

DM/26/0238|Hybrid application that seeks consent for separate and severable elements comprising: Demolition of all existing buildings bar the chapel, to retained for use within Use Class F and: a) Full planning permission for the development of the north western part of the Land at LVS Hassocks so as to accommodate a new SEN School with associated access from London Road, car parking, landscaping and drainage works; and b) Outline planning permission (Appearance, Landscaping, Layout and Scale Reserved) for the development of the rest of the land at LVS Hassocks so as to accommodate up to 210 dwellinghouses (including 30% affordable housing) with associated access, car parking, landscaping, play areas, informal outdoor space and drainage works LVS Hassocks London Road Sayers Common Hassocks West Sussex BN6 9HT

Please find below my comments on issues which the above application raises and which I believe need to be addressed

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1) Lack of Sustainability of the Site

The NPPF is based on “*The presumption in favour of sustainable development.*” NPPF 83 also advises “*that To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.*”

It is noted that the applicant is relying on infrastructure that another developer elsewhere may or may not provide in the future to validate that their own site is sustainable. This other infrastructure is not guaranteed and so is hypothetical and speculative. No alternative plan has been provided as to how to make the site sustainable if this infrastructure is not delivered.

The development as it stands therefore does not meet NPPF policies 11a, 77b, 83 or 88

Lack of New Employment Infrastructure

The applicant is proposing to build a replacement Send school for the existing on site one. It is to have the same number of 100 permitted pupils, and as the number of staff car parking spaces is to be reduced from the current 85 to 69, it is not expected to create more than a few new employment positions to add to the existing ones. They are also proposing to convert the existing Chapel to Class F community use which would also create few new employment opportunities as there would be a reliance on volunteers. They are not providing any other land for the purposes of new retail or commercial employment opportunities, either on site or in the village of Sayers Common.

Nearly all of the new residents will have to seek employment outside of the village. Because of this the development itself cannot be considered sustainable or add to the sustainability of the existing community and village with regards to employment opportunities. It would do the opposite and decrease the sustainability of the existing village with more people to compete for few job opportunities in the village and increase the reliance on travel by car.

Lack of Retail Infrastructure

The applicant is not providing any land or buildings for new retail outlets. The only existing shop in Sayers Common is a small high quality Community Shop owned and run by the villagers themselves. It is situated in the front part of Sayers Common Village Hall. Originally built to serve about 230 properties in the village, it has had to expand its floorspace to accommodate the increase in stock needed for the further 175 houses built in the village since then. In addition, existing submitted planning applications, including this one, are now being processed for another 526 houses. The shop, due to its small size, also cannot compete on prices with larger food suppliers.



The small existing Community Shop in Sayers Common in the front part of the village hall

The shop does not have the physical space to expand its stock further for the new 526 households being considered and this makes it highly questionable that it would be able to serve these new residents as well as existing ones to the same level as now, and how much benefit it would actually be to those residents. The applicant is relying on another developer to provide new retail outlets but these are not guaranteed and no planning application as has yet been submitted by them.

The new residents of the site would have to look outside of the village to spend their money. This site would therefore not be sustainable and the existing sustainability of Sayers Common would decrease with more people trying to purchase the same goods with no corresponding increase in supply.

It therefore does not meet NPPF policies 83 or 88a.

Lack of Education Infrastructure

West Sussex County Council have confirmed in their S106 document that *“The Director for Children and Young People’s Services advises that it appears that at present primary/secondary/further secondary schools within the catchment area of the proposal currently would not have spare capacity and would not be able to accommodate the children generated by the assumed potential residential development from this proposal.”*

MSDC and WSCC solution to this issue appears to be requesting funds from new developments to pay for a new 525 place primary school and a 900 place secondary school to possibly be provided by another developer. The funds from the four village sites currently seeking planning application would not in themselves be enough to fund the building of these new schools. The rest of the funding for such schools would have to come from other future speculative developments in the area which might come forward but for which there is no guarantee that they actually will.

At this time planning permission has not yet been obtained for any such schools, nor has any land been obtained by WSCC for them. There is no signed agreement or certainty that any such schools would actually be built. The providing of any such schools could also take many years to build. There is the example of Bedelands Academy Secondary School in Burgess Hill (with a budget of £74 million) that was due to be delivered in 2024 but which has been postponed this year for at least two years still without any building taken place because of lack of new pupils. Therefore, any such new schools are speculative and hypothetical.

No evidence has been provided of how places for the children from this development would in the meantime be found in the local oversubscribed existing schools system. Existing schools do not have the physical room to build new classrooms to accommodate them, without compromising their existing standards or facilities, or to even increase class sizes. Also, if the proposed funding for the new schools were instead used to support existing ones to provide places, it would not then be able to be used to build the new proposed schools so compromising and delaying their delivery. Either way the situation with regards to education would remain unsustainable and does not meet NPPF policies 100 or 101.

Lack of Healthcare Infrastructure.

In the NHS response to the other four applications NHS Sussex predicts that *“new residents will register with Mid Sussex Health Centre. The new homes are in the catchment area of this NHS practices. The GP practice is at capacity and*

services this fairly large rural area. The contribution sought and evidenced is to support resident access to GP services – and is a contribution to infrastructure.” They also advise “that their aim is for new infrastructure in the area – and the premises project will be either to extend (full build cost) a current site, or provision of new premises. Additional population generated by this development will place an increased demand on existing primary healthcare services to the area.”

Both the Hurstpierpoint and Hassocks surgery sites of Mid Sussex Health care have reached their physical limits so opportunities for new infrastructure are very limited. NHS Sussex seem to favour the building of a new site surgery but the funds requested from other planning applications submitted so far within the village are also not enough to facilitate this, and none of them have offered land to build a surgery on. In addition NHS Sussex advise that they “*will consider the proportional use of these funds coupled with the other Haywards Heath and area developments so as to give best benefit to patient care.*” This could mean that the funds would be used elsewhere in the district to provide more capacity and Sayers Common residents could then have to travel further to access a GP surgery. Not only would this increase the length of car journeys but it would put more stress onto the existing and new residents of Sayers Common.

It is only with the building of new infrastructure that sustainability for this site can be obtained but the applicant is not offering this and neither are any of the other planning applications submitted for the village.

This application therefore does not meet NPPF policies 7, 77b, or 129

Lack of comprehensive Public Bus Service

Public transport in Sayers Common is limited to two bus service that run a bus in each hour during part of the day.

The 273 Metrobus service runs between Brighton and Crawley and its timetable is driven by those two places, and not the villages in between which it stops at. It was only because of the demand from the populations in those two places that the timetable was recently updated to change to one bus in each hour and a new Sunday service.

The 100 Compass bus runs fewer services between Burgess Hill and Horsham. It has no Sunday service and requires a subsidy from WSCC in order to be able to operate. The building of another 210 houses in Sayers Common would not be enough of an incentive to those companies to increase the frequency of either of these services.

The current capped single journey fare price of £3.00 is at the moment only valid until March 2027. On their website Metrobus have published a list of what their fares would be without the cap. A single fare to Brighton would be £5.50 (£9.30 return) and a single fare to Crawley £4.80 (£9.10 return) which would mean a significant fare increase without a cap in place. A Travel Plan with incentives was provided for the recent 120 houses in the Sayers Meadow estate but there has not been any noticeable or evidenced increase in bus use by its residents as a result of this.

Private vehicles give flexibility of travel and comfort as the driver is in total control. With public transport the passenger is not in control and can only travel at the times, and to the stops, on the bus timetable. The last 100 bus from Burgess Hill leaves at 18:06pm. Its journey time to Horsham is 2 hours 33mins. Frequently, there is a need to take a second bus to reach a final destination such as the Princess Royal Hospital in Haywards Heath or the Royal Sussex hospital in Brighton. None of the different bus services are coordinated or connected.

The applicant’s expectations of a significant uptake of bus journeys by residents of the proposed new housing estate is therefore not realistic nor sustainable. It therefore does not meet NPPF policies 89 or 109d & e

Sustainability Conclusions

This proposed site for a housing estate is not sustainable and does not meet NPPF criteria for sustainable development. It cannot be considered a suitable sustainable location for a new development of a housing estate of 210 houses. It would be car reliant and need new essential infrastructure but the applicant not proposed to supply this. Reliance on what other developers may or may not provide is speculation and cannot be taken as supporting the sustainability of this site.

2) Excessive Housing Density

The number of houses proposed is 210 which is 10 more than the 200 proposed yield stated in the draft District Plan 2021-2039. No validation has been given for this increase by the applicant.

The applicant advises that this amount of housing would generate a housing density of 41.26dph net. This is far higher than the accepted average of around 30 to 35 dwellings per hectare for rural areas or 24 dwellings per hectare or lower for edge of rural village settlements. This location is neither a city or town centre nor is it well served by public transport. There is no shortage of new development in Sayers Common for there to be any need or requirement to uplift the number of houses.

Having such a high housing density compromises the ability to have a high quality designed development. This site is seen on entering Sayers Common from the north and it's fields and openness give the immediate feel that one is in a rural area. The higher the housing density the more crowded and cramped the housing appears giving an urban not rural feel. The illustrated site plans provided by the applicant in their Design and Access Statements show crowded and dense blocks of housing that do not give the sense of space of being in a rural place.

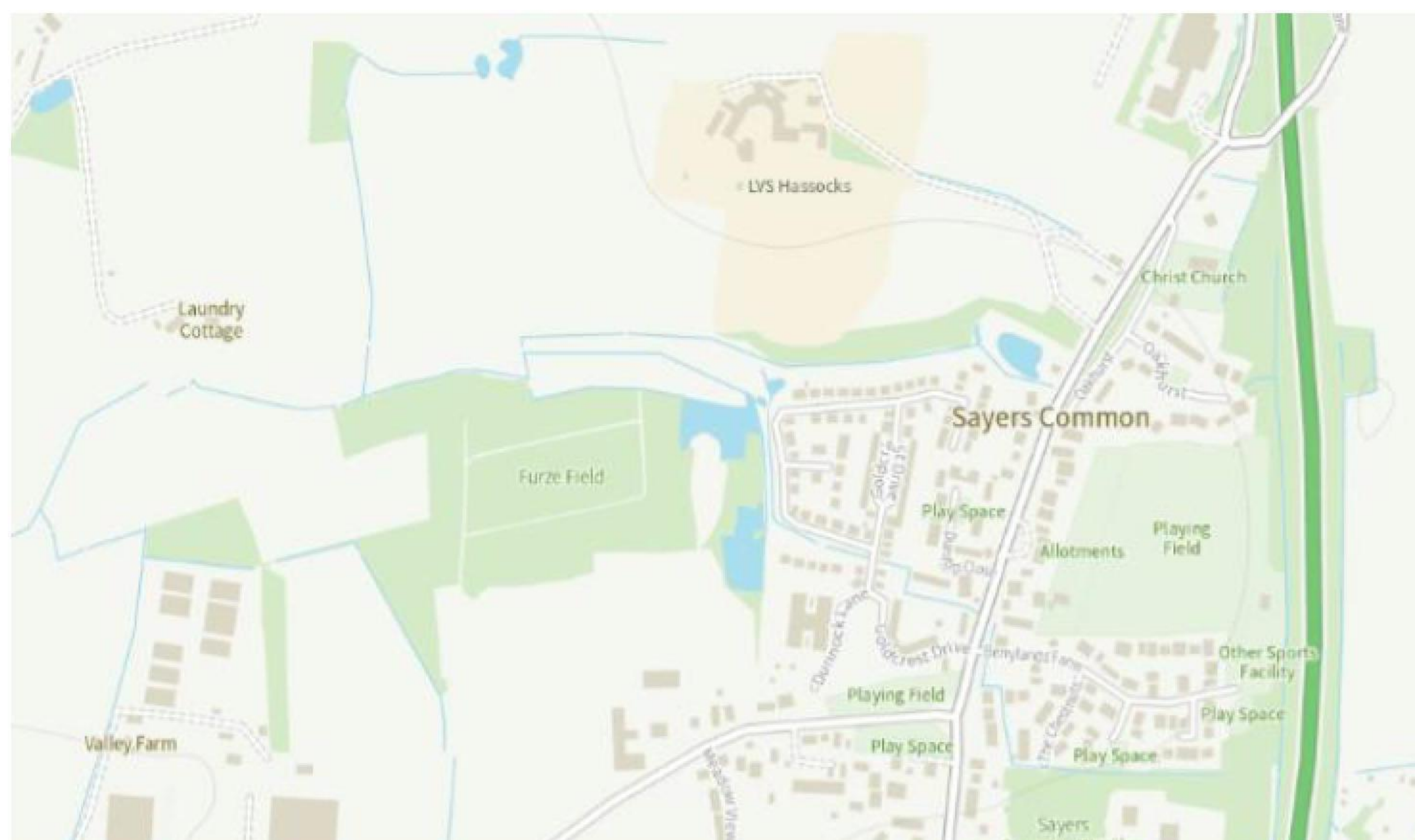
Point 131 of the NPPF states *"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"* This site has not followed that principle and has put house numbers above quality of design.

3 Flooding and Drainage

Sayers Common Village has a long history of surface water flooding. New developments seek to reduce the risk to their own properties but the measures taken have had the unfortunate result of increasing flooding elsewhere in the village.

This has been down to many different factors. The geology of the village is heavy Wealden Clay so rain water can only permeate the first 10cm or so of its depth. It therefore sits on the surface in the fields surrounding it which act as a holding sump for the village. Thus when developments are built on those fields the sump role and purpose of them is often overlooked or underestimated so inadequate suds mitigation is provided. To safeguard their properties, developments, such as Sayers Meadow and Woodlands, have taken to raising their ground levels by 30cm or more thus moving the surface floodwater to third party land around the site.

There is also the issue that new sites are increasingly using the same watercourse to drain their sites without increasing the capacity of that watercourse. This site is looking to discharge its surface water into the watercourse which runs east to west along its southern boundary.



Plan showing the watercourse at the southern end of the site & how it also links to other watercourses in the village

This watercourse also links up with the watercourses which drain the Berrylands, Sayers Meadow, Dunlop Close, Meadowview, Osborn Close and Woodlands housing estates together with houses in Reeds Lane and in the Chesapeake DM/25/1434 submitted application. The increasing amount of development using it for drainage has put too much strain on it and has meant that the various Suds drainage methods which they have used which have started to fail. This can be particularly seen in the Sayers Meadow estate next door to this site where Suds ditches and ponds have overflowed in heavy rain flooding the roadways.

The water from this stream eventually flows into the River Adur and is part of the cause of the flooding at Mock Bridge in Shermansbury, about which the Environment Agency gives regular Amber and Red flood warnings.

The applicant has not provided any details of the route or capacity of the watercourse once it leaves its site, so it cannot show that it also discharging into it will not cause flooding on its site or increased flooding elsewhere. This information which needs to be provided by them, should take into account all sites whose surface drainage also flows into it, and suggest ways that its capacity can be increased or the flow of water into it further mitigated.

Foul Water & Sewage Disposal

Sayers Common suffers from sewage flooding and capacity issues so it is a sensitive issue in the village

The applicant's modelling for the foul water drainage of its site was based on a Southern Water Level 1 Capacity Check Enquiry dated 24 December 2024 and valid for 12 months. It advised that there was at that time adequate capacity in the local sewerage network to accommodate a foul flow of 1.81 l/s for the development. However it only took into account this development on its own and did not include any of the other possible development sites in the village.

Since then three planning applications have been made of developments in the Sayers Common of which DM/25/1434 and SM/25/2661 appear to have already used up any spare capacity in the local sewage system. Southern Water have therefore advised site DM/25/3067 that there is inadequate capacity for that site. For this site they have advised in their consultation response of 12th February 2026 that *"Southern Water has undertaken a capacity check of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This study indicates that these additional flows may lead to a minor increased risk of impact on the sewer network."*

In view of this the developer should revisit their foul water drainage proposals and modelling to confirm what changes they would need to make to it and what additional infrastructure is needed to be able to mitigate this issue of an increased impact on the sewer network.

4) Bridleway 9HU

It is noted in the Land Registry documents that the client has provided *"An Agreement dated 30 December 1969 made between (1) The Cuckfield Rural District Council and (2) Mollie Freeman and Others contains restrictive covenants."* CRDC was the predecessor to MSDC so it would be helpful if they could clarify what these restrictive covenants were (do they apply to the Bridleway for example) and if they are still in force. This is for the purposes of transparency and to avoid any legal breaches by either the applicant or MSDC.

The applicant does not mention or take into consideration the impact of the development on horse riders using the bridleway. The site sits adjacent to the land of the All England Jumping Course at Hickstead and there are a lot of stables in the area. Therefore their needs should be taken into consideration as well as that of pedestrians and cyclists when it comes to the use of bridleway. The applicant should detail how their development will affect their safety.

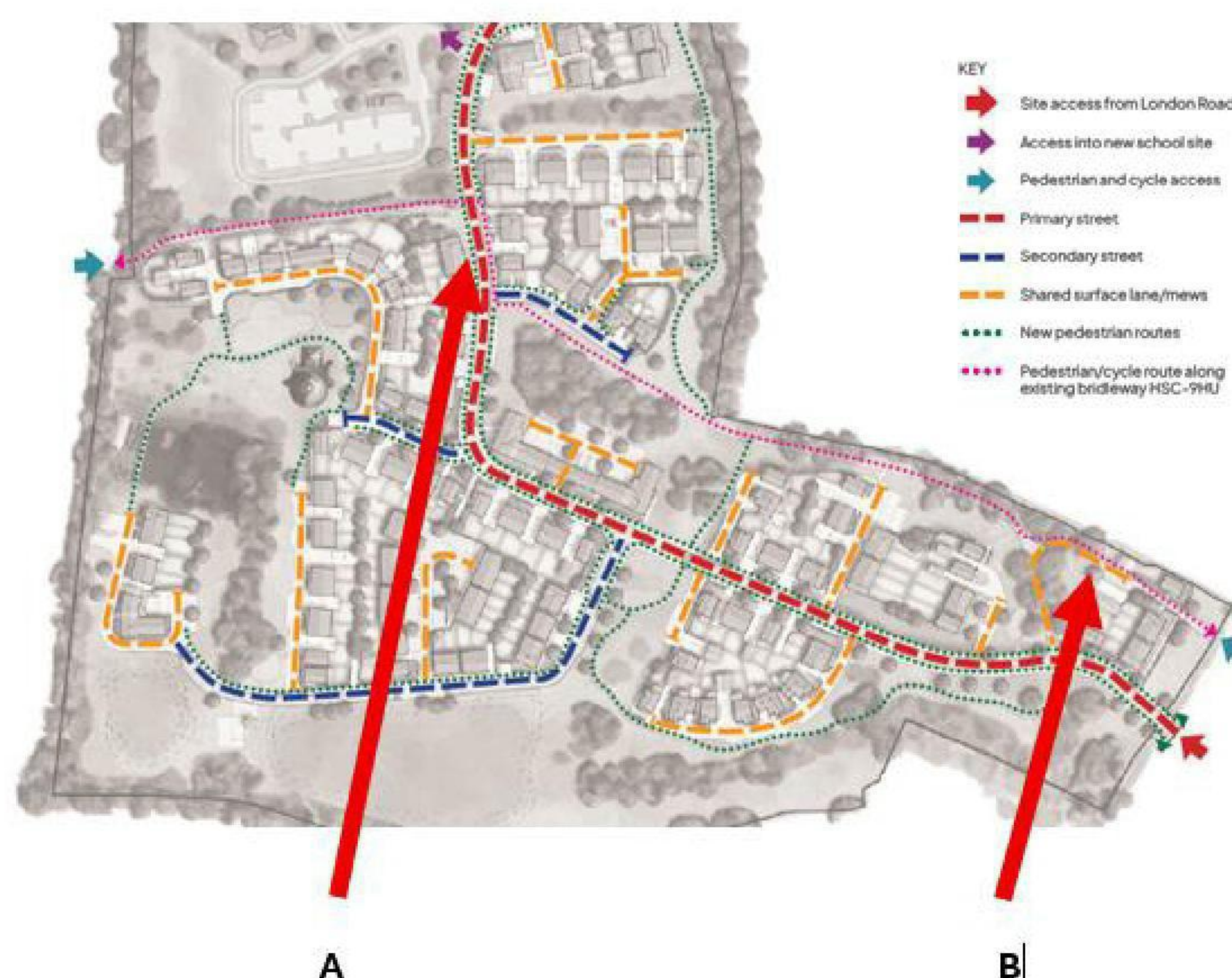
It is assumed that the speed bumps which currently lie along the bridleway will be removed as vehicle access will no longer be allowed along it. This would produce a flat surface which would be safer for pedestrians, cyclists and horse riders.

It is unclear from the applicant's submission if they intend to demolish the bungalow and Kingsland Lodge along the eastern B2118 boundary, and replace them with new housing. If they are to do so then they should also remove the current shared use of the bridleway by vehicles westwards from its point where it meets the B2118 for the whole of it onsite use. A separate new vehicle access should be provided for any replacement houses that are built in this area.



Photographs of eastern end of the bridleway that should also cease to be shared use with vehicles by any replacement housing

The applicant should also seek to have a direct crossing point across the spine road in the centre of the site and not the staggered junction currently showing on the plan.



- A - is the staggered crossing of the bridleway which should be a direct crossing for the safety of users**
- B - is the shared bridleway surface which should have its vehicle access removed for the safety of users**

Both of these would help to meet NPPF requirement 117a and 117c and minimise the scope for conflicts between pedestrians, cyclists and vehicles.

5) Parking

Using the parking provision numbers under WSCC Parking Standards – Zone 1 – Mid Sussex District Council, the applicant in their Transport statement point 5.4.5 has advised that the development proposes a total of 430 vehicle parking spaces, of which 48 will comprise visitor bays.

Any efforts to reduce parking provision on site would have very little impact on reducing the use of private cars due to the distance of the site from essential infrastructure. This would include any new infrastructure to be provided by a new site south of Reeds Lane which would be more than a 20 minute one way, 40 minutes return, walk away. There is mention of the 20 minute neighbourhood concept but that refers to facilities being no more than a 10 minute one way, 20 minute return walk from a resident's home so would not be relevant to this site with regards to the potential new infrastructure.

Sayers Common is a rural village with a limited public transport infrastructure and a lack of essential infrastructure. Nearly every household has at least two vehicles. There are a lot of households where self employment also requires work vehicles to be parked at home. The ONS 2021 census figures show that the figures for the number of cars or vans in households in Sayers Common is above the national average.



ONS 2021 census showing that figures for the number of cars or vans in households in Sayers Common is above the national average

When moving to rural Sayers Common from urban areas new residents find that where as they could cope before with only one vehicle, because of access to extensive public transport, they now require at least two. Often each adult in a household requires their own vehicle leading to many households having 3 or more vehicles. Also, because of the rural nature of the local roads and the increased length of journeys, a larger car is needed so a lot of the vehicles in the village are large including SUVs. This frequently means that houses do not have enough off road parking spaces and so there is quite a lot of on road parking in Sayers Common, as can be presently seen in Reeds Lane, Berrylