MID SUSSEX DISTRICT COUNCIL

MS-07e: Sites Added by the draft Main Modifications – Albourne & Sayers Common (MM80 MM82 MM92)

Hearing Statement
October 2026

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Sites Added by the draft Main Modifications – Albourne and Sayers Common

Albourne

MM80: Grange View House, London Road, Albourne

1. The allocation policy has been introduced at Main Modifications stage as MM80. The proposed allocation is for 10 dwellings to the east of Albourne (Category 3 settlement) adjacent to the defined built-up area boundary. It is a brownfield site, currently used as open storage.

2. Through the site selection process, the site was, on balance, assessed as suitable to be taken forward. The site is close to listed buildings and a designated priority habitat but is otherwise relatively unconstrained.

a. The character of the area

Compatibility with Albourne in scale and character

3. Albourne is a Category 3 settlement. The existing settlement is predominantly west of London Road (B2118) and centred around Church Lane and The Street. Development east of London Road is linear and characterised by large residential plots set back from the road. MM80 is to the rear of the existing properties. The site submission form provided by the site promoter confirms that the site is currently used as open storage.

4. Policy DPB1: Character and Design requires that new development understands and responds to its surroundings through high-quality design. DPB1 also states that applicants should have regard to the Mid Sussex Design Guide Supplementary Planning Document in the design of new development. Indicative layout plans provided by the site promoter show the 10 dwellings (5 x 2 semi-detached properties) arranged around a shared green space representing a cluster of smaller residential plots. Similar examples of this scale and pattern of development exist in Albourne.

Effect on heritage assets

5. Four Grade II listed buildings (Elm House, Mole Manor, Tipnoaks, Hillbrook House) are located west of the site. The site is adjacent to Hillbrook House and in close proximity to the other three listed buildings, located north of Hillbrook House. Development of the site would likely result in a sense of enclosure to the listed buildings and separation from the wider rural setting. Policy DPB2: Listed Building and Criterion 3 of MM80 requires development to provide appropriate

mitigation measures which preserve or enhance the setting of Hillbrook House. This is to be informed by a Heritage Statement. It is considered that the site is separated from, and would not impact on, the Albourne Conservation Area.

b. Access and movement

Movement patterns to and from the site

6. The site is located east of the London Road (B2118) which runs north-south through Albourne. It links the site to Albourne, Sayers Common and the junction with the A23 to the north. The B2118/ A23 junction allows vehicles to merge northbound to Burgess Hill and Crawley, or for vehicles on the A23 travelling southbound to exit. To travel southbound on the A23 to access Brighton and the A27, vehicles are required to instead travel south on the London Road to the A23/ B2117 junction.

7. Approximately 460m north of the site, vehicles are able to join Albourne Road to travel eastwards to the larger settlements of Hurstpierpoint and Hassocks, as well as Hassocks train station and alternative routes to Burgess Hill and Brighton (A273).

8. Criterion 1 of MM80 requires that a suitable access is taken from London Road and a footway onto the B2118. The site layout provided by the site promoter identifies the vehicular and pedestrian access onto London Road.

9. 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. Notwithstanding the above, the Council considers that a site of this scale, ten dwellings, is unlikely to result in significant issues on the local or strategic road network.

Bus links and footpath links

10. London Road has pavements both sides of the carriageway. On the eastern side, the pavement links the site to the crossings at the London Road / Albourne Road junction. Here, pedestrians are able to access Albourne or continue north to Sayers Common or east to Hurstpierpoint, both within a 30-minute walking distance. MM80 requires that the site is accessible from London

Road and that improved crossing facilities are provided. This will allow the site to link to footpaths into Albourne and nearby bus stops for longer distant journeys.

11. Two bus services run in the vicinity of the site; 273 (Metrobus) and 100 (Compass Travel). The 273 runs between Brighton and Crawley via Hassocks and Hurstpierpoint and offers, approximately, hourly services between 5am and 8pm, Monday to Friday. On weekends and bank holidays, the frequency is reduced. The 100 offers access to Burgess Hill, as well as Henfield in Horsham district. The service is, approximately, hourly and runs between 7am and 7pm, Monday to Friday. On weekends and bank holidays, the frequency is reduced. Bus stops serving both routes are located on London Road (north of the junction), approximately 590m from the centre of the site, and linked by existing pavements and pedestrian crossings. Alternative, closer, bus stops serving just the 100 service are located approximately 260m (for southbound) and 380m (northbound) south of the site, south of the junction.

