and logically this can only relate to Henfield Road in the context of MM92.
- 2.5 There is further potential to enhance connectivity to Albourne for active modes by reducing vehicle speeds on Henfield Road through the extension of the existing 30mph speed limit further west to include the applicable frontage area of the proposed Sayers Common Sustainable Community (i.e. MM92 and DPSC3). ATC traffic survey data has been collected which demonstrates that average speeds along this section (which is currently subject to a recently implemented 40mph speed limit) vary between around 30mph and 40mph. It is therefore expected that the reduced speed limit would be appropriate given the increased residential character as proposed (including new access junctions, footway and cycleways) and potential traffic calming measures if required. It is a matter of common ground that the potential 30mph speed limit and other detailed highways schemes as above will be progressed with WSCC as County Highway Authority and hence would be designed to appropriate standards and subject to Road Safety Audits as required at the application stage.
- 2.6 From the existing Westhouse Farm access junction, Albourne Primary School is around a 350m walk (5 minutes), whilst Albourne Village Hall (which includes Albourne Under 5's Pre-School and After School Club) and Albourne Recreation Ground and Play Area are around a 500m walk (7 minutes). There are existing footways from the junction of The Street with Henfield Road that continue throughout Albourne, with some street lighting present. There are potential opportunities for improvements to those routes. There is equally an existing pedestrian footpath that passes Albourne Village Hall and through Albourne Recreation Ground, linking The Street with the B2118 London Road. It is noted that the IDP includes 'Lighting to footway through recreation ground to Albourne Primary School'. This route equally provides access to the 'Traffic Light' bus stops on the B2118 London Road. There are further opportunities for minor improvements to the pedestrian routes to these bus stops, although the existing provision is already of a reasonable standard in terms of footway widths and crossing points.
- 2.7 It should be noted that the above improvements would facilitate access in the short term to the nearest existing convenience facilities, which are:
- ▶ Best One, Albourne Rd, Hurstpierpoint, Hassocks BN6 9TX (Convenience store chain selling groceries with its own label, plus alcohol, coffee & newspapers – Also includes InPost Locker, Evri Parcelshop etc.) – around 1.9km walk from the Westhouse Farm Access via B2116 Henfield Road, B2118 London Road and B2116 Albourne Road. Footways/paths are continuous.
 - ▶ Sayers Common 'Village Hall Community Shop', London Road, Sayers Common, Hassocks, BN6 9HX (Community run convenience store and café) - sayerscommoncommunityshop.org – around 2.2km walk from the Westhouse Farm Access via B2116 Henfield Road and B2118 London Road. A shorter walking route may exist via PRow footpath ALB-7AL and Reeds Lane.

Public Rights of Way (PRoW) and Internal Active Modes Connectivity

- 2.8 It is proposed to retain and enhance all PRoW within site MM92, linking these to the proposed internal highway network and hence expanding the permeability of the site considerably for pedestrians. A shared footway/cycleway is proposed on an east-west alignment through the site, crossing the watercourse and providing a direct internal link for active modes between the DPSC3 parcels to the east and west of the site. This is in accordance with MM92 Draft Policies 1, 6, 9 and 10.
- 2.9 It is a matter of common ground that it is not within the applicant's gift to deliver enhancements to PRoW that fall outside of site MM92. MM92 Policy requirements 7 and 8 list specific PRoW routes, not all of which are under the applicant's ownership.
- 2.10 It is understood that requirement 7 will be deleted in full, with a minor modification to requirement 8 indicating that the applicant will deliver improvements to PRoW within their ownership and make proportionate contributions towards the improvement of PRoW falling outside of their ownership. Pooled contributions towards PRoW improvements are listed within the IDP.

Bus Services

- 2.11 The nearest bus stops are the 'Traffic Lights' stops situated on the B2118 London Road, around 700m walk from the Westhouse Farm access. These provide access to the existing Compass-Travel route 100 and the Metrobus route 273 bus services, each offering an approximately hourly service in each direction. There are opportunities to enhance the walking routes to these stops, as discussed above. There is also an opportunity to provide a shelter for the southbound stop (to mirror the northbound stop) which is currently lacking.
- 2.12 MM92 Draft Policy Requirement 4 states: Provide additional bus stops south of existing bus stops 4400MS0337 and 4400MS03338. The bus stops referred to above are the 'Coombe Wood' stops. The next sets of stops to the south are the 'Potters Field' Stops. The additional stops requested would therefore be roughly equidistant between the Coombe Wood and Potters Field stops. Those stops would not be materially closer to the site than the existing 'Traffic Lights' stops and hence would provide no benefit. A minor modification was therefore agreed to amend this to 'provide improvements to local bus stops'. It is expected that this would apply to the Traffic Lights stops. This is included within the IDP.
- 2.13 The Berkeley Homes Masterplan bus strategy includes proposals for a minor diversion of the existing Metrobus route 273 into the eastern area of DPSC3. It is not expected that this would provide a closer bus service for site MM92 (or indeed the western parcel of DPSC3). The masterplan also includes a proposed new Compass-Travel route labelled 100a, which would pass site MM92 on Henfield Road. That route is proposed to provide service to Sayers Common and Burgess Hill. It is therefore proposed that new bus stops would be provided on Henfield Road to facilitate access to this proposed route. Both elements of the Masterplan bus strategy are included within the IDP.

Wider Enhancements

- 2.14 The IDP contains proportionate contributions towards several further measures that enhance the accessibility of site MM92 and equally tie the development into the wider masterplan transport strategy. These include:
- ▶ Improve existing cycle storage and access - Hassocks Station
 - ▶ Physical capacity intervention at A23/B2118 NB On-slip Merge Junction
 - ▶ Physical capacity intervention at A23/B2118 SB Off-slip Diverge Junction
 - ▶ Physical capacity intervention at Hickstead Junction
 - ▶ Rural Road Improvement Fund
 - ▶ Safety intervention at A281/B2117/Shaves Wood Lane

- ▶ Sayers Common to Burgess Hill Cycle Route (A23/A2300)
- ▶ Sayers Common to Burgess Hill Cycle Route (Sayers Common Phase - Langton Lane)
- ▶ Traffic interventions - Hurstpierpoint High Street

3.0 Conclusion

- 3.1 It has been demonstrated that the Transport Strategy for site MM92 has been considered firmly within the context of coordinating with, and enhancing, the wider Sayers Common Holistic Movement Strategy. The inclusion of site MM92 offers clear strategic benefits including the enablement of east-west connectivity between the main DPSC3 allocation and the western DPSC3 land parcel, facilitating the enhancement of Henfield Road for active modes connectivity, and therefore supporting the wider 20-minute neighbourhood. Site MM92 therefore plays an integral role in the development of a sustainable Sayers Common. It should equally be noted that site MM92 plays a further important role in the form of the enablement of measures to secure sustainable outcomes during the early phases of development, imbedding sustainable travel behaviours at the earliest opportunity.