



# Sayers Common

Holistic Movement Strategy

July 2026

Led by:

**Berkeley**  
Designed for life



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by Clarion Housing Group

**Prepared through engagement with:**

Mid Sussex District Council, West Sussex County Council, Antler Homes,  
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# 1. Introduction and Context

## Introduction

This report sets out a ‘Holistic Movement Strategy’ for the proposed Sustainable Community at Sayers Common, as allocated within the emerging Mid Sussex District Local Plan. It demonstrates how the delivery of the DPSC3 Significant Site alongside the development of four smaller allocations (DPSC4-7) will integrate with the existing settlement to create a new unified sustainable community: realising positive growth for Mid Sussex.

The report’s preparation has been led by Berkeley Latimer – promoting land at DPSC3 – alongside its delivery team, including Lichfields and Transport Planning Associates. Inputs have also been drawn from the District Council, West Sussex County Council, and the other Sayers Common site promoters (Antler Homes, Reside Developments, Welbeck and Wates Developments).

## Background

Local movement related issues were raised during the Matter 7 hearings of the Mid Sussex Local Plan Examination in Public (EiP) (held on 19th March 2026). Following this, the Inspector published a ‘Post Hearing Letter’ (IDJB-12) within which the Inspector concluded the principle of growth at Sayers Common is sound. However, to underpin the allocations the schemes need to demonstrate how they:

- 1

Take a more holistic approach to the masterplanning of all the Sayers Common sites and the existing settlement in terms of their linkages and infrastructure.
- 2

Give greater consideration to the wider traffic and movement impacts in terms of the ‘lived experience’ issues raised by those nearby and within the existing settlement.

The movement issues raised have been discussed further since the hearing sessions at the ‘Sayers Common Liaison Group’. This group includes the promoters of Sayers Common sites as well as the Parish Councils for Albourne, Hurstpierpoint & Sayers Common and Twineham

## Scope and purpose

The purpose of this report is therefore to define a Holistic Movement Strategy for Sayers Common. To do so, the report considers:

- What evidence-based work has already been prepared to support the delivery of the Sustainable Community;
- Reconsiders the local movement issues based on the points raised at the EiP, in response to the draft Masterplan consultation, and the Liaison Group meeting; and
- Identifies what more can be done to ensure growth at Sayers Common can be a positive catalyst for change through the planning and delivery of sites DPSC3-7.

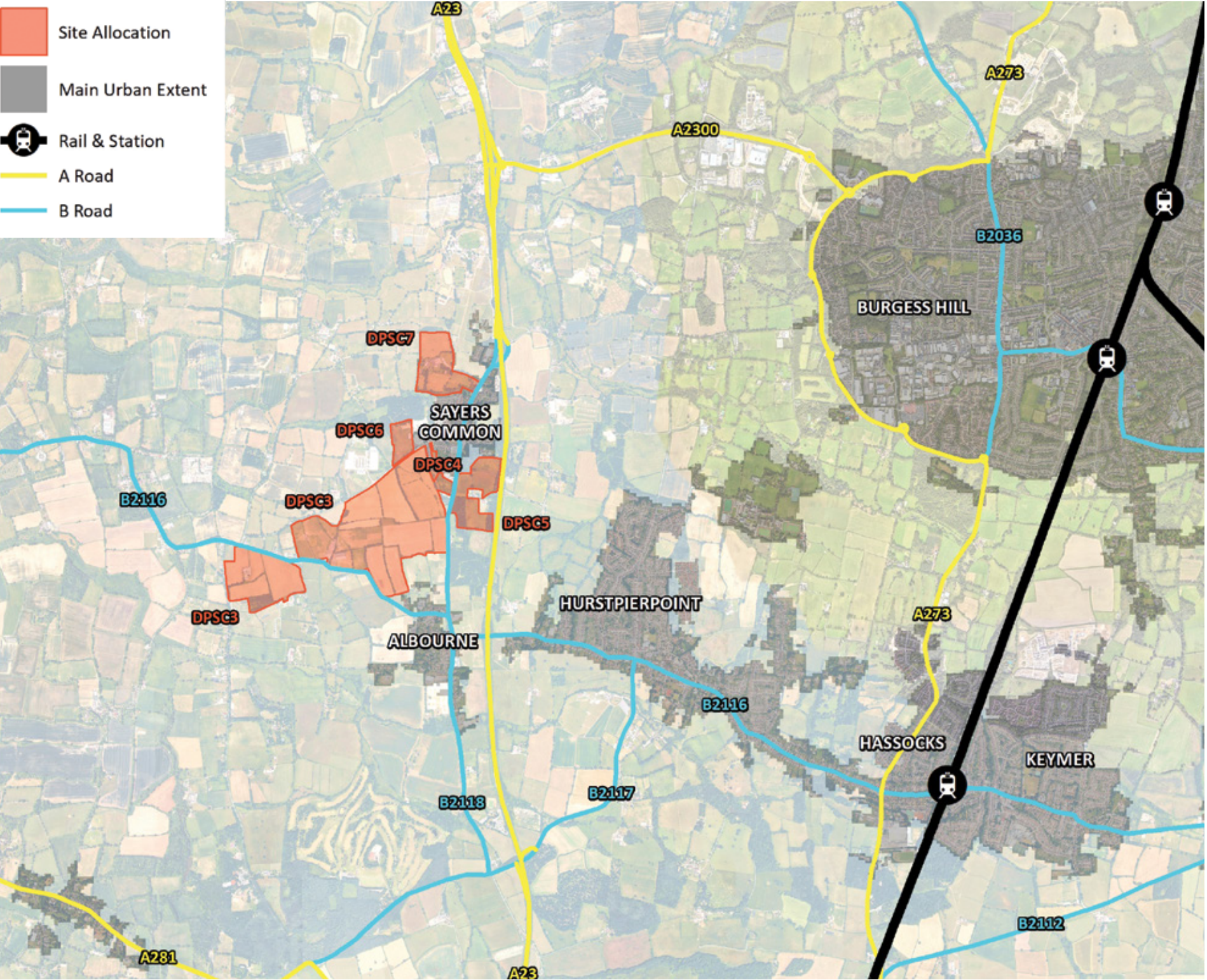
It does this with a multi-modal focus that looks beyond technical considerations (for example, trip rates and highway junction capacity), focusing on the wider transport ecosystem and how this relates to the day-to-day experience of local residents, both now and in the future, during and after the development of Sayers Common. In view of the Council’s consideration of options for providing additional levels of housing growth across the District, it looks at the implications of additional sites being allocated at Sayers Common.

It therefore demonstrates Sayers Common can be delivered in a holistic manner, moving the existing settlement up the hierarchy while mitigating its own impacts, and seeking to improve the lived experience of those nearby in terms of highways, parking and sustainable travel, where practical to do so.

## Structure and contents

This document is structured as follows:

- **Section 2** – Sets out our approach to developing this Holistic Movement Strategy, mapping the technical and masterplanning work that already underpins the proposed Sustainable Community;
- **Section 3** – Identifies the local movement issues as discussed at both the Sayers Common Liaison Group and the Local Plan examination hearing sessions;
- **Section 4** – Identifies how the existing work to date has sought to address some of these movement issues;
- **Section 5** – Identifies where there are ‘gaps’ in what is currently proposed against the local movement issues identified;
- **Section 6** – Sets out a Sayers Common Holistic Movement Strategy, including a unified approach to movement identifying new measures;
- **Section 7** – Defines how the Strategy will be delivered on the ground; and
- **Section 8** – Considers how additional growth could be accommodated at Sayers Common and plug into this wider Holistic Movement Strategy.





## 2. Approach to the Holistic Movement Strategy

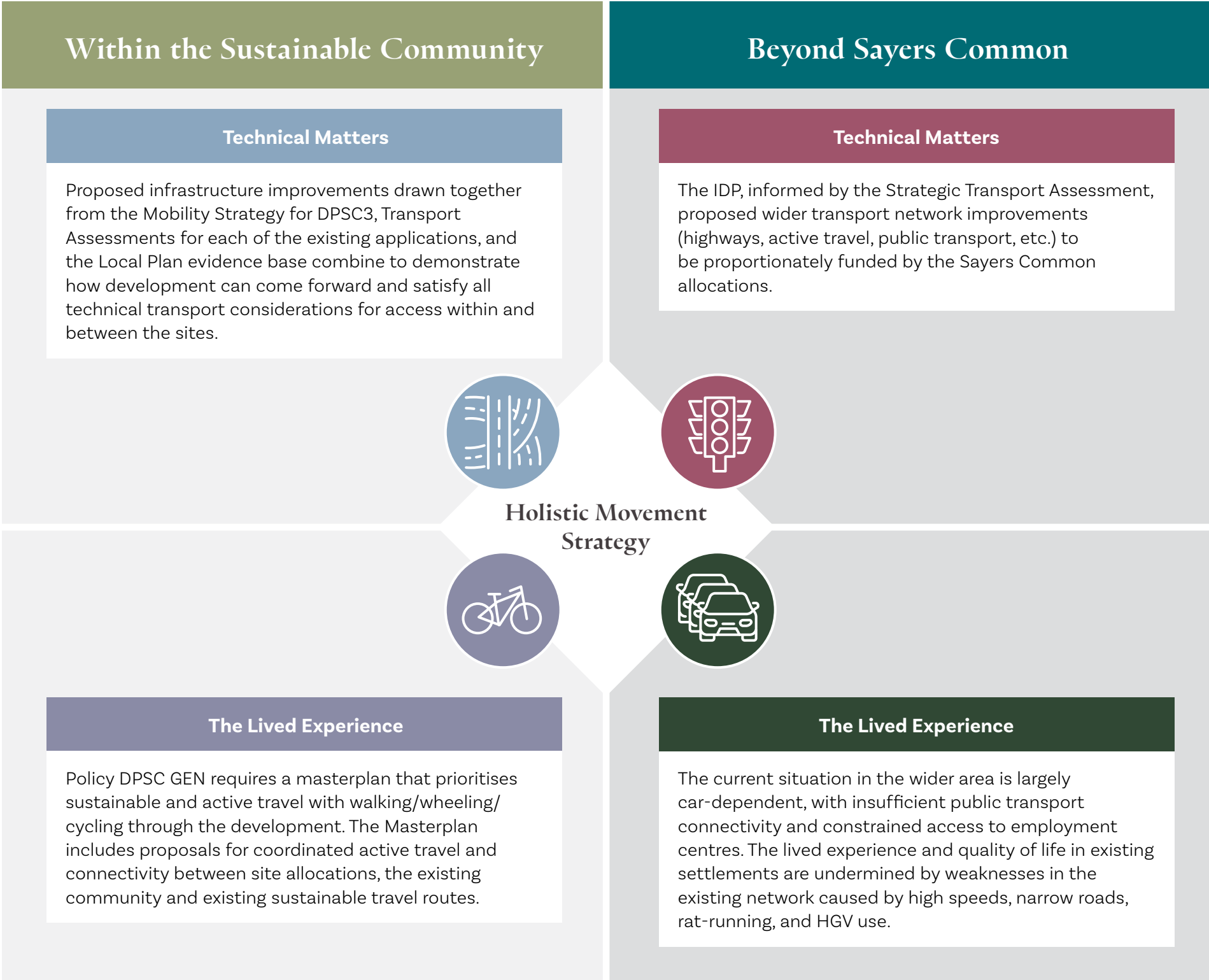
Whilst a body of technical work on movement already underpins the Sayers Common proposals, it is recognised that more could be done to provide a holistic view of the wider area’s movement issues with a greater focus on the ‘lived experience’ of local residents. A stronger focus is also needed to integrate the allocations with each other and the existing settlement to form a unified place.

A series of movement-related Sayers Common-specific issues has therefore been identified with local stakeholders to inform this new Holistic Movement Strategy through the Liaison Group, looking at movement within the new community and the wider area. The graphic opposite visualises our approach to developing the Holistic Movement Strategy.

It divides the approach into four quadrants, looking both within the future Sayers Common community itself (i.e. how the proposed allocations and existing settlement would be integrated, delivering a unified place, and mitigate their own impacts) and those measures to be delivered beyond the allocation boundary covering:

- 1. **Technical Matters:** What highway works, public transport provision, and supporting uses are needed to support positive growth at Sayers Common; and
- 2. **The Lived Experience:** Measures to embed a degree of self-containment within Sayers Common, help improve existing movement issues, and help Sayers Common to successfully redraw local travel patterns.

The four coloured icons for each quadrant are used across the remainder of this document to signify how each measure within the Holistic Movement Strategy responds.





## 2.1 Existing Technical and Masterplanning Work

A significant body of technical and masterplanning work has already been prepared to support the Sayers Common allocations through the Local Plan or application contexts. The local plan evidence to date has focused on the technical macro movement issues, while the site-specific work has focused on addressing emerging planning policy requirements.

Planning applications have already started to come forward on the smaller allocations (DPSC4-7) that would form part of the Sayers Common Sustainable Community. These applications provide for the infrastructure necessary to mitigate their own impacts by delivering some immediate infrastructure upgrades, including (1) improvements to existing bus stops, (2) upgraded and new foot/cycle infrastructure, including PROW upgrades, and (3) upgraded/new highway access points. These schemes will then be integrated through the delivery of the masterplanned DPSC3 alongside contributions to infrastructure delivered within it.

The facing diagram maps out these emerging schemes, the wider technical/masterplanning work for DPSC3, and the Local Plan: these form the initial evidence base upon which the Holistic Movement Strategy is built. Where relevant we have provided references to the Local Plan Examination Library.

In addition to this suite of evidence is the Council's 'Infrastructure Delivery Plan' (2025) (Local Plan Examination Ref. IV6). Appended to the IDP report is a list of proposals issued by Town and Parish Councils including from 'Albourne Parish Council' and 'Hurstpierpoint and Sayer Common Parish Council'. These requests have been considered as part of the evidence base and developing technical work that underpins the Sayers Common Sustainable Community.



**Technical Matters (inside Sayers Common)**

**Lived Experience (inside Sayers Common)**

**Technical Matters (wider context)**

**Lived Experience (wider context)**

Other Allocations/ Planning Applications:

**Chesapeake (DPSC4 – 27 homes) (DM/25/1434)**

- Contributions to improve existing bus shelters in Sayers Common.
- New footways into the existing settlement and upgrades to crossings.
- Integration of existing footpath and new play space.
- Proportionate contributions to wider infrastructure delivered at DPSC3.

**Coombe Farm (DPSC5 – 210 homes) (DM/25/2661)**

- New footways and upgraded pedestrian/cycle access along B2118.
- Contributions to improve existing bus shelters in Sayers Common.
- PROW improvements and integration into wider network.
- Proportionate contributions to wider infrastructure delivered at DPSC3.

**Reeds Lane (DPSC6 – 100 homes) (DM/25/3067)**

- Upgraded foot/cycle infrastructure, including connections to Reeds Lane to deliver connectivity into DPSC3.
- Contributions to improve existing bus shelters in Sayers Common.
- Proportionate contributions to wider infrastructure delivered at DPSC3.

**LVS Hassocks (DPSC7 – 210 homes) (DM/26/0238)**

- Upgraded active travel connections and crossings including to PROWs to integrate wider connectivity.
- Contributions to improve existing bus shelters in Sayers Common.
- Proportionate contributions to wider infrastructure delivered at DPSC3.

DPSC3 Allocation (2,000 homes):

**Vision Document (2022) (DPSC3-1)**

Defined the initial vision for how a comprehensive development at DPSC3 could be achieved including key access points, movement across the site, and the calming of Reeds Lane and Henfield Road.

**Mobility Strategy (2024) (DPSC3-2)**

A technical report focusing on site DPSC3 and the existing settlement. It defined a transport vision and then modelled how various transport interventions would ensure the development would be acceptable through highways, active travel, and public transport improvements.

**DPSC GEN & DPSC3 (DP1)**

These two policies – building off the local plan evidence base work – set clear policy expectations to ensure site DPSC3 would integrate the other allocations and existing settlement together with the necessary infrastructure delivered to support the growth proposed.

**Draft Masterplan Framework (2026) (DPSC3)**

Berkeley Latimer is continuing to develop a masterplan (required by DPSC GEN) to show how a successful and sustainable community can be delivered across multiple allocations and the existing settlement into a unified place. It also covers technical matters in a wider context.

Local Plan:

**Mid Sussex Transport Study (T9)**

Throughout the Local Plan's preparation, the Council has been developing its Transport Study. This has modelled a range of sustainable transport measures, including improved bus links, homeworking, and behaviour change to support sustainable and active travel. It has also tested the highways impact of the developments proposed in the plan on key junctions and what upgrades would be needed.

The latest model (Scenario 6) tested showed that, when mitigating measures had been introduced, the impact of planned for developments could be accommodated and the impact on certain key junctions reduced, including the A23 near Sayers Common.

**WSCC Local Transport Plan (2022-2036) (T14)**

This report sets out the County Council's longer-term strategy to accelerate a shift to more sustainable transport patterns. For Mid Sussex, this included:

- Improvements to the A23's performance.
- Prioritising active travel and bus priority where possible, and improving rail services.
- Using behavioural initiatives to tackle inappropriate speed and the use of unsuitable rural roads.



### 3. Local Movement Issues

A series of movement-related issues have already been identified through the technical and masterplanning work completed to date. Both these and the wider issues identified through engagement with the Sayers Common Liaison Group are set out below, focusing on the 'lived experience' issues. These issues are set out below and have been mapped on the plan below:

# The Highway Network



- 1 High speeds on London Road (B2118) both through and beyond Sayers Common.
- 2 Congestion on Hurstpierpoint High Street during peak times.
- 3 Reeds Lane is narrow and rural with a 60mph speed limit, is used by HGVs to access the A23, can be subject to flooding, and has on-street parking at its eastern end.
- 4 Twineham Lane is a rural lane subject to 60mph speed limits. It provides access to some dwellings, farms/ fields but is perceived as unsuitable for a high volume of additional movements.
- 5 The same concerns apply to Truslers Hill Lane but as a 'rat run' towards Brighton.
- 6 High speeds, lack of active travel infrastructure, and HGV use along Henfield Road (B2116).
- 7 The A23 junction is congested at peak times based on the strategic modelling undertaken.

## Bus Service



- 8 Limited connectivity to Hurstpierpoint (273 - 1 per hour), Hassocks and Burgess Hill (100 - 1 per hour) by bus.

## Rail

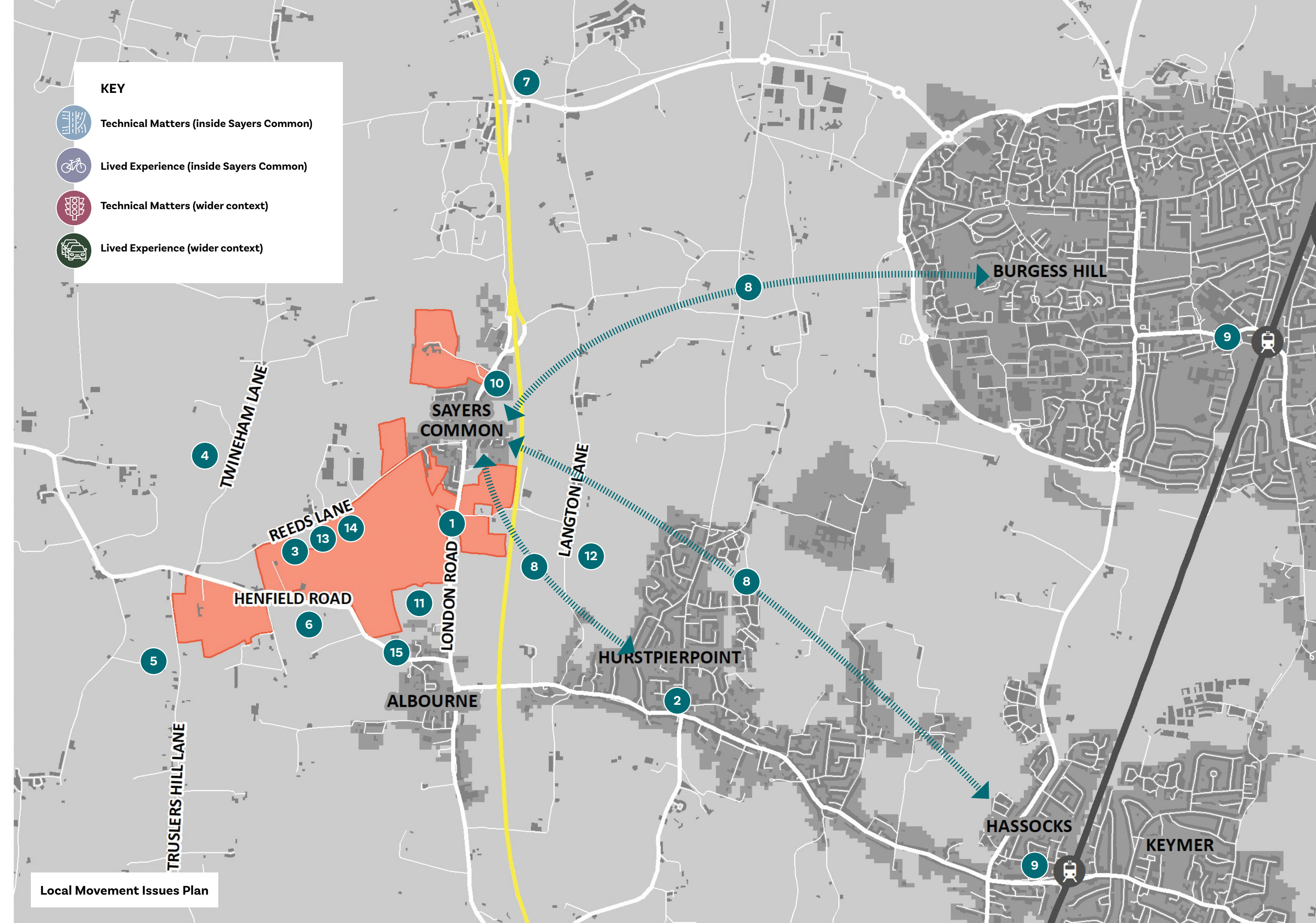


- 9 Sayers Common has limited connectivity to rail stations in Hassocks and Burgess Hill and existing parking issues at these stations.

## Active Travel



- 10 The shared foot/cycleway on the west side of the A23 towards Hickstead and Burgess hill has no onward connection to the infrastructure in Sayers Common.
- 11 There is a lack of cycle infrastructure provision through Sayers Common to Albourne.
- 12 There is no onward cycle route from the existing bridleway over the A23 from London Road (B2118) to Langton Lane and beyond to Burgess Hill.
- 13 There is no cycle infrastructure along Albourne Road to the east towards Hurstpierpoint and Hassocks which benefit from a WSCC scheme.
- 14 Reeds Lane is not currently suitable for active travel modes.
- 15 The quality of footway on Henfield Road between London Road and Albourne CoE Primary School is relatively poor and requires pedestrians to cross the road several times.





In addition to these location-specific issues, there are other matters that have been raised by stakeholders including:

- Integration of the five allocations across each other and to the existing settlement as well as connectivity to Albourne.
- Whether the community infrastructure proposed is 'right sized' to reduce the need to travel for those living at Sayers Common and to help meet wider needs.
- The need for an IDP and the appropriate phasing of infrastructure delivery.
- Whether 20-minute neighbourhoods can be successfully delivered as part of the emerging Masterplan (as required by Policy DPSC GEN)
- Impacts on local junctions and assumed trip rates / distribution of movement assessed.
- Access to existing commercial and residential uses within Sayers Common.
- Viability and practicality of bus services.

How can the development address these issues?

Many of these issues have or will be addressed through the existing and emerging evidence base including the draft Masterplan. For example, the local plan's Transport Study suitably deals with the impacts on highways junctions, trip rates, and distribution of trips and planning applications will need to be supported by additional modelling.

Notwithstanding, there are gaps in how the emerging scheme as proposed addresses some of the issues identified.

The following sections of this Holistic Movement Strategy therefore run through the wider Sayers Common proposals highlighting where they have sought to address these and other, previously identified, movement issues. It then provides a 'gap analysis' to identify what additional measures could be implemented to form the new Holistic Movement Strategy.





# 4. The Future Sayers Common: Its Place and Role within the Settlement Hierarchy

To set the scene for future development at Sayers Common and how this Holistic Movement Strategy can be implemented to address the ‘Technical’ and ‘Lived Experience’ issues, it is important to understand how Sayers Common will sit within the future settlement hierarchy.

This acknowledges that Sayers Common is presently an unsustainable small settlement with few services of its own.

## How will Sayers Common relate to other settlements?

The Local Plan seeks to deliver growth at Sayers Common sufficient to support new services and facilities that would otherwise be unviable or unsustainable: moving it up the settlement hierarchy.

Following growth, the Sayers Common Sustainable Community will naturally redraw local patterns of movement. It would become a settlement of some c. 6,750 people with key services such as health, a primary school, and a secondary school sized to meet not only its own needs but also wider local needs. It would also have new employment space and other job-generating uses, including new community uses, in addition to those such uses already located there. By altering the local balance of services, it would have its own ‘gravitational pull’: drawing in those living in the settlement and within its hinterland to access services and use its amenities.

Sayers Common would move up from its current status as a Category 3 (Medium Village) likely to a Category 2 (Larger Village), though this will be for consideration in a future local plan.

It would be a settlement akin to (but smaller than) Hassocks – playing a similar spatial role to the west of the A23 – but likely of a similar scale to Hurstpierpoint. It would be able to draw in trips from Hurstpierpoint and other settlements to the west of the A23 that lack their own services such as Albourne, Twineham, Henfield, and Wineham. This would help reduce some traffic traversing the constrained High Street in Hurstpierpoint as people travel to and from these settlements to Hassocks.

## What are the challenges to achieving this?

There will be inevitable challenges in redrawing the settlement hierarchy through growth at Sayers Common. These include:

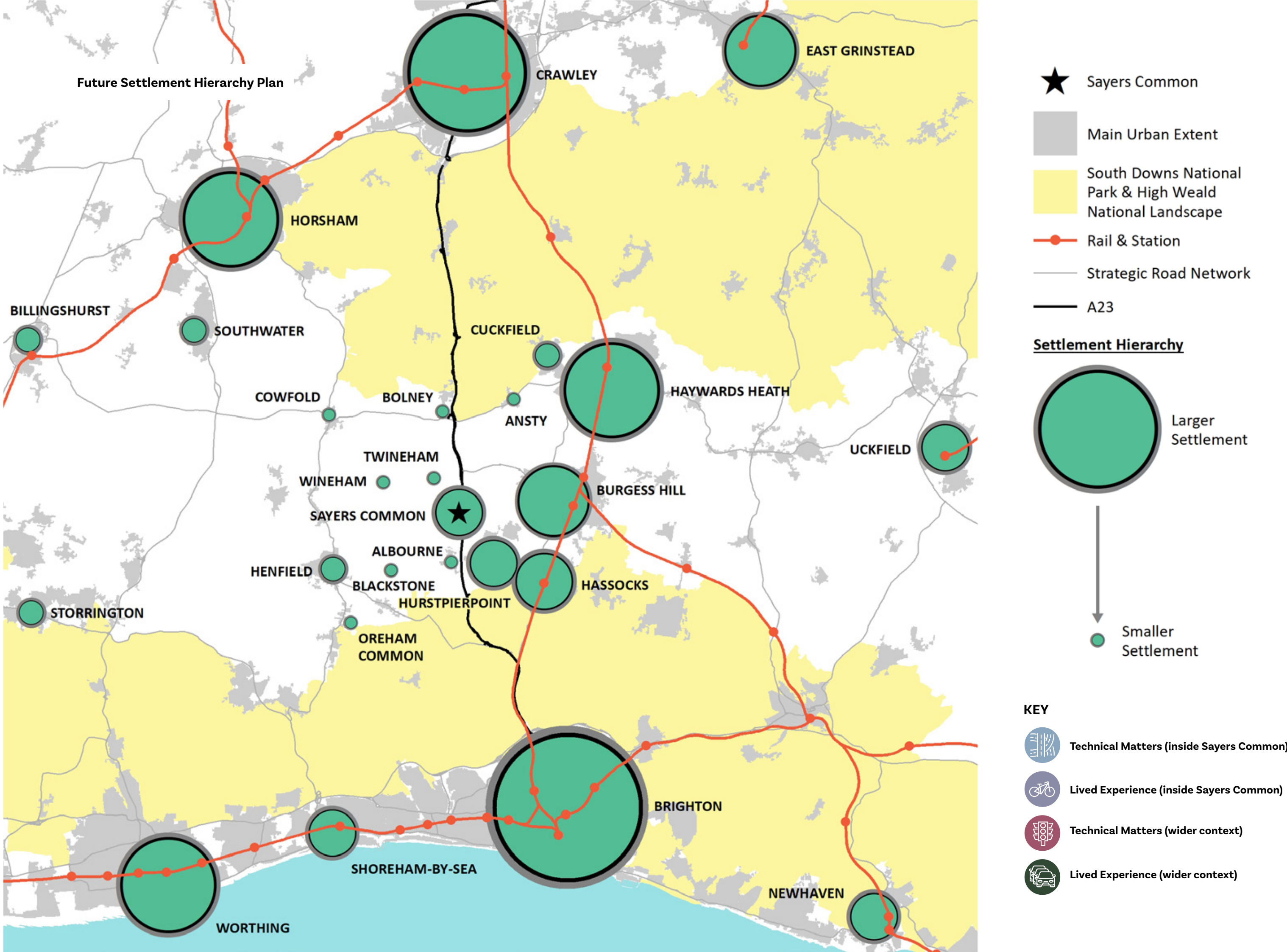
- 1

It currently forms part of a string of smaller settlements with a corresponding lack of key infrastructure and resultant movement issues.
- 2

There is no trainline connection at Sayers Common, and existing bus services are very limited.
- 3

Growth at Sayers Common will bring its own infrastructure, services, and employment. However, no settlement – existing or new – can achieve 100% self-containment and, if not properly planned to encourage trips internally between the new and existing settlement, it could result in wider impacts that compound known movement issues.

From the above, the infrastructure within Sayers Common needs to be carefully phased such that it can be a draw for those living in the growing settlement and those living nearby, without causing wider movement issues or establishing unsustainable travel patterns.





How to deliver a successful Sustainable Community at Sayers Common?

A sustainable community that successfully fits into its wider spatial context and becomes a new draw for services will require:

1. A Unified Place



Ensuring each new allocation delivers its own infrastructure and helps to fund wider measures, with allocation DPSC3 designed to encourage internal connectivity.

2. Masterplanned to Embed Sustainable Movement



Delivering new community infrastructure, jobs, and services accessible within the site through the implementation of the 20-minute neighbourhood concept, alongside upgraded junctions and roads, localised traffic-calming measures, and active travel corridors.

3. Delivering wider connectivity:



Embedding pedestrian, cycle, and public transport networks alongside road upgrades to deliver wider connectivity from and to Sayers Common, helping to redraw local movement patterns and make it a successful place.

The remainder of Section 4 explains how the Sayers Common proposals as presented at the Local Plan examination and within the emerging Masterplan addresses these three points.

This forms a platform for identifying where there are gaps in what is proposed as they stood at the time of the EiP hearings and, following this, where new measures can be identified and implemented as part of this Holistic Movement Strategy to address the known local movement issues.





# 4.1 A Unified Place

Growing Sayers Common is predicated on delivering a set of developments that can complement each other and the existing settlement into a unified place: creating a Sustainable Community that moves up the settlement hierarchy.

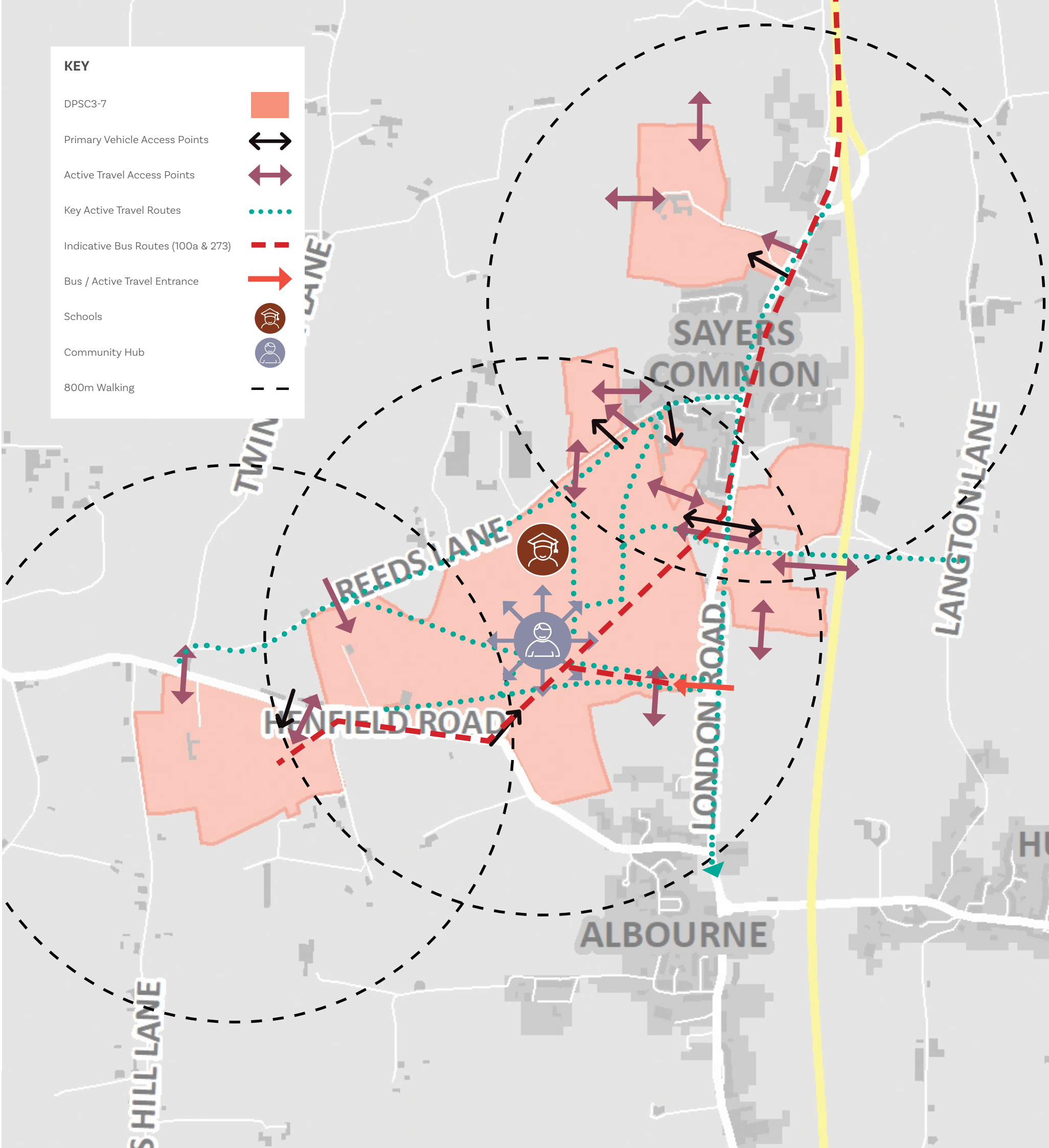
The overarching Policy DPSC GEN and the various site allocation policies already include ‘hooks’ to ensure a unified place is achieved. Clear progress is now being made towards delivery at the smaller allocations (DPSC4-7), as well as the masterplanning process for site DPSC3.

The below identifies how these will all work together to deliver a successful unified place as the various sites are planned and then built out. The plan below also highlights the key highways access points and active travel connections/routes throughout the site as currently proposed. These also provide the connectivity from the proposed ‘community hub’ (including schools, retail, services, and public transport) located in the eastern area of DPSC3 with three 20-minute neighbourhoods across Sayers Common.

## KEY

-  **Technical Matters (inside Sayers Common)**
-  **Lived Experience (inside Sayers Common)**
-  **Technical Matters (wider context)**
-  **Lived Experience (wider context)**

- KEY**
- DPSC3-7
  - Primary Vehicle Access Points
  - Active Travel Access Points
  - Key Active Travel Routes
  - Indicative Bus Routes (100a & 273)
  - Bus / Active Travel Entrance
  - Schools
  - Community Hub
  - 800m Walking



## 1. Policy Measures (DPSC GEN & DPSC3-7)

### DPSC GEN:

- Requires the development of DPSC3 to come forward in accordance with an allocation-wide Masterplan, design code, infrastructure delivery strategy, and phasing plan.
- Supports the ‘20-minute neighbourhood’ concept in which people can meet most of their daily needs in compact, well-connected neighbourhoods by active travel.
- Requires layouts of all developments to prioritise sustainable and active models of travel within existing and enhanced networks.

### DPSC3-7:

- Requires a coordinated / collaborative approach between the allocations to support the ‘20-minute neighbourhood’ concept and to deliver direct active/ sustainable travel connections.
- Integration into the wider PROW network and provision of sustainable transport measures.



## 2. DPSC4-7 Delivery

- New highways access points from London Road and Reeds Lane.
- New foot/cycle connections (shown on the adjacent plan). These include:
  - Connections that can be ‘plugged into’ DPSC3 in the future: i.e. DPSC4 (connecting play space into existing footpath in DPSC3), DPSC5 (on the London Road with an east-west connection through the allocation), and DPSC6 (two points onto Reeds Lane).
  - Wider connections to the existing PROW/Bridleway network.
- New play spaces and informal green spaces.
- Providing proportionate contributions to the later delivery of wider measures through DPSC3.



## 3. DPSC3 – Planning and Delivery

Prior to an application being submitted, two key planning documents will be approved to help integrate the allocations together through DPSC3’s delivery:

- Masterplan** – This process will ensure the principal allocation (DPSC3) can knit together the existing settlement and other allocations into one coherent place. Since the EIP Hearings and following discussions with the District and County Council, a revised Masterplan Framework has been developed including a revised location for the community hub to better ensure this.
- IDP** – This is being updated and agreed with the District Council, County Council, and other site allocations. This will demonstrate how infrastructure can be phased, delivered, and paid for as DPSC3 and the four smaller allocations are built out. This will include additional measures identified within this Holistic Movement Strategy. The delivery of the masterplanned DPSC3 will then begin to knit together Sayers Common. For example:
  - Community Hub and Schools** – Delivered within early phases acting as a core around which connections to the existing settlement and new allocations can be created.
  - Reeds Lane downgrade** – Providing a new highways connection to existing uses to London Road through DPSC3, downgrading the existing road, and linking in DPSC6 (highways and active travel).
  - London Road upgrades** – Delivering upgrades to pedestrian and cycle infrastructure along London Road from DPSC7 south through DPSC5 to Albourne.

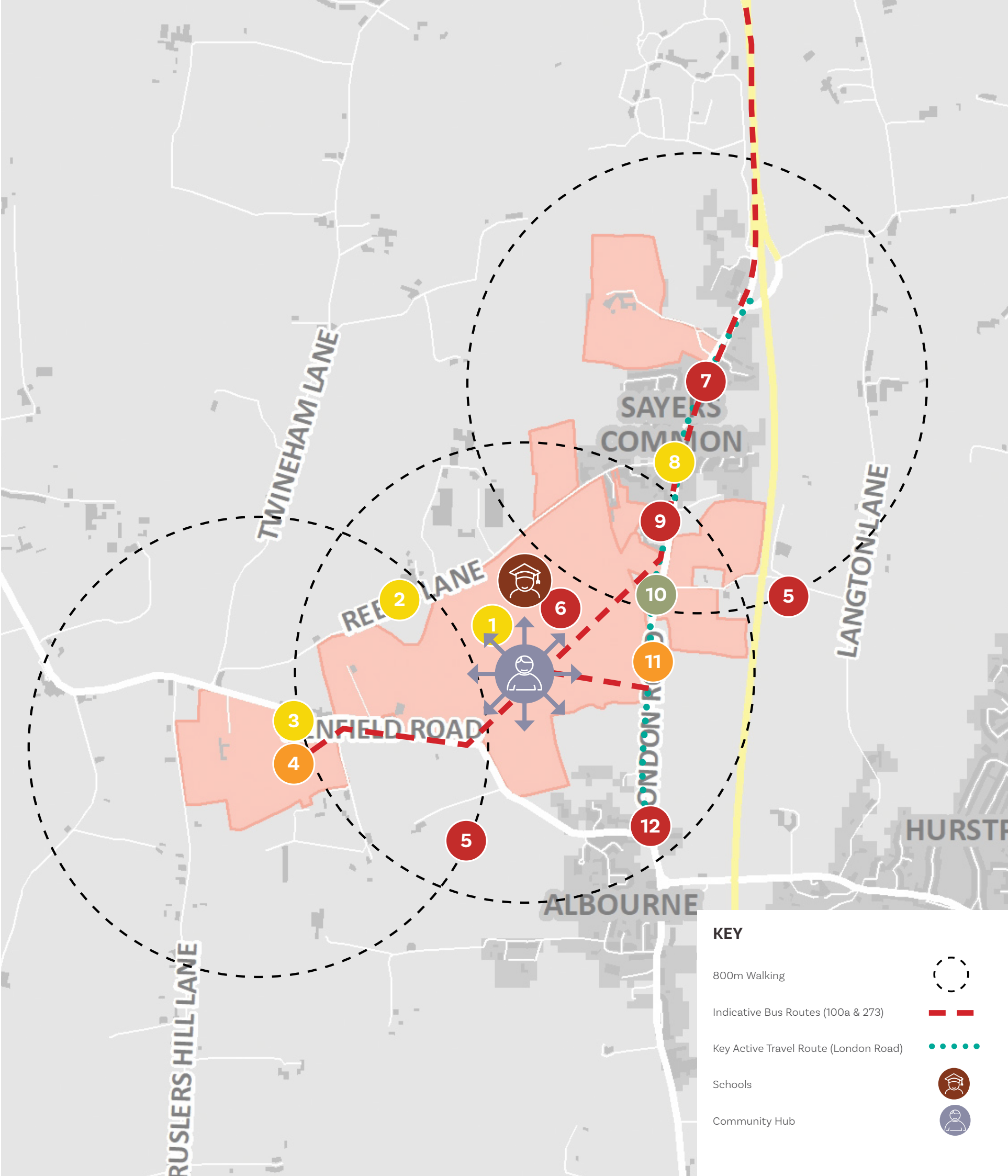


# 4.2 Masterplanned to Embed Sustainable Movement

The emerging Masterplan Framework is being updated following its consultation early this year and will be submitted to the Council for approval. The masterplan embeds the DPSC GEN and DPS3 policy requirements and seeks to embed sustainable travel within the future Sayers Common.

## KEY

-  Technical Matters (inside Sayers Common)
-  Lived Experience (inside Sayers Common)
-  Technical Matters (wider context)
-  Lived Experience (wider context)



1

### Mobility Hub:

Provided centrally within the DPSC3 and aligned with Homes England Guidance. Likely to include: (1) Bus stop, (2) cycle parking, (3) cycle hire, (4) EV Charging, (5) live travel information, (6) package delivery lockers, and (7) Car Club spaces.

Delivery Timeframe: Medium / Long

2

### Reeds Lane Downgrade:

Downgrades to Reeds Lane to reduce traffic volumes, restrict HGVs, and encourage active travel along it.

Delivery Timeframe: Medium / Long

3

### Henfield Road Traffic Calming:

Change of character and signage to highlight and encourage adherence to the existing 40mph speed limit with potential for further speed limit reductions

Delivery Timeframe: Medium

4

### Bus Route:

New bus service and diversation of existing route (i.e. 100 and 273) into the site. Improvements to existing bus stops on London Road.

Delivery Timeframe: Short / Medium

Delivered / Embedded as part DPSC3.

Delivered / Enabled by DPSC3 with Pooled Funds.

Delivered in part by multiple / all allocations.

Short: By 2029 Medium: By 2033 Long: By 2040

5

### 3x Connected 20min neighbourhoods within DPSC3:

Interconnected centres including local shops and amenities: creating three focal points within the development. They would be connected via active travel routes and green spaces, meeting day-to-day needs plus some of the needs of nearby rural areas.

Delivery Timeframe: Medium / Long

6

### Shared Community infrastructure:

Key community uses such as a community centre, primary and secondary education, and health facilities will be provided within DPSC3. To be located in the east of DPSC3 to be accessible to DPSC4-7 and the existing settlement: helping to internalise trips. These uses to be sized to meet wider needs while also drawing in trips from nearby.

Delivery Timeframe: Short / Medium / Long

7

### Cycle Upgrades along London Rd:

New cycle infrastructure along London Road from beyond DPSC7 adjacent the A23 down to Albourne. Being funded and delivered by multiple sites.

Delivery Timeframe: Short / Medium / Long

8

### Revised Junction on London Rd:

Alteration of the existing roundabout to provide a bus priority junction and better for active travel.

Delivery Timeframe: Short / Medium

9

### Intra-Allocation Connectivity:

DPSC4-7 to deliver new active travel connectivity through their proposed schemes including upgraded and new pedestrian/cycle connections and paths. DPSC3 to connect where relevant.

Delivery Timeframe: Short / Medium

10

### Existing Bus Stop Improvements:

Bus stop improvements within Sayers Common (raised kerbs, real time information, new shelters) along London Road.

Delivery Timeframe: Short

11

### Sustainable Travel Corridor:

6.2m wide bus and active travel link through the site connecting to London Road.

Delivery Timeframe: Medium / Long

12

### London Road Traffic Calming:

Potential to reduce speed limit to 40 mph from existing 60 mph. Active travel enhancements.

Delivery Timeframe: Medium / Long



# 4.3 Delivering Wider Connectivity

The future Sayers Common Sustainable Community will be connected to its wider area, including Albourne, Hurstpierpoint, Hassocks and Burgess Hill. This plan shows the wider improvements being made to bus and cycle provision, particularly for access to rail stations in Burgess Hill and Hassocks, as well as an internal bus route within the site.

KEY

Proposed new cycle path

Proposed improved cycle route

DPSC1 Allocation

A23 Junction Improvements

Existing Local Cycle Network or cyclepaths

Route 273 bus service

Route 100 bus service

Route 100A : Potential future route through DPSC3 (connect to Burgess Hill via existing route)

Project Newton

Site Allocation

Main Urban Extent

Rail & Station

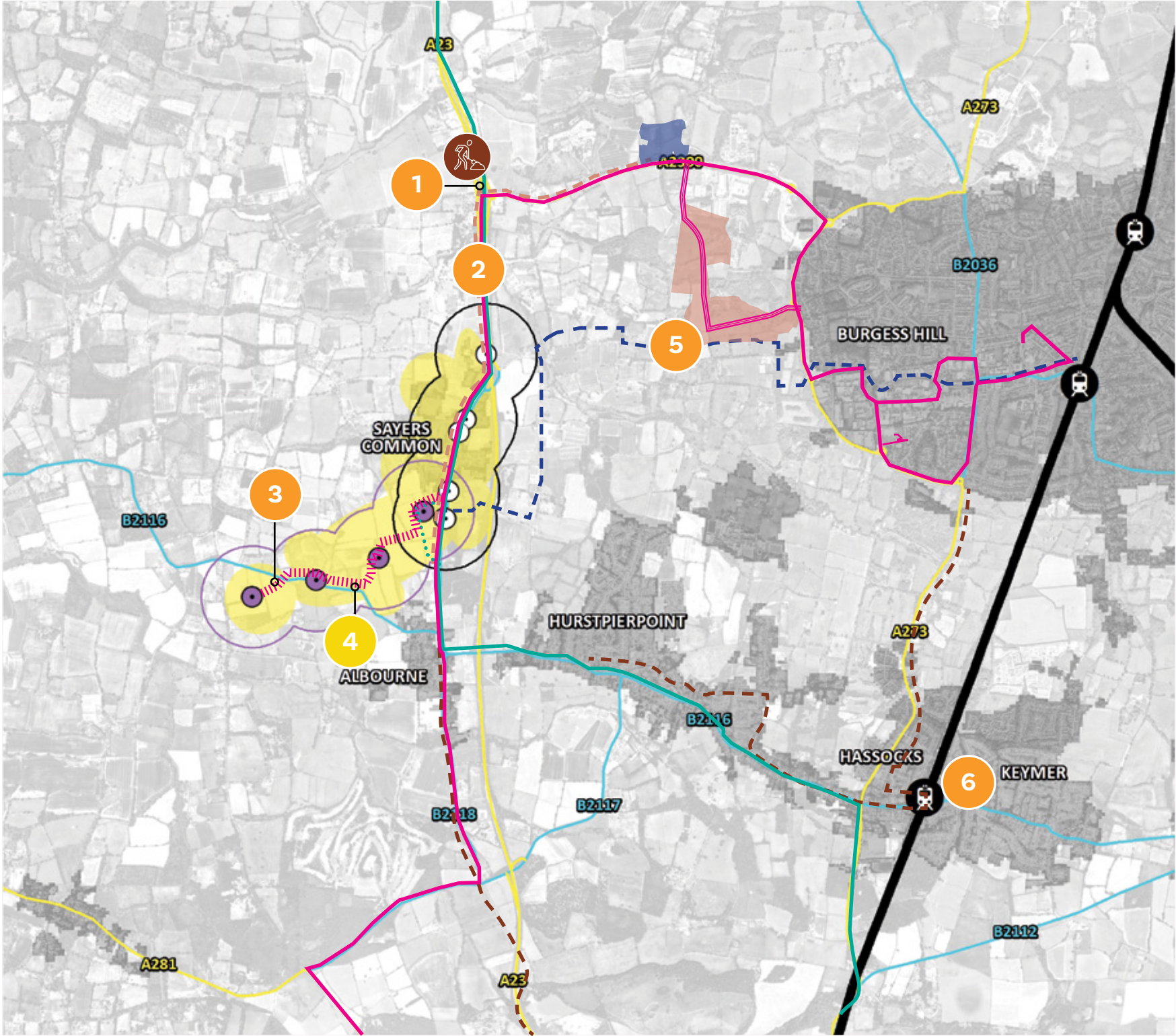
A Road

B Road

Sayers Common Bus Stops

Proposed Bus Stop & 400m Distance

Existing Bus Stop & 400m Distance



1

**A23 Junction Improvements:**  
Contribution towards A23 slip road improvements identified within the Mid Sussex Transport Study.

Delivery Timeframe: Short / Medium / Long

2

**Upgraded cycle connections to Burgess Hill via A23:**  
An improved cycle route from the north of the site connecting to the existing infrastructure towards Burgess Hill.

Delivery Timeframe: Short / Medium

3

**New Bus Route:**  
Additional bus service (100a) providing a route from Sayers Common to Burgess Hill. New stops will add to existing bus stop provision and ensure the site is largely within 400m of a stop.

Delivery Timeframe: Medium / Long

4

**Travel Planning & Potential DRT Scheme:**  
Site-specific Travel Plans with measures aimed at reducing single-occupancy vehicle trips and encouraging active and sustainable travel. Also, the potential to expand the DRT scheme to include Sayers Common.

Delivery Timeframe: Short / Medium / Long

5

**New Cycle Route to Burgess Hill**  
From Langtron Lane to Burgess Hill via DPSC1, with new wayfinding.

Delivery Timeframe: Short / Medium

6

**Station Cycle Parking:**  
Additional cycle parking to be provided at Hassocks Station to be secured through a contribution.

Delivery Timeframe: Short / Medium / Long

Delivered / Embedded as part DPSC3.

Delivered / Enabled by DPSC3 with Pooled Funds.

Delivered in part by multiple / all allocations.

**Short:** By 2029    **Medium:** By 2033    **Long:** By 2040





5. ‘Gap’ Analysis of Current Strategy

The team have worked with local stakeholders to identify a list of issues that, to date, are not believed to have been sufficiently addressed, notwithstanding the current evidence base and efforts made within the current strategy. From this, we have identified a list of ‘gap issues’ where there is potential for more to be achieved.

These largely relate to issues impacting the ‘lived experience’ dimension of the Holistic Movement Strategy. We identify how addressing these issues can relate either directly to DPSC3, or through pooled s.106 obligations from DPSC3 or through multiple allocations.

KEY

-  **Technical Matters (inside Sayers Common)**
-  **Lived Experience (inside Sayers Common)**
-  **Technical Matters (wider context)**
-  **Lived Experience (wider context)**

| GAP Issue                                                                                                                                                                                                                                                                                                                   | How does the current Strategy address this issue?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | What more could be achieved?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | How could the development at Sayers Common address these issues?                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DPSC3 to be Masterplan led to ensure the principal development will be successfully integrate into the other four allocations and the existing settlement.</b><br>                                                                      | <div><div></div> DPSC3 to be Masterplan led to ensure the principal development will be successfully integrate into the other four allocations and the existing settlement.</div> <div><div></div> DPSC4 to DPSC7 already proposing connections into the existing settlement through their applications and will provide proportionate contributions to deliver wider measures in and beyond DPSC3.</div> <div><div></div> IDP led scheme to show how infrastructure can be right sized and phased to meet wider needs.</div>                                                                                                          | <ul style="list-style-type: none"><li>Developing the draft Masterplan to move the community hub further east within DPSC3 and provide clearer and more desirable active travel connections to it.</li><li>Improved Crossings on Reeds Lane for early phases of development.</li><li>Reduction of HGV traffic through Reeds Lane which is not an A or B-class road.</li></ul>                                                                                                                                                                                                                                                                    | <div><div></div> Updating the draft masterplan and IDP.</div> <div><div></div> Re-routing of HGV traffic from the eastern section of Reeds Lane to make the route more attractive to active travel between the existing settlement and the new school/local centre to be provided within DPSC3.</div>                            |
| <b>Phasing, delivery, and funding of necessary infrastructure.</b><br>   | <div><div></div> The scheme is IDP led with evidence already submitting showing how the various allocations at Sayers Common can come forward, deliver some on-site infrastructure, and provide proportionate contributions.</div>                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"><li>IDP updated to reflect the wider measures proposed in this Holistic Movement Strategy and the latest position regarding phasing, delivery, and funding. This will ensure the development delivers infrastructure to meet its own needs and help alleviate wider ‘lived experience issues’ as the developments build out.</li></ul>                                                                                                                                                                                                                                                                        | <div><div></div> Updating the draft IDP.</div>                                                                                                                                                                                                                                                                                   |
| <b>Impact on and lived experience of the local road network including London Road, Reeds Lane, Twineham Lane, Truslers Lane, &amp; Henfield Road.</b><br>                                                                                  | <div><div></div> <b>London Road:</b> reducing speed from 60mph to 40mph and change in built environment. New signal-controlled junctions.</div> <div><div></div> <b>Reeds Lane:</b> downgrade, close to through traffic, and prioritise active travel. Cut off to be agreed to ensure existing residents and businesses (i.e. Avtrade) can be suitably accessed.</div> <div><div></div> <b>Twineham Lane:</b> wider upgrades to limit traffic re-routing via this road.</div> <div><div></div> <b>Truslers Hill Lane:</b> measures to reduce rat-running.</div> <div><div></div> <b>Henfield Road:</b> reducing speeds to 40mph.</div> | <ul style="list-style-type: none"><li>Traffic calming measures introduced more widely to reduce speed limits, including the potential to narrow the carriageway.</li><li>Investigate localised issues of flooding on what are currently rural roads.</li><li>HGV / weight restrictions.</li><li>Investigate additional passing places where possible.</li><li>New lighting.</li></ul>                                                                                                                                                                                                                                                           | <div><div></div> Secure contributions from development within Sayers Common to monitor the speeds / vehicle routing and investigate/ implement traffic calming measures.</div> <div><div></div> Diversion of Reeds Lane through the site.</div>                                                                                  |
| <b>Lack of bus connectivity to Hurstpierpoint, Hassocks, and Burgess Hill; including the railway stations.</b><br>                                    | <div><div></div> New direct 100a bus service to Burgess Hill.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"><li>Enhancements to the 273-bus service providing a more frequent connection to Hurstpierpoint and Hassocks with a diversion to the new local centre.</li><li>Potential for the 100A service to become a loop service with buses encompassing Sayers Common, Burgess Hill, Hassocks, Hurstpierpoint, and Albourne.</li><li>As the 273 bus service does not drop off directly at Hassocks Station, there is potential for the 100A service to become a loop service with buses encompassing Sayers Common, Burgess Hill (station and town centre), Hassocks (station), Hurstpierpoint, and Albourne.</li></ul> | <div><div></div> Further engagement with bus operators to service the site and tie into other new developments (i.e. West of Burgess Hill) including the potential to provide a loop 100a service.</div> <div><div></div> Securing contributions from development within Sayers Common to support increased bus frequency.</div> |

| GAP Issue                                                                                                                                                                                                                                                                                                              | How does the current Strategy address this issue?                                                                                                                                                                                                                                                                                                                                                                                                                                     | What more could be achieved?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | How could the development at Sayers Common address these issues?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Lack of Active Travel Routes within the site and lack of wider connectivity to Albourne, Hurstpierpoint, Hassocks, and Burgess Hill.</b><br>  | <div><div></div> New active travel routes throughout the site that link in to existing PROWs and Bridleway network.</div> <div><div></div> Extension and improvement of the existing active travel on the A23 to provide a continuous cycle connection to Sayers Common and a new cycle route to Burgess Hill via Langton Lane (and DPSC1).</div> <div><div></div> Improvements to bridleway to Burgess Hill.</div> <div><div></div> New cycle parking at the Hassocks station.</div> | <ul style="list-style-type: none"><li>Improved cycle connection between Sayers Common-Albourne-Hurstpierpoint-Hassocks by extending the recent cycle scheme delivered by WSCC from Hurstpierpoint to Albourne.</li><li>Reviewing the routing of Bridleways through the site as part of the masterplanning process.</li><li>Extending the proposed foot/cycleway network into Albourne at the signal-controlled junction.</li><li>Reviewing existing footway provision on Henfield Road near Albourne CoE Primary School and improved links to the school to support early phases of development.</li></ul> | <div><div></div> Directly delivering and/or supporting WSCC to deliver new active travel connections into the site.</div> <div><div></div> New foot/cycleway connections including from the Albourne junction to the existing WSCC scheme starting at Western Road; providing onward link to Hassocks Station.</div> <div><div></div> Contributions towards new crossing facilities on the B2116 Henfield Road in the vicinity of Albourne Primary School (i.e. build-outs to calm traffic).</div> <div><div></div> Contribution towards lighting the safer alternative route to the primary school via Albourne recreation ground/village hall.</div> |
| <b>Congestion within Hurstpierpoint.</b><br>                                                                                                                                                                                       | <div><div></div> Providing new community services (such as primary and secondary education as well as a potential GP services) within Sayers Common to meet new and wider needs – redrawing local travel patterns. These would also be connected to nearby Albourne.</div>                                                                                                                                                                                                            | <ul style="list-style-type: none"><li>Improved active and sustainable travel connections.</li><li>More controls within the high street to restrict kerb parking and waiting within the high street that leads to increased congestion.</li></ul>                                                                                                                                                                                                                                                                                                                                                           | <div><div></div> Improved cycle infrastructure on Albourne Road, providing a connection to the WSCC scheme on Western Road.</div> <div><div></div> Supporting new bus connections to support modal shift.</div> <div><div></div> Potential contributions to support WSCC introduce traffic calming measures and parking / loading controls if a future scheme is forthcoming.</div>                                                                                                                                                                                                                                                                    |

- Delivered / Embedded as part DPSC3.
- Delivered / Enabled by DPSC3 with Pooled Funds.
- Delivered in part by multiple / all allocations.



# 6. Holistic Movement Strategy for Sayers Common

Based upon the analysis of the existing evidence base, emerging proposals, and the ‘gap analysis’ of issues agreed with local stakeholder representatives, the below defines the ‘Holistic Movement Strategy’ for the Sayers Common Sustainable Community.

This is visually represented on the next page taking account of existing and new movement measures proposed.

The new measures proposed are explained in more detail on page 28. The diagram below shows how this Holistic Movement Strategy has been constructed. It sets out a vision for the movement strategy under which there are four key ‘pillars’.

Each pillar focuses on addressing the ‘Technical Movement’ and/ or ‘Lived Experience’ elements within and beyond the site as set out earlier in this document. For each pillar we have defined in brief what this means for the delivery of Sayers Common, the issues it helps resolve (linking back to the ‘Technical Movement’ and ‘Lived Experience’ issues), and then the wider benefits they will deliver.

KEY

- 
- Technical Matters (inside Sayers Common)
- 
- Lived Experience (inside Sayers Common)
- 
- Technical Matters (wider context)
- 
- Lived Experience (wider context)



|                             | PILLAR 1                                                                                                                                                                                                                  | PILLAR 2                                                                                                                                                                                   | PILLAR 3                                                                                                                                                                                           | PILLAR 4                                                                                                                                                                                                  |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             | An Integrated Place served by Community Infrastructure<br>                                                                                                                                                                | Embedded Public Transport<br>                                                                                                                                                              | Integrated Active Travel in a Local and Wider Context<br>                                                                                                                                          | An Improved Highways Network<br>                                                                                                                                                                          |
| What this involves          | <ul style="list-style-type: none"><li>Masterplan-led development to deliver a unified place with the existing settlement.</li><li>Community infrastructure and other uses to help meet its own and wider needs.</li></ul> | <ul style="list-style-type: none"><li>Delivering new and upgraded bus stops, a new route into the site connected with nearby railway stations, and re-routing existing services.</li></ul> | <ul style="list-style-type: none"><li>New and desirable active travel connections within and beyond the site to integrate into nearby settlements, PROW, and the bridleway network.</li></ul>      | <ul style="list-style-type: none"><li>Downgrading roads, lowering speeds, and restricting HGVs.</li><li>Delivering necessary highways infrastructure to mitigate the development.</li></ul>               |
| The issues it helps resolve | <ul style="list-style-type: none"><li>Enabling development in an otherwise unsustainable location while integrating growth around an existing settlement to redraw local travel patterns.</li></ul>                       | <ul style="list-style-type: none"><li>Reducing car trips by providing frequent connectivity via public transport to Burgess Hill and Hassocks.</li></ul>                                   | <ul style="list-style-type: none"><li>Lack of high-quality active travel connections to key destinations outside of Sayers Common.</li><li>Embedding active travel across Sayers Common.</li></ul> | <ul style="list-style-type: none"><li>The negative 'lived experience' impacts of high speed and HGV traffic.</li><li>Mitigating the developments own highways impacts.</li></ul>                          |
| The benefits it delivers    | <ul style="list-style-type: none"><li>Local shops, services, and community infrastructure located in 20-minute neighbourhoods that integrate Sayers Common into a new place.</li></ul>                                    | <ul style="list-style-type: none"><li>Connecting Sayers Common to key rail links to help avoid a car-led scheme.</li></ul>                                                                 | <ul style="list-style-type: none"><li>Reducing car-trip rates and delivering healthy streets with safe routes to key travel destinations.</li></ul>                                                | <ul style="list-style-type: none"><li>Improves the feeling of safety, improves air quality, and reduces noise pollution.</li><li>Scope to reduce wider congestion and solve local pinch points.</li></ul> |



6.1 New Movement Measures Proposed

1

**Issue:**

High speeds on main and rural lanes (such as London Road and Reeds Lane), as well as HGV routing and rat-running.

**Proposed New Measure:**

Downgrade Reeds Lane in two sections and diverting it through the site. One downgrade west of Avtrade and another between Avtrade and DPSC6.

Monitor speeds and use a Rural Road Improvement Fund (funded by proportionate contributions from development at Sayers Common) to investigate/implement traffic calming measures. For example, Twineham Lane and Truslers Hill Lane).

**Delivery Timeframe:** Medium / Long

2

**Issue:**

Potential for lack of integration between the development sites and the existing settlement of Sayers Common.

**Proposed New Measure:**

Masterplan being updated to move the proposed community hub further east within DPSC3 and revising active travel and road layouts proposed.

**Delivery Timeframe:** Medium

3

**Issue:**

Poor footway provision around Albourne CoE Primary School.

**Proposed New Measure:**

Contributions towards new or improved crossing facilities on the B2116 Henfield Road in the vicinity of Albourne Primary School. Contribution towards lighting the safer alternative route to the primary school via Albourne recreation ground/village hall.

**Delivery Timeframe:** Short / Medium

4

**Issue:**

Lack of cycle connectivity with Hurstpierpoint and Hassocks Station.

**Proposed New Measure:**

Providing a new cycle link to Hurstpierpoint. Connecting with existing WSCC scheme on Western Road. This would also help reduce potential increased congestion by providing a high-quality active travel alternative.

**Delivery Timeframe:** Medium / Long

5

**Issue:**

Lack of bus connectivity and holistic approach to its delivery.

**Proposed New Measure:**

Investigating whether new 100a service could between Sayers Common, Hassocks, Burgess Hill. To coordinate this and other bus connectivity improvements with other significant sites (i.e. West of Burgess Hill). This could also help relieve wider congestion (i.e. through Hurstpierpoint).

**Delivery Timeframe:** Medium / Long

6

**Issue:**

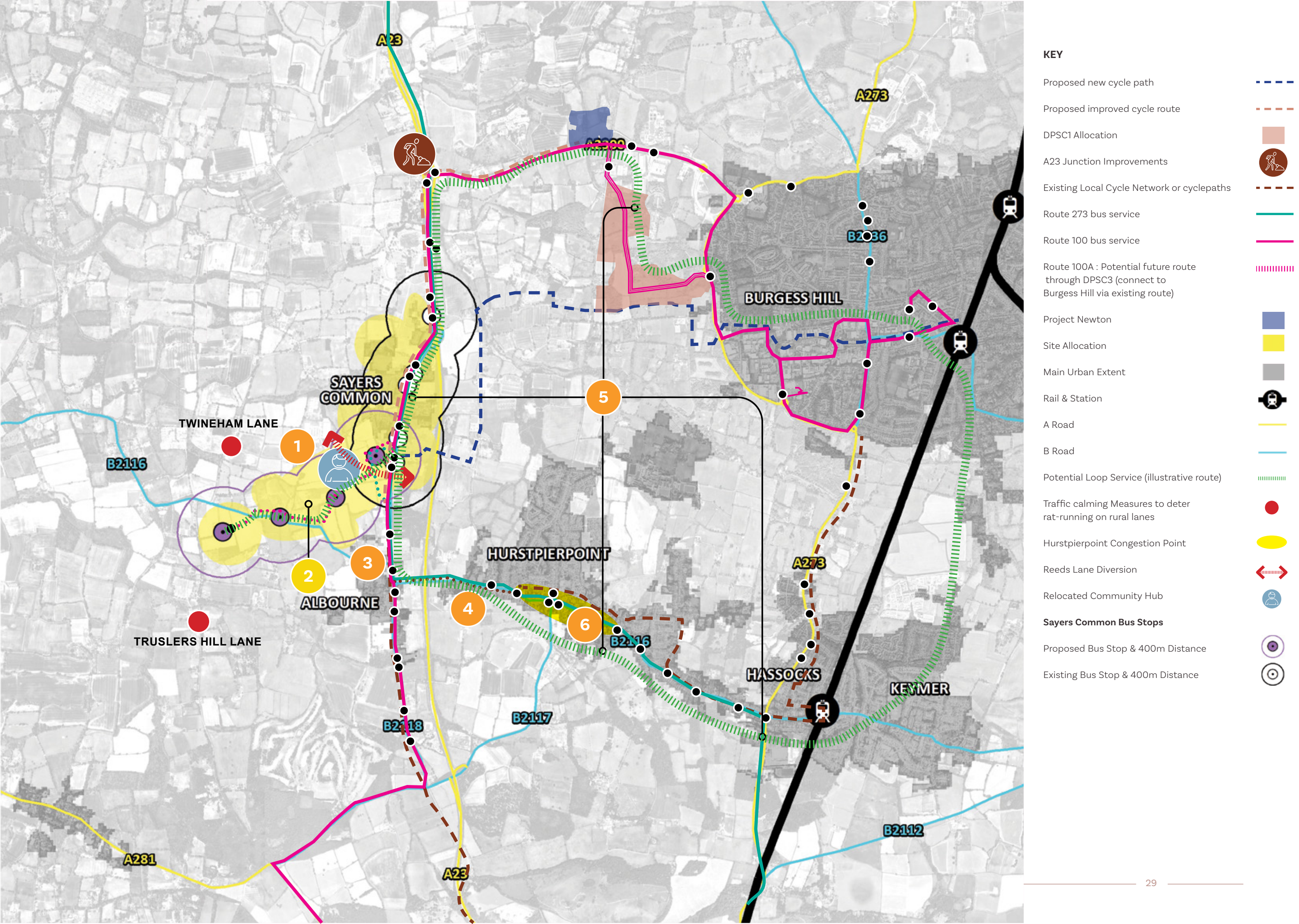
Congestion along Hurstpierpoint High Street.

**Proposed New Measure:**

Work with WSCC and contribute to a scheme to alleviate congestion and improve the urban experience. For example, restrictions to kerb parking, loading hours, and enforcement. Also, supporting new bus connections (i.e. 273 diversion and 100a loop) to support a modal shift.

**Delivery Timeframe:** Short / Medium

Short: By 2029    Medium: By 2033    Long: By 2040





# 7. Delivering the Strategy

This Holistic Movement Strategy has sought to pull together the existing movement proposals for Sayers Common and then strengthen and augment them.

To deliver the Holistic Movement Strategy, the developers of the allocations and both the District and County Councils will work together to secure:

- 1

**A revised Masterplan:** Following comments received through a public consultation exercise, engagement through the liaison group, and direct engagement with the District and County Councils, a revised Masterplan for site DPSC3 is being prepared and will be submitted to the Council for approval. The revised masterplan better ensures connectivity and integration across the allocations and the existing settlement.
- 2

**An updated IDP:** Updated Infrastructure Delivery Plan will set out how the new measures will be delivered/funded, as well as providing a general update.
- 3

**Policy modifications:** Modifications can be made to Policies including DPSC GEN to clarify how it alongside policies DPSC3-7 collectively respond to each other and will result in unified sustainable community. Such changes would make the policy more effective.

- 4

**Determination of applications for DPSC4-7:** Securing the delivery of new active travel connectivity and contributions to future infrastructure delivery.
- 5

**A Planning Application for DPSC3:** The planning application is being prepared with ongoing pre-application discussions between Berkeley Latimer, the District Council, and the County Council. It is expected to be submitted by the end of 2026.
- 6

**An effective monitor and manage approach:** Implementing the phased build-out of sites DPSC4-7 and DPSC3, utilising the 'monitor and manage' approach to deliver timely infrastructure (both within and beyond the sites themselves) and community infrastructure.

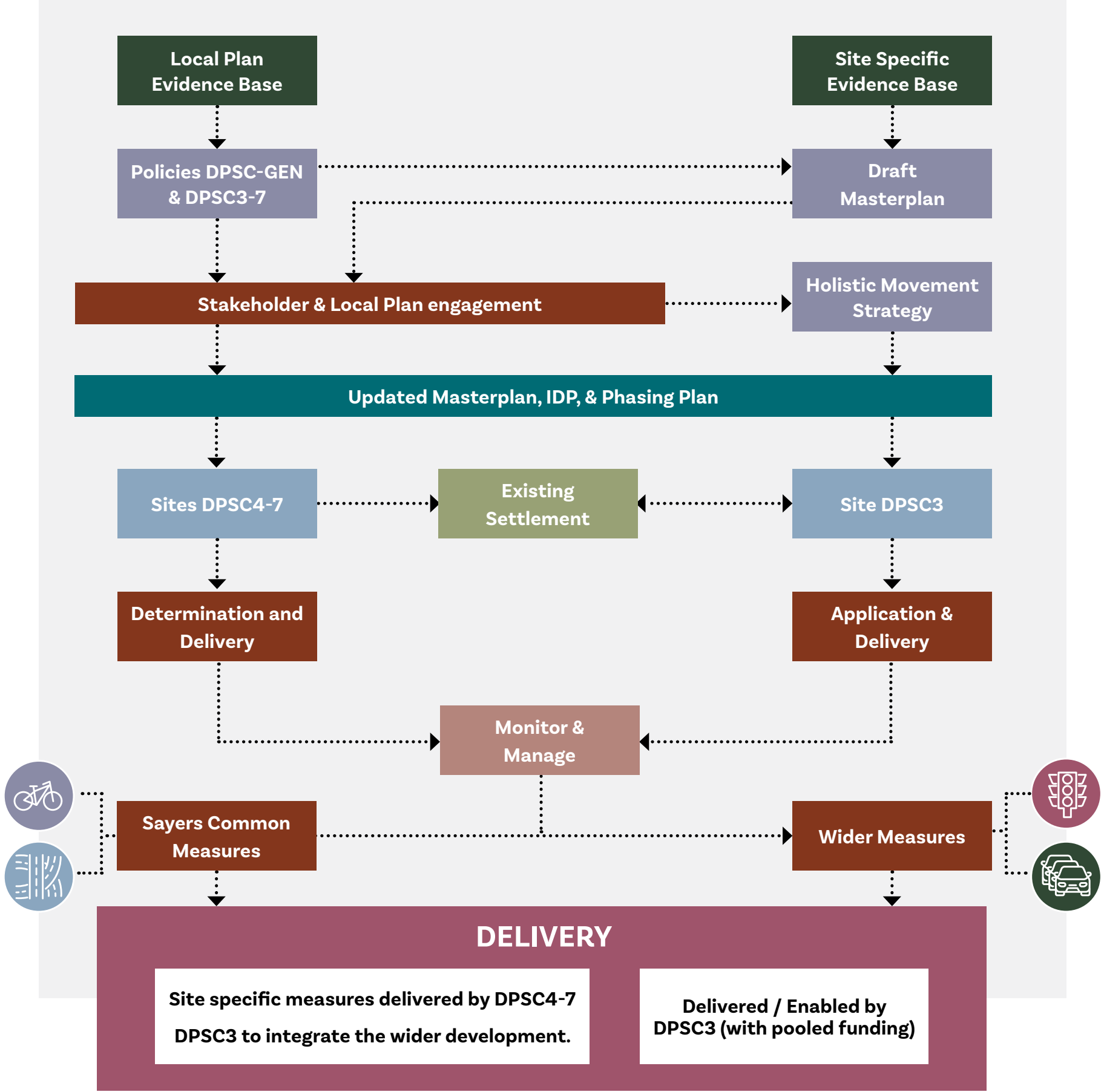
KEY

Technical Matters (inside Sayers Common)

Lived Experience (inside Sayers Common)

Technical Matters (wider context)

Lived Experience (wider context)





# 8. Proposed Additional Allocations

As part of the ongoing Local Plan examination, the Council has - following in-combination testing - proposed a number of additional sites as potential allocations to increase the level of housing supply allocated.

Three additional sites within Sayers Common are proposed as allocations that would increase the supply by up to 475 homes:

- **Site 786** – Land east of Avtrade (75 homes): To the west of DPSC6 and would be accessed from Reeds Lane.
- **Site 787** – Land at Kingsland Lodge (75 homes): To the north of DPSC7.
- **Site 1124** – West House Farm (325 homes): To the south of Henfield Road.

These sites will now be considered through the main modifications process of the Local Plan examination and there is no guarantee at this stage that any, one, or all of these sites will be formally allocated at Sayers Common.

Notwithstanding, if these three sites were allocated the existing Masterplan process for site DPSC3 can safeguard potential active travel connections and ensure their wider integration.

For example, Site 1124 (West House Farm) provides an opportunity to enhance active travel connectivity across it between the main DPSC3 parcel and the western parcel. The emerging Masterplan Framework can account for this. In the case of sites 786 and 787 these parcels would already be able to link into the active travel upgrades proposed along Reeds Lane and London Road.

These three sites would also fit into the wider 20-minute neighbourhood concept as required by DPSC GEN that is enabled by the delivery of DPSC3. They would also not preclude development at sites DPSC3-7 and in the case of Site 1124 it could help further calm traffic along Henfield Road.

Were these sites allocated (as the Council proposes), future planning applications for their development would need to demonstrate how they supported this Holistic Movement Strategy, the Masterplan Framework, and IDP being prepared.

They would therefore be akin to sites DPSC4-7 and would need to provide some of their own infrastructure alongside supporting the delivery of and providing contributions to infrastructure being delivered at site DPSC3.

It is also of note that a number of sites in neighbouring Albourne are also now proposed as as potential new allocations following the Council’s in-combination site testing.

These sites do not form part of the Sayers Common Sustainable Community but may rely in part on infrastructure being delivered at it. If main modifications to allocate these sites are found to be sound, these sites may need to provide financial contributions to the delivery of infrastructure within the Sayers Common Sustainable Community as appropriate.