12. MM80 identifies that the site will deliver, directly or indirectly through financial contributions, sustainable transport measures. The Infrastructure Delivery Plan (IDP) [IV10] reiterates that all new development will contribute towards sustainable transport. The IDP [IV10] includes a number of projects that MM80 will contribute towards, supported by further discussions with the infrastructure provider. One such project is looking at improving the local bus service, including through increasing the frequency of services to the 273 route and rerouting new and/ or existing services into the DPSC3.

The improvements at Hassocks Station

13. Financial contributions are sought by Network Rail for improvements to cycle storage and accessibility at Hassocks train station. The works include improved ramped and walking access from the station entrance to the public highway. The IDP [IV10] reflects the estimated cost provided by Network Rail. The cost has then been apportioned to sites at Sayers Common, Albourne, Hurstpierpoint and Hassocks. The IDP [IV10] identifies the sites expected to contribute to this infrastructure project. It is considered that development in these localities is likely to generate the greatest user demand.

c. Social and community infrastructure and open space

Accessibility to social and community services and facilities

14. Within Albourne there is a primary school, village hall and recreation ground with equipped play space, all within an approximate 15-minute walk of the site. A wider range of services and facilities is available at Hurstpierpoint, within approximately 30-minute walk via existing pavements. Bus services also run between Albourne and Hurstpierpoint (see paragraph 11). Whilst sustainable transport options are already available, the IDPs [IV10 and IV11] identify projects to improve accessibility to services within both Albourne and nearby settlements.

15. In addition, DPSC3: Land to the south of Reeds Lane at Sayers Common, located north of MM80, will deliver a wide range of services and facilities (including community buildings, retail, an all-through Primary and Secondary school, health provision and employment) within the new neighbourhood centre. These will be accessible within approximately 30-minute walk, as well as by existing and proposed improved bus services which have been identified in the Sayers Common Holistic Movement Strategy [S7] and reflected in the Sayers Common IDP [IV11].

Open space and sports facilities

16. MM80 seeks financial contributions towards play space and outdoor sports rather than onsite provision. Onsite provision is not required due to the small scale of the allocation. The contributions can be used for the expansion or enhancement of nearby facilities, as reflected in the IDP [IV10]. The site promoter's indicative layout plan shows an area of shared open space within the centre of the site. In addition, as part of the adjacent proposed MM82 site, an area of open space within the southern part of the site is required. The site promoter of MM82 is also proposing to deliver onsite community use. Both pieces of infrastructure will be available within a 5–10-minute walking distance of MM80.

d. Site conditions

Habitats

17. An area of deciduous woodland, identified as priority habitat, touches the site's northeastern corner. Policy DPN1: Biodiversity, Geodiversity and Nature Recovery identifies priority habitats as important ecological assets. It also states that development will need to undertake the appropriate surveys and demonstrate that it promotes the restoration, management and expansion of the designated ecological asset. The site promoter's layout options show the northern boundary retained as garden land, providing a buffer, without impacting on the deliverability or yield of the site. No other nationally or locally designated sites are located within or adjacent to the site.

18. Given the proximity to the priority habitat and for consistency with other sites that have such designations adjacent to them, an amendment is proposed to include the new criterion below:

    "**Provide appropriate buffer to the adjacent priority habitat (deciduous woodland) having regard to the objectives of the West Sussex Local Nature Recovery Strategy**."

Surface water, ponds and flood risk

19. As identified in the Flood Risk Update [ENV23] for the 35 Additional Proposed Allocations, the site has a Flood Risk score of 7 indicating that the site is defined as Flood Zone 1 and not shown to be susceptible to surface water flooding. There are no ponds within the site. A pond is located

approximately 60m north of the site and identified as an area at risk from surface water flooding. The area at risk from flooding is contained to the pond and does not impact this site. The Council consider that the area shown at risk from surface water flooding is unlikely to impact the deliverability of the site.

20. Criterion 4 of MM80 requires that the watercourse to the south and the nearby ponds are taken into consideration through a drainage strategy. Policy DPS4: Flood Risk and Sustainable Drainage requires development proposals to assess the relevant sources of flood risk and surface water drainage in accordance with national policy and guidance. Policy DPN3: Green and Blue Infrastructure identifies running water and ponds as examples of blue infrastructure. DPN3 requires applicants to consider how development might contribute to assets, such as ponds, both at a local and more strategic level.

Foul drainage

21. Policies DPI1: Infrastructure Provision and DPI7: Water and Wastewater Infrastructure require that development is supported by the necessary infrastructure. DPI1 requires that infrastructure is delivered to meet the increased needs from new development and that early engagement between the applicant and infrastructure provider takes place so that any required infrastructure is properly phased. DPI7 seeks to ensure that applicants demonstrate that there is sufficient capacity and, if not, how this will be addressed. In addition, the Council requires, through its planning application validation criteria, that planning applications must be accompanied by a Foul Sewage and Surface Water (Drainage) Assessment so that existing and proposed drainage arrangements can be assessed. No deliverability issues have been raised to date by the relevant statutory bodies. The Environment Agency suggests a criterion seeking a foul drainage assessment to be submitted with a planning application; however, it is considered that this is required by other Plan policies and the Council's validation criteria.

Noise environment

22. The site is adjacent to residential uses to the west and fields to the east. A number of commercial units (kennels, vehicle storage and distribution uses) are located approximately 225m south of the site. The A23 is approximately 220m east of the site. Policy DPN7: Noise Impacts requires development to be located and designed so as to minimise adverse impacts from noise. Applicants are required to provide a noise assessment demonstrating that sufficient mitigation has been incorporated into the development. The Council's Design Guide SPD also contains guidance on measures that can be incorporated into the design to reduce impacts.

MM82: Land East of London Road, Albourne

23. The allocation policy has been introduced at Main Modifications stage as MM82. The proposed allocation is for 250 dwellings to the east of Albourne (Category 3 settlement) adjacent to the defined built-up area boundary.

24. Through the site selection process, the site was, on balance, assessed as a suitable extension to Albourne. The site assessment conclusions noted that a site of this scale has the potential to deliver a comprehensive development with onsite infrastructure. It also noted the presence of local sensitivities; listed buildings, designated priority habitat and noise impacts. The policy seeks to secure these as considerations.

a. The character of the area

Compatibility with Albourne in scale and character

25. Albourne is a Category 3 settlement. The existing settlement is located predominantly west of London Road (B2118) and centred around Church Lane and The Street. The built-up area of Albourne extends approximately 260m west from London Road. Development east of London Road is linear and characterised by large residential plots set back from the road. The southern extent of development is demarcated by existing commercial units. An 84-unit extra care development (Site of Former Hazeldens Nursery) is currently under construction on the west side of London Road, south of existing built-up area of Albourne. The southern boundary of this development extends to align with the property, The Chase, on the east side of London Road.

26. Policy DPB1: Character and Design requires that new development understands and responds to its surroundings through high-quality design. DPB1 also states that applicants should have regard to the Mid Sussex Design Guide Supplementary Planning Document in the design of new development.

27. The Vision Document provided by the site promoter contains an illustrative site masterplan showing the broad location of proposed land uses. The developed areas are contained behind the existing residential properties fronting London Road and set back from Albourne Road in the north, retaining the linear character as viewed from London Road. The southern extent of the proposed residential area stops short of the site's southern boundary and the extra care development currently under construction. In terms of density, the existing development in Albourne varies between approximately 12 dwellings per hectare (dph) and 38dph. The estimated density of the developable area of MM92 is 36dph. Therefore, whilst at the higher range of the existing density, there is scope for achieving similar densities whilst making efficient use of land.

