

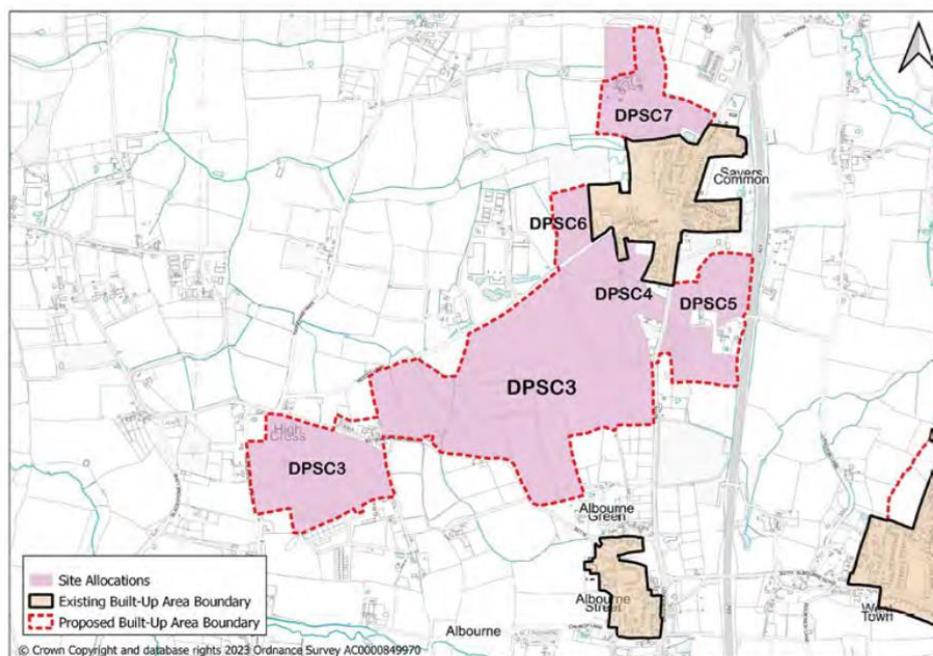
## Matter 7. Site allocations - DCSP3 - DPSC7 – Sayers Common

**Issue 1 Whether the plan adequately lays the framework for the sustainable development of each site.**

- a) How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation
- b) The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered
- c) The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided
- d) The implications for access to retail and employment centres
- e) The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures
- f) The protection of wildlife and biodiversity and opportunities for enhancement
- g) The protection of heritage assets
- h) The funding and delivery of necessary infrastructure and other necessary mitigation measures
- i) The position regarding the existing condition of the site and its deliverability
- j) Whether the Council's assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory

### Background

Wates are the promoters of the land at LVS Hassocks, policy DPSC7 in the Submission Draft Local Plan. The site is currently home to a SEN school and Policy DPSC7 provides for the delivery of 200 dwellings and a replacement SEN school.



## Urban Design

7.1.1. The SoCG entered into by the developers at Sayers Common in July 2024 (ref S1) makes it clear at para 3.2 that a comprehensive masterplan has been prepared jointly by the site promoters to show how the proposed allocations can be integrated and delivered holistically. It also makes it clear that it is intended and agreed that separate planning applications will be submitted, in accordance with the timescales set out at paragraph 5.14, in due course to reflect the different land ownerships. That position has not changed and is acknowledged in the Addendum to the SoCG entered into earlier this month (S2). Indeed, whilst the promoters of the smaller sites continue to work with Berkeley as the lead developer on the Masterplan Framework Document, and with MSDC, WSCC and Berkley on the scale, cost and phasing of the infrastructure required to deliver a new sustainable community at Sayers Common, they have also all now submitted applications for the delivery of DPSC4 – 7 – as set out below.

Site	Promoter	Ref	Nos of dwellings	Nature of application
DPSC4	Antler	DM/25/1434	27	Detailed
DPSC5	Welbeck	DM/25/2661	200	Outline
DPSC6	Reside	DM/25/3067	80	Detailed
DPSC7	LVS	DM/26/0238	210	Hybrid – detailed for new SEN school and outline for residential element

7.1.2 Within the context of the above the illustrative masterplan enclosed at Appendix 1 of the SoCG provides indicative information on land uses, layout, green and blue infrastructure and the access and movement strategy and infrastructure requirement / delivery strategy; and thus, how the scale of development envisaged by policies DPSC3 – 7 can be delivered. Whilst this has moved on with the preparation of Berkeley’s Masterplan Framework Document, this reflects the requirements of Policy DPSCGEN which provides for the delivery of an allocation-wide Masterplan for DPSC3, which must be informed by a community engagement exercise and consider relationships with existing settlements and other Site Allocations in order to ensure all future development is integrated with the existing community, and that this will be brought forward separately, but having regard to the enclosed. Consultation on said masterplan is currently out to public consultation<sup>1</sup>.

7.1.3 Wates application for DPSC7 (LVS) looks to demonstrate how a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common has taken place and how this will help deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/ sustainable travel connections, and includes enabling the viability of new public transport services. A link to Wates hybrid application is set out below and a copy of the site layout is appended<sup>2</sup>.

<sup>1</sup> <https://futureofsayerscommon.co.uk/>

<sup>2</sup> <https://pa.midsussex.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=T9O905KT04L00>

## **Implications for the Wider Transport Network**

7.2.1 The cumulative impacts of planned growth, inclusive of DPSC 3-7 have been tested extensively through the MSDC Transport Study, which forms part of the Local Plan evidence base. This work has informed the spatial distribution of development by locating development where the 'severe' cumulative impacts upon the highway network can be cost effectively mitigated to an acceptable degree, consistent with the requirements of paragraph 115 of the National Planning Policy Framework.

7.2.2 Measures to encourage active and sustainable modes of travel, both for residents and visitors to the DPSC 3-7 sites as well as enhancing provision for the local community in which it is situated, is a vital component of development at Sayers Common and is reflected in the site specific policies, masterplan and the identification of strategic intervention for which pooled S106 contributions will be required.

7.2.3 Authority-led delivery of strategic intervention required to mitigate the impacts of planned growth, will be facilitated by pooled contributions. A Transport Infrastructure Management Group (TIMG) has been established, consistent with the approach and framework used at other districts within West Sussex (e.g. Chichester and Horsham) with the support of all relevant consultees including the District Council, County Council (as local highway authority) and National Highways (responsible for the Strategic Road Network). Appropriate 'triggers' will be agreed as part of the site-specific S106 Agreements to ensure funding is provided when required to enable delivery of the transport infrastructure.

7.2.4 Infrastructure critical to the implementation of development – e.g. connections to established pedestrian and cycle networks, bus improvements, on-site infrastructure etc – is to be delivered directly by development, ensuring that it is in situ at the appropriate time within the buildout phase to support sustainable travel. Paragraph 7.3.2 provides a breakdown of the draft Heads of Terms submitted in relation to DPSC7, with the measures informed by the preparation of a Mobility Strategy and subsequent pre-application engagement with relevant consultees to shape the package of proposed measures. It enables the development at this site to maximise the opportunities for sustainable travel consistent with the objectives of the NPPF in its own right, with the wider measures associated with DPSC3 providing further and enhanced opportunities.

### **The implications for the impact on, and provision of, social and community facilities) and how necessary new facilities would be funded and provided**

7.3.1 Again as set out in the SoCG all parties recognise and agree that the infrastructure requirements associated with the proposed growth of Sayers Common are such that there will be a requirement for the cost and delivery of the infrastructure required to support the development to be shared equitably between the allocations where this is necessary. At the time the SoCG (S1) advised that the planning applications for DPSC4 – 7 will, in the main, be making financial contributions in accordance with the Council's Development Infrastructure and Contributions SPD (as amended), which will/can be pooled. This would now be the Councils recently adopted Position Statement 2 (ref O16). The S1 also confirmed that the parties agreed that consideration should also extend to the potential of pooling s106 contributions from other developments in the District to assist in the delivery of certain strategic infrastructure.

7.3.2 Whilst given the passage of time and ongoing liaison with MSDC, and statutory providers, the phasing of the delivery of the infrastructure requirements relative to the housing trajectory has evolved, and we understand Berkeley will be explaining this at the examination, we can confirm that the application for DPSC7 makes it clear that the draft Heads of Terms are based upon the schedule of infrastructure projects drawn up by the Council in consultation with statutory consultees that is deemed necessary to mitigate the impacts of the development identified in the draft Mid Sussex District Plan (2021 – 2039) in Sayers Common; and is part of the comprehensive package that will be funded by the Sayers Common developments on a proportionate basis having regard to the nature and scale of development proposed on each site. When it comes to the land at LVS Hassocks (DPSC7), said HoT<sup>3</sup> include, amongst other things:

- The provision of up to 63 affordable units<sup>4</sup> (30%) – to be 75% social and affordable rent and 25% affordable ownership products.
- The conversion of the existing chapel to a community building (Use Class F1) or a contribution towards the provision of a community building elsewhere in Sayers Common.
- The provision of a minimum of 2.8ha of informal recreational open space.
- The provision on site of a community food growing area
- Contributions towards local community infrastructure in Sayers Common
- Contributions towards improvements to/ provision of new outdoor sports and leisure facilities within the vicinity of the site/ in Sayers Common.
- Contributions towards the expansion/enhancement of play areas within the vicinity of the site / in Sayers Common.
- Contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site / in Sayers Common.
- Contributions towards Highways Works linked to:
  - The physical capacity of Hickstead Junction
  - The physical capacity of the A23/B2118 NB On-slip Merge Junction
  - The physical capacity of the A23/B2117 SB On-slip Merge Junction
  - Safety intervention at A23/A272 SB Off-slip
- Improvements to existing cycle and pedestrian routes linking the proposed development to Sayers Common and surrounding area, including:
  - Widening of the existing footway on the B2218 north of the site access to the B2218 / Mill Lane Roundabout to provide a 3.0m wide shared use pedestrian / cycle route

<sup>3</sup> See section 6.21 of planning statement

<sup>4</sup> Assuming 210 dwellings are accommodated on site – if not then 30% of the number of dwellings that are accommodated on the site.

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- An uncontrolled crossing on the B2218 and a new footway / cycleway on the western section of the B2218 to tie into an existing footway adjacent to the southbound bus stop
- Tactile paving at the junction between B2218 / Oakhurst
- Contributions to support and enhance existing bus serves, including but not limited to:
  - The provision of Real Time Passenger Information (RTPI) and bus border kerbs at the northbound and southbound bus stops on the B2118
  - Service enhancements to the 273 bus between Crawley and Brighton via Sayers Common
  - The provision within the site of a footpath link joining Bridleway 9Hu with footpath 10Hu
- The provision of two car club vehicles for three years, with three years free membership for new residents of the site.
- The provision of Bus Taster Passes / Sustainable Travel Vouchers to residents of the development to encourage the uptake of sustainable travel.
- Contributions towards Sayers Common to Burgess Hill Cycle Route
- Contributions towards improving existing cycle storage and access at Hassocks Station.
- The implementation of a Travel Plan to encourage use of sustainable transport modes for both the residential and school elements of the scheme.
- Contributions towards nursery, primary, secondary and sixth form educational facilities within Sayers Common / 5km of the site.
- Contributions towards Library Services within Sayers Common/ Hurstpierpoint or Burgess Hill.
- Contributions towards Youth services within Sayers Common/ 5km of the site.
- Contributions towards Community Learning within Sayers Common/ 5km of the site.
- Contributions towards Social Care within Sayers Common / 5km of the site.
- Contributions towards Waste and Recycling facilities.
- Contributions towards the Local Primary Care Trust to be put towards the provision of new GP facilities or an increase in the capacity of existing facilities at Burgess Hill and surrounding villages
- Contributions towards the Police Service for use on:
  - Police premises (Haywards Heath and Burgess Hill)

- Police vehicles
- Personal equipment for officer/staff (police)
- Contributions towards the Fire Service for the provision of new (fire and rescue) station or extension of existing station within Sayers Common / 5km of the site.
- Contributions to improvements and /or expansion of Burgess Hill transfer site/HWRS as necessary.

7.3.3 In the context of the above we note from recent discussions with the County Council that they consider the triggers for the primary school provision on DPSC3 to be 300 dwellings and the trigger for the secondary to be 600 dwellings, both figures being net of the other developments within Sayers Common – which it has been suggested can be accommodated within the existing primary and secondary school network on a temporary basis until such times as the new facilities come forward on DPSC3.

### **Implications for access to retail and employment centres**

7.4.1 Development at Sayers Common is supported by a dual strategy to facilitate access to retail and employment. The strategy will provide connectivity at a local level to enhance the vitality of existing businesses, extending the local offer and providing sustainable travel opportunities for travel to higher order destinations to the benefit of both new residents and the existing community.

7.4.2 At a local level within Sayers Common, connections are to be formed to established networks and existing infrastructure enhanced, to provide for connectivity to key day-to-day services by sustainable modes of travel. As set out 7.3.2, a package of measures has been identified and submitted alongside the planning application for DPSC7 for delivery to facilitate this. Appropriate triggers will be agreed through the associated S106 Agreement to ensure that the infrastructure is available at the appropriate time within the delivery of development – e.g. prior to first occupation – to establish positive travel behaviours. In addition to this, the local offering will be supplemented through the implementation of the DPSC3 site, with site-specific policies requiring the introduction of local community and retail uses (2,000 – 4,000sqm), uses that offer employment opportunity and E class employment space (5,000 – 9,000sqm). DPSC7 is also seeking to provide for community uses within the repurposed Chapel within the site.

7.4.3 Sayers Common is situated to the west of Hassocks and Burgess Hill, higher order settlements that provide a wider range of retail and employment opportunities. In addition, the village of Henfield is situated to the west of Sayers Common. As part of the planning application for DPSC7, measures have been identified that provide connections to the existing cycle route to Burgess Hill and improvements to bus infrastructure serving routes to Burgess Hill, Hassocks and Henfield. The appended Broader Connectivity Plan prepared by i-Transport (Figure 4C) identifies the public transport corridors and associated journey times. Measures to encourage bus travel, such as travel vouchers and bus taster passes, have been incorporated into the submitted Travel Plan.

7.4.4 To enhance connectivity to the retail and employment opportunities at higher order destinations, and onward destinations served by the associated railway stations, pooled

contributions are to be secured by the Council to facilitate strategic transport infrastructure improvements, including:

- Increased cycle parking provision at Hassocks Railway Station.
- Cycle route between Sayers Common and Hassocks.
- New public transport services.

### **Effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures**

7.5.1 The Landscape and Visual Appraisal that accompanies the application for DPSC7 explains that the LVA has been carried out by an experienced landscape architect and in accordance with the latest landscape guidance including GLVIA3. Alongside this assessment, the landscape architects have been actively involved in the design process. This has ensured that negative landscape and visual effects are highly localised as the proposed development would retain the majority of existing vegetation and built form has been set back from sensitive edges, together allowing for open spaces to be distributed throughout the development. Proposed building heights and densities would also be in keeping with existing development at Sayers Common.

7.5.2 The landscape and visual assessment process has also informed finer aspects of the illustrative masterplan, including the rural nature of the proposed open spaces throughout the site which would provide new public facilities including a range of play facilities for children, and teenagers, community orchard and allotments, and a new footpath connection. Together these would cater to a wide range of residents, both existing and new.

7.5.3 In regard to landscape and visual impacts, the LVA indicates that whilst in the short-term a small number of major/ moderate and negative effects would be experienced by landscape and visual receptors, given the incorporation of existing vegetation and landscape buffers, these would be contained to within the site and would not affect any valued or designated landscapes and would be temporary. Moderate and negative effects would also be limited to within the site so the greatest level of landscape or visual harm outside of the site would be moderate/ minor and negative. This includes visual harm from the South Downs where negligible effects would be experienced at isolated, elevated locations.