Effect on heritage assets

28. Four Grade II listed buildings (Elm House, Mole Manor, Tipnoaks, Hillbrook House) are located between London Road and the site. The site is physically separated from the listed buildings by a substantial parcel of woodland and proposed allocation MM80: Grange View House. Albourne Conservation Area lies in the western part of Albourne and straddles The Street. The site is separated by existing development and London Road. Policies DPB2: Listed Building, DPB3: Conservation Areas and Criterion 3 of MM82 require that appropriate mitigation measures are incorporated which preserve or enhance the setting of these heritage assets. The site promoter's Vision Document indicates that the site's western boundary will offer some screening either through existing or proposed planting.

b. Access and movement

Movement patterns to and from the site

29. The site sits southeast of the London Road (B2118) and Albourne Road (B2116) junction. London Road runs north-south and links the site to Sayers Common and the junction with the A23 to the north. The B2118/ A23 junction allows vehicles to merge northbound to travel to Burgess Hill and Crawley, or for vehicles on the A23 travelling southbound to exit. To travel southbound on the A23 to reach Brighton and the A27, vehicles are required instead to travel south on the London Road to the A23/ B2117 junction. Albourne Road runs east-west and links the site to the larger settlements of Hurstpierpoint and Hassocks, as well as Hassocks train station and alternative routes to Burgess Hill and Brighton (A273).

30. Criterion 1 of MM82 requires that access is provided from Albourne Road. Criteria 6, 7 and 8 require improvements to existing footpaths within the site and that development prioritises pedestrian and cycle routes. The purpose of this is to ensure that the development maximises opportunities for active travel and connectivity. The site promoter's Vision Document identifies the main point of access along the northern site boundary, Albourne Road. A second potential pedestrian access is identified along the western site boundary utilising the existing bridleway (ALB/39_1Hu/2) from London Road and runs east-west through the site.

31. 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.

Bus links and footpath links

32. London Road benefits from having pavements both sides of the carriageway. The pavement on the eastern side links the proposed second pedestrian access point (from the bridleway) to the crossings at the London Road / Albourne Road junction allowing pedestrians to either access Albourne, continue north to Sayers Common or east to Hurstpierpoint.

33. Two bus services run in the vicinity of the site; 273 (Metrobus) and 100 (Compass Travel). The 273 runs between Brighton and Crawley via Hassocks and Hurstpierpoint and offers, approximately, an hourly service between 5am and 8pm, Monday to Friday. On weekends and bank holidays, the frequency is reduced. The 100 service offers access to Burgess Hill, as well as Henfield in Horsham district. The service is, approximately, hourly and runs between 7am and 7pm, Monday to Friday. On weekends and bank holidays, the frequency is reduced. Bus stops for both services are located on London Road, approximately 550m from the centre of the site, and linked by existing pavements and pedestrian crossings. Other bus stops serving the 100 service are approximately 220m (for northbound) and 350m (for southbound) from the centre of the site.

34. MM82 identifies that the site will deliver, directly or indirectly through financial contributions, sustainable transport measures. Criteria 6, 7, 8 and 9 of MM82 seek improvements to footpaths within the site and upgrades to nearby bus stops with the aim of delivering active travel options and sustainable transport links. The Infrastructure Delivery Plans (IDP) [IV10 and IV11] reiterate that all new development will contribute towards sustainable transport. The IDP [IV11] includes a number of sustainable transport projects that MM82 will contribute towards, supported by further discussions with relevant infrastructure providers.

The improvements at Hassocks Station

35. Financial contributions are sought by Network Rail for improvements to cycle storage and accessibility at Hassocks train station. The works include improved ramped and walking access from the station entrance to the public highway. The estimate cost was provided by Network Rail. The cost has then been apportioned to sites at Sayers Common, Albourne, Hurstpierpoint and Hassocks. The Infrastructure Delivery Plan (October 2026) [IV10] identifies the sites expected to contribute to this infrastructure project. It is considered that development in these localities are likely to generate the greatest user demand.

c. Social and community infrastructure and open space

Accessibility to social and community services and facilities

36. Within Albourne there is a primary school, village hall and recreation ground with equipped play space, all within an estimated 10 – 15-minute walk of the site. A wider range of services and facilities is available at Hurstpierpoint, within approximately 25-minute walk via existing

pavements. Bus services also run between Albourne and Hurstpierpoint (see paragraph 33). Whilst sustainable transport options are already available, the IDPs [IV10 and IV11] identify projects to improve accessibility to services both within Albourne and other nearby settlements.

37. Criterion 5 of MM82 requires the provision of a flexible community use. The site promoter proposes a flexible community use within the north of the site. An element of onsite community use will be accessible by foot to both future and existing residents.

38. In addition, DPSC3: Land to the south of Reeds Lane at Sayers Common, located north of MM82, will deliver a wide range of services and facilities (including, community buildings, retail, an all-through school, health provision and employment) within the new neighbourhood centre. These services will also be within an estimated 30-minute walk, as well as existing and improved bus services.

39. An amendment to criterion 5 is proposed to clarify that the flexible community use should be provided within the northern part of the site, rather than to the north of the site.

> "Provide a flexible use community building ~~to~~ **within** the north**ern part** of the site."

Open space and sports facilities

40. Criterion 2 of MM82 requires the southern part of the site to be retained as recreational open space. MM82 also identifies that the site will deliver other formal and informal onsite recreation space. The IDP [IV10] includes the types of recreational infrastructure that the site may, directly or indirectly, contribute towards. The site promoter's Vision Document proposes the southern section of the site to be open green space with opportunities for recreation and pedestrian/ cycle routes. A smaller area of open green space with play space is also proposed within the central part of the site. All recreation and play spaces and any community use will be available to existing and new residents.

41. It is noted that the site promoter's representation to the Main Modifications consultation has queried the inclusion of onsite outdoor sport. The IDP [IV10] indicates that the outdoor sports provision may be onsite or contributions towards offsite; this is consistent with the Council's approach to sites of this scale. However, it is acknowledged that there is existing provision at Sayers Common and new facilities proposed at DPSC3 which will be accessible to MM82.

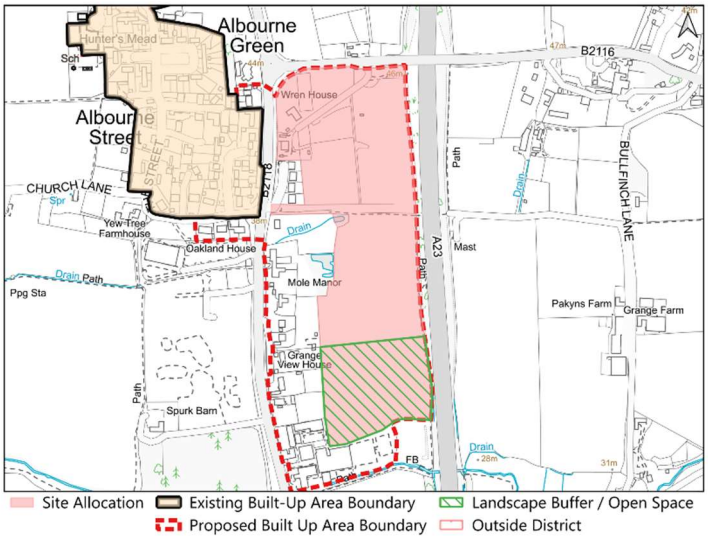
42. An amendment is proposed to move the "outdoor sports" and "parks and gardens" from the "On-site" provision of the infrastructure section to the "Financial contributions towards the expansion of:".

> **On-site:**
> - Natural, semi-natural and amenity green space
> - ~~Outdoor sports~~
> - Play area
> - ~~Parks and Gardens~~

Financial contributions towards the provision of:

- Sustainable Transport
- Education
- Library
- Community buildings
- Local Community Infrastructure
- Emergency services
- Health
- Other outdoor provision
- **Outdoor sports**
- **Parks and Gardens**
- Improvements at Hassocks Station

43. An amendment is also proposed to the inset map to show area of open space within the southern section of the allocation area (green hatched area). This amendment provides clarification and is consistent with other policies which illustrate different proposed land uses.



d. Site conditions

Habitats

44. An area of deciduous woodland, identified as priority habitat, is located adjacent to the site's western boundary. Criterion 10 of MM82 seeks to ensure that development considers the objectives of the West Sussex Local Nature Recovery Strategy. Policy DPN1: Biodiversity, Geodiversity and Nature Recovery identifies priority habitats as important ecological assets. It also states that development will need to undertake the appropriate surveys and demonstrate that it promotes the restoration, management and expansion of the designated ecological asset. No other nationally or locally designated sites are located within or adjacent to the site.

45. In relation to criterion 10, the site promoter's representation to the Main Modification consultation commented that the priority habitat is outside the site boundary. The promoter can only control development within the site boundary. To reflect this and ensure the policy is effective, the Council proposes the following wording amendment to criterion 10:

"**Provide appropriate buffer to** ~~Enhance~~ the adjacent priority habitat (deciduous woodland) having regard to the objectives of the West Sussex Local Nature Recovery Strategy."

Surface water, ponds and flood risk

46. As identified in the Flood Risk Update [ENV23] for the 35 Additional Proposed Allocations, the site has a Flood Risk score of 6 indicating that the site is defined as Flood Zone 1 and there is a small extent of surface water flooding. The nearest area at risk from fluvial flooding is approximately 80m south of the site and is associated with Cutler's Brook. In terms of surface water flooding, there are small areas at risk within the central and southern parts of the site. There is also an area at risk adjacent to the site's western boundary. The central and western areas at risk are associated with the existing ponds.

47. Criterion 11 of MM82 requires that the watercourse to the south and the nearby ponds are taken into consideration through a drainage strategy. Policy DPS4: Flood Risk and Sustainable Drainage requires development proposals to assess the relevant sources of flood risk and surface water drainage in accordance with national policy and guidance. Policy DPN3: Green and Blue Infrastructure identifies running water and ponds as examples of blue infrastructure. DPN3 requires applicants to consider how development might contribute to assets, such as ponds, both at a local and more strategic level. The illustrative plan within the Vision Document provided by the site promoter indicates that the central pond will be retained and an attenuation basin to be located in the southern part of the site to mitigate the risk of surface water flooding. The Council consider that the areas of risk are relatively limited and therefore not likely to impact on the deliverability.

Foul drainage

48. Through the Council's engagement with Southern Water, the IDP [IV10] identifies that the site is required to deliver sewerage network upgrades. Policies DPI1: Infrastructure Provision and DPI7: Water and Wastewater Infrastructure require that development is supported by the necessary infrastructure. DPI1 requires that infrastructure is delivered to meet the increased needs from new development and that early engagement between the applicant and infrastructure provider takes place so that any required infrastructure is properly phased. DPI7 seeks to ensure that applicants demonstrate that there is sufficient capacity and, if not, how this will be addressed. In addition, the Council requires, through its planning application validation criteria, that planning applications must be accompanied by a Foul Sewage and Surface Water (Drainage) Assessment so that existing and proposed drainage arrangements can be assessed.

49. An amendment is proposed to the infrastructure list to capture the requirement for sewerage network upgrades identified by Southern Water and the IDP [IV10]. The amendment provides clarity and is consistent with other policies where upgrades have been identified.

> "**Provision of**:
> - Highway works
> - Sustainable transport measures
> - **Sewerage network upgrades**"

Noise environment

50. The site is adjacent to residential uses to the west and the A23 to the east. A number of commercial units (kennels, vehicle storage and distribution uses) are located adjacent to the site's southern boundary. Criterion 4 requires that development incorporates "good acoustic design to address noise impacts associated with the adjacent A23 to the east". DPN7: Noise Impacts requires development to be located and designed so as to minimise adverse impacts from noise. Applicants are required to provide a noise assessment demonstrating that sufficient mitigation has been incorporated into the development. The Council's Design Guide SPD also contains guidance on measures that can be incorporated into the design to reduce impacts.

51. The Vision Document provided by the site promoter contains an illustrative site masterplan. The length of the site's eastern boundary is shown as 'Existing and proposed planting'. Such landscape features are recognised as a potential mitigation measure to noise impacts.

Sayers Common

MM92: West House Farm, Henfield Road, Sayers Common

52. The allocation policy has been introduced at Main Modifications stage as MM92. The proposed allocation is for 325 dwellings to the west of Albourne and south of Sayers Common (both Category 3 settlements).

53. MM92 is currently undeveloped land between the eastern and western parcels of DPSC3: Land to the south of Reeds Lane, the significant site proposed at Sayers Common. Through the site selection process, the site was assessed as suitable to be taken forward. It also concluded that MM92 would bring opportunities for better place-making and the delivery of both onsite and offsite infrastructure, to achieve the Sayers Common Sustainable Community objectives.

a. Access and movement

Relationship to overall access and movement strategy

54. The Sayers Common Holistic Movement Strategy (HMS) [S7] has been produced to provide a strategic overview of matters related to access and local movement issues. The HMS was prepared by Berkeley Latimer, site promoter for DPSC3: Land to the south of Reeds Lane, with input from DPSC4-7, West Sussex County Council and the Council. The development of the HMS also formed part of the Sayers Common Liaison Group discussions between the five site promoters and Albourne, Hurstpierpoint & Sayers Common and Twineham Parish Councils. Work on the HMS began in earnest following the hearing sessions in February/ March and the Council receiving the Inspector's Post Hearings Letter [IDJB-12] which required the plan to *"[…] take a more holistic approach to the masterplanning of all the Sayers Common sites in terms of how they work together, linkages, social and community facilities and infrastructure delivery, the treatment of movement and impacts within and outside the site, and mitigation measures, including how impacts on the lanes and Hurstpierpoint High Street are to be addressed"*.

55. Whilst the HMS was largely complete by the time MM92 was confirmed as one of the 35 additional sites, Chapter 8 – Proposed Additional Allocations seeks to have eye to the ongoing work on the District Plan and inclusion of additional sites at Sayers Common. The illustration on page 33 shows how MM92 can be incorporated into the key active travel routes and benefit the overall connectivity of DPSC3's western parcel.

56. Work on the HMS helped develop and focus sustainable transport and active travel projects to help address concerns, provide certainty and achieve the objectives of the Plan. These projects have been incorporated into the IDP [IV11]. The HMS and IDP [IV11] recognise that some projects will be delivered by more than one site, where this is the case, the contributing sites are identified. Site MM92 is identified as a contributor to a significant portion of the projects, including transport schemes. The Council has worked collaboratively with site promoters and infrastructure providers on identifying estimated costs and the apportionment of projects, where appropriate. The IDPs have also sought to include indicative phasings. For the smaller proposed allocations, including MM92, where projects can be delivered early on is important in helping to influence longer term behaviours. Since July, the IDPs have been updated to reflect ongoing discussions with stakeholders. The updates include active travel measures to be delivered by MM92 (directly and indirectly), clarification on estimated costings and which sites are expected to contribution.

57. Modification MM37 proposes to include MM92 into the Vision and Objectives for Growth at Sayers Common, including at bullet point 4. Its inclusion here seeks to ensure that MM92, with the other Sayers Common sites, is prioritising active and sustainable modes of travel between the sites, to Sayers Common and other nearby settlements. Criterion 1 of Policy MM92 reiterates this objective. Criterion 1 requires that access is taken from the north and east along Henfield Road. Henfield Road runs between DPSC3 and MM92, requiring access at two points maximises opportunities for connectivity. Criteria 3, 6, 7 and 8 currently seek to deliver new and/ or improved pedestrian and cycle routes through the site connecting into adjacent routes to enable

access to services within DPSC3 and in the surrounding area. Criterion 4 seeks an expansion to local bus infrastructure to improve the option and experience of travel by public transport. The infrastructure required by MM92 is reflected in the IDPs [IV10 and IV11], again reinforcing the objectives of the Plan and HMS [S7].

58. The site promoter for MM92 has provided a layout and masterplan (with active travel) which indicate how the residents will move through the site by active modes of travel. It also shows where the development proposes to link in with DPSC3 to the north and west, Albourne to the east and other nearby settlements.