### **The protection of wildlife and biodiversity and opportunities for enhancement**

7.6.1 The Ecological Appraisal that accompanies the application for DPSC7 indicates that there are no statutory or non-statutory nature conservation designations present within or adjacent to the site. The nearest statutory designation is the South Downs National Park, which is located approximately 2.47km southeast of the site; the nearest non-statutory designation is Mill Lane Designated Road Verge (DRV) which is located approximately 1.21km east of the site; and the nearest European designation is Castle Hill Special Area of Conservation (SAC) and National Nature Reserve (NNR), which is located approximately 15km southeast of the site.

7.6.2 The Ecological Appraisal goes on to advise that the Phase 1 habitat survey area is dominated by modified grassland that does not form an important ecological feature; and that

the features of ecological importance include native hedgerows and associated trees, trees (including those of veteran age), treelines, woodland, orchard and ponds. Aside from lengths of hedgerow and several trees to be removed for access and/or facilitate the proposals, these important features are fully retained under the proposals and will be protected during construction. Furthermore, the hedgerow and tree losses will be compensated for by new planting.

7.6.3 The Ecological Appraisal goes on to advise that following detailed habitat surveys the site has been found to support roosting bats, reptiles (slow worms), Hedgehog, Brown Hare and birds. As a result, a number of mitigation measures have been proposed to minimise the risk of harm to any protected species present within the site, with compensatory measures proposed, where appropriate, in order to maintain or enhance the conservation status of local populations. All of which will ensure the protection of these species and provide biodiversity net gains, with a 20% (+) gain in Hedgerow Units within the site boundary, and a 10% net gain in Habitat Units through the creation of off site habitats.

### **The protection of heritage assets**

7.7.1 DPSC7 does not contain any nationally designated heritage assets. Whilst one Grade II listed building has been identified in the vicinity of the site, the Built Heritage Statement that accompanies the planning application indicates that the proposed development would not result in a change in the 'setting' of the Grade II Listed Kingscot that would impact upon the overall understanding and experience, and thus heritage significance of Kingscot.

7.7.2 In addition, whilst the site does contain non designated heritage assets in the form of the former priory buildings (the former chapel, monastic arch and secular wing), the proposed development seeks to retain the former chapel and convert it in to a community use. As a result, and as the design response provides an informed and proportionate approach to an understanding of the historic development of the site, and the experience of the Chapel, the proposed development is considered to result in a moderate impact on the overall heritage significance of the Chapel which has been judged to be of moderate local value only. The Built Heritage Statement that accompanies the planning application also indicates that the loss of the Chapels contextual setting, needs to be considered alongside the informed and sensitive response proposed by the proposed parameter plans and in the context of the application as a whole, and a balanced judgement made by the decision maker. To this end there are in our opinion clear social and economic benefits arising from the proposed development of up to 210 houses, including 63 affordable homes and a new SEN school, on a part previously developed site. There would also be public benefits arising during the construction phase of the project and from the operational phase from additional spending in the local economy from the future residents; and there will be environmental benefits as a result of the proposed landscape strategy and biodiversity net gains. As a result, we believe the benefits arising from the development outweigh the moderate impact on the overall heritage significance of this non-designated heritage asset.

7.7.3 In the same way, whilst the proposed development will result in demolition of the Monastic Arc and the Secular Wing, the loss of these buildings needs to be considered in the context of the application as a whole, not merely the demolition but also the construction of the new building, and a balanced judgement made. To this end, we note that whilst identified as non-designated heritage assets, these buildings have been judged to be of low local value

and we believe the benefits arising from the development as set out above outweigh the low level of loss of significance of these non-designated heritage assets.

7.7.4 As a result of the above, the proposed development is in accordance with Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990, and Section 16 of the NPPF and Local Policy in so far as they apply to the consideration of heritage assets.

### **The funding and delivery of necessary infrastructure and other necessary mitigation measures**

7.8.1 The funding of the replacement SEN school facility and all the associated S106 contributions and other infrastructure works as well as any on and off-site mitigation measure required to deliver DPSC7 are all to be funded through the proposed development; and the proposed development has been assessed accordingly, with discussions ongoing with MSDC and infrastructure providers about the scale, nature and cost of these works.

### **The position regarding the existing condition of the site and its deliverability**

7.9.1 A Generic Quantitative Risk Assessment (GQRA) has been undertaken in accordance with LCRM. This included a desk study coupled with intrusive geotechnical and geo-environmental ground investigation with laboratory testing to inform geotechnical and geo-environmental assessments for the proposed development. Whilst further investigations will be required of the area currently occupied by the school buildings, to date nothing has been discovered that cannot be dealt with by a suitable worded condition.

### **Whether the Council's assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory**

7.10.1 We believe the Council's aspirations are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory as far as DPSC7 (LVS Hassocks) is concerned.

7.10.2 In terms of densities the proposed development the proposed development will result in the provision of up to 210 dwellings on a site of circa 11.779ha<sup>5</sup> i.e. a density of 17.83 dph<sup>6</sup>. As however 6.09ha is set aside for green infrastructure, 0.48ha encompasses the spine road and 0.10 other access roads and 0.03ha is the Community Building, the net residential area is only circa 5.09ha. 210 dwellings on an area of circa 5.09ha would generate a density of 41.26dph net.

7.10.3 In terms of start dates and build out rates, set out below is our anticipated timeline relative to that proposed by MSDC in MS-TP2 (appendix 4). As can be seen the difference is minimal and will not materially impact on the rolling 5 year housing land supply.

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<sup>5</sup> The overall site area is 14.409ha, with 2.63ha set aside for the school. Thus, the gross residential development area is 11.779ha.

<sup>6</sup> We note this compares with the gross Residential densities of surrounding developments as set out in residential DAS which range from 15.8 dph for the mid twentieth century development on Oakhurst to 29.3 dph for the recently completed development by Linden Homes at Sayers Meadow immediately to the south of the site.

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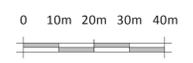
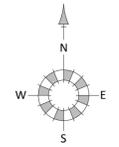
	25/26	26/27	27/28	28/29	29/30	30/31	31/32	Total
MSDC	0	0	10	60	60	60	10	200
Wates	0	0	30	50	50	50	30	210

## **Appendix 1**

**JAA obo Wates Developments Limited**

**Matter 7. Site allocations - DCSP3 - DPSC7 – Sayers  
Common**

**Illustrative Masterplan DPSC7**



KEY



Coloured Site Layout  
Land at LVS Hassocks, London Road,  
Sayers Common, West Sussex

**24125 / C101A**

Scale 1:1000 @ A1 January 2025

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## **Appendix 2**

**JAA obo Wates Developments Limited**

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Common**

**Figure 4C**

**Broader Connectivity Plan prepared by i-Transport**

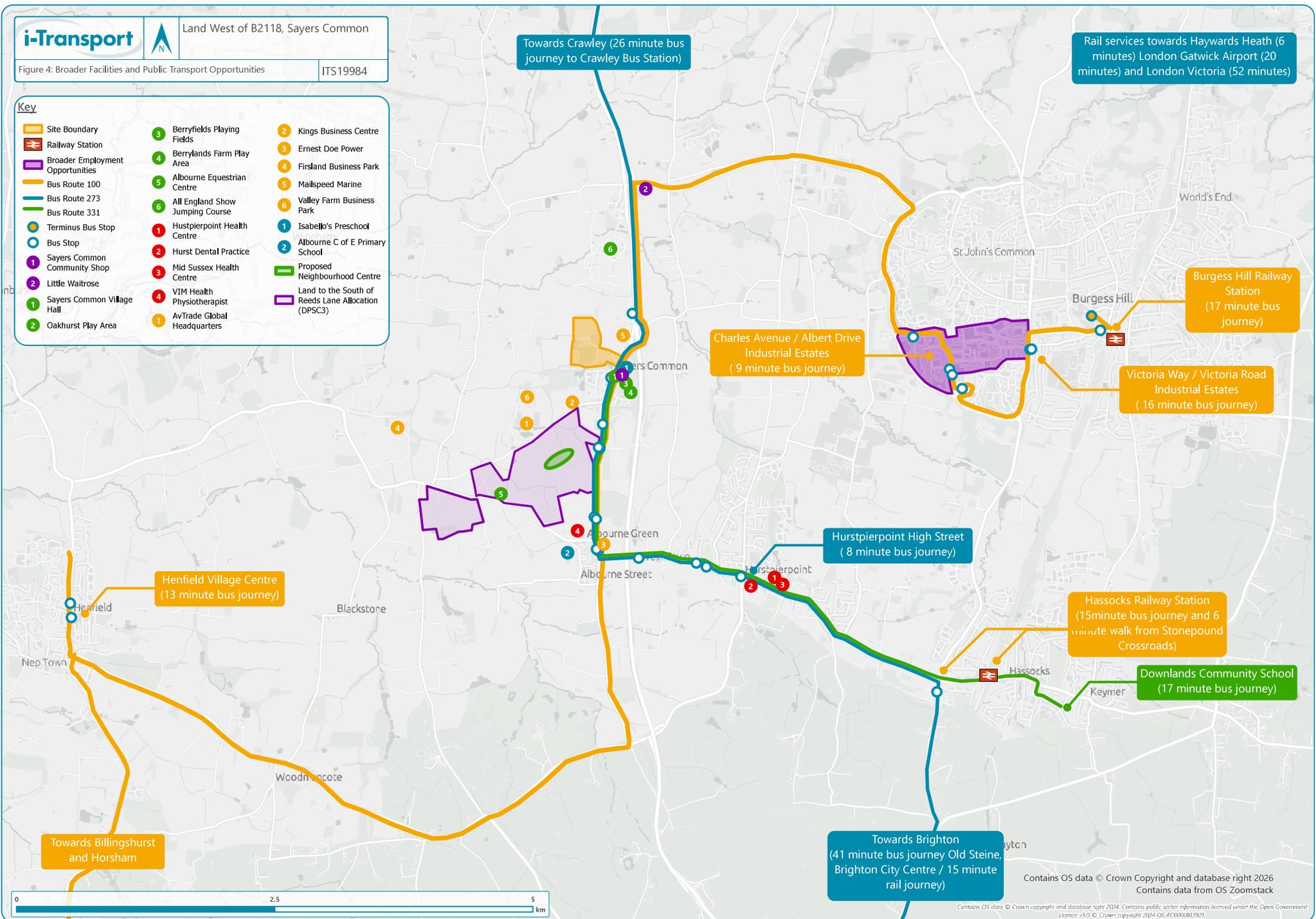


Figure 4: Broader Facilities and Public Transport Opportunities

ITS19984

Key

- Site Boundary
- Railway Station
- Broader Employment Opportunities
- Bus Route 100
- Bus Route 273
- Bus Route 331
- Terminus Bus Stop
- Bus Stop
- Sayers Common Community Shop
- Little Waitrose
- Sayers Common Village Hall
- Oakhurst Play Area
- Berryfields Playing Fields
- Berrylands Farm Play Area
- Albourne Equestrian Centre
- All England Show Jumping Course
- Hurstpierpoint Health Centre
- Hurst Dental Practice
- Mid Sussex Health Centre
- VIM Health Physiotherapist
- AvTrade Global Headquarters
- Kings Business Centre
- Ernest Doe Power
- Firland Business Park
- Mailspeed Marine
- Valley Farm Business Park
- Isabella's Preschool
- Albourne C of E Primary School
- Proposed Neighbourhood Centre
- Land to the South of Reeds Lane Allocation (DPSC3)



Towards Crawley (26 minute bus journey to Crawley Bus Station)

Rail services towards Haywards Heath (6 minutes) London Gatwick Airport (20 minutes) and London Victoria (52 minutes)

Burgess Hill Railway Station (17 minute bus journey)

Charles Avenue / Albert Drive Industrial Estates (9 minute bus journey)

Victoria Way / Victoria Road Industrial Estates (16 minute bus journey)

Henfield Village Centre (13 minute bus journey)

Hurstpierpoint High Street (8 minute bus journey)

Hassocks Railway Station (15 minute bus journey and 6 minute walk from Stonepound Crossroads)

Downlands Community School (17 minute bus journey)

Towards Billingshurst and Horsham

Towards Brighton (41 minute bus journey Old Steine, Brighton City Centre / 15 minute rail journey)