59. The Statement of Common Ground between the Council and MM92 sets out the commitment to the delivery of the required infrastructure and to the overall objectives of the HMS and IDP. Representations from the site promoter reiterate the commitment to delivering homes and supporting infrastructure for the Sayers Common community.

60. The Council proposes minor amendments to the wording of criteria 4 and 8 are proposed for clarification and consistency:

> "4. Provide **improvements to local bus stop infrastructure.** ~~additional bus stops south of existing bus stops 4400MS0337 and 4400MS03338.~~"
>
> "8. Integrate and/or enhance the existing PRoWs that cross the site (FP13-1AL**, ALB-9AL**) and contribute to the ~~l~~improvement~~s required to~~ of **offsite** footpaths (including FP30AL~~, 9AL~~ and ALB-6AL)."
>
> In light of the above proposed amendment, it is considered that criteria 7 and 9 would be duplication and so should be deleted.
>
> "7. ~~Improve surface and upgrade footpath ALB-6AL.~~"
>
> "9. ~~Incorporate the public rights of way crossing the site in the design and layout of the site including maintaining current alignment.~~"

b. Social and community facilities

Relationship to the overall disposition of uses within Sayers Common

61. The site centre of the site is approximately 1.45km from Sayers Common village centre. As a category 3 settlement, Sayers Common currently offers a village hall with community shop, a pub, early years provision, recreation facilities and some employment opportunities. Whilst these might be considered marginal acceptable walking distances from the site, a range of new services and facilities will be delivered as part of the proposed DPSC3: Land to the south of Reeds Lane significant site allocation. DPSC3 requires onsite provision of early years, primary and secondary education provision, community buildings, library, a range of recreation and sports facilities and retail, as well as improvements to sustainable and active travel. These services will be concentrated around the new neighbourhood centre approximately 600m north

of MM92. Additional retail and community uses are proposed in a smaller local centre approximately 570m west of MM92.

62. Policy MM92 contains criteria (1, 3, 6-9) requiring the site to provide pedestrian and cycle routes through the site and ensure connectivity to DPSC3. The purpose of these requirements is to provide sustainable travel options for residents of MM92 to access services on DPSC3. As stated above, the IDPs [IV10 and IV11] set out the infrastructure projects that MM92 will, either directly or indirectly, contribute towards delivering. The masterplan provided by the promoter demonstrates where links between the two sites are proposed. At a more strategic level, the HMS [S7] and Sayers Common masterplan identify how DPSC3 and MM92 can incorporate improvements and measures that seek to deliver connectivity between the two sites and existing settlements.

c. Countryside

Impact on landscape and the separate identify of settlements

63. MM92 lies within the Low Weald National Character Area (NCA) and Hickstead Low Weald Landscape Character Area (LCA) [ENV18]. The key characteristics of this LCA is lowland mixed arable and pastoral landscape with strong hedgerow pattern. The Council's site selection assessment's Landscape criterion considers potential landscape impacts and the capacity for development (in landscape terms). MM92 falls within an area classified as "low/ medium potential for change in landscape terms" [ENV19].

64. Criterion 5 of Policy MM92 requires the southern part of the site to be used as public open space. The purpose of this requirement is to ensure that a substantial area of undeveloped land is retained at the southern end of the site. This helps the site read more cohesively with DPSC3, by ensuring the built-up area of MM92 compliments the southern extent of DPSC3, and secures separation between the site and the settlement of Albourne to the southeast. The policy inset map defines the area of land retained as open space. The map also shows the proposed built-up area boundary following the access track to West House Farm. The proposed built-up area boundary thus limits development beyond this point and provides a long-term mechanism to preserve the settlements' identities. Policies DPC1: Protection and Enhancement of the Countryside and DPC2: Preventing Coalescence require development proposals to be informed by appropriate landscape assessments and demonstrate how the landscape has been considered within the development.

65. The site promoter has undertaken a number of technical studies on matters, including landscape, heritage, transport and constraints to inform the masterplanning process. The site promoter's landscape strategy proposes a number of measures to respond to sensitivities and constraints, including utilising the existing field pattern, habitat buffers, additional vegetation and tree planting.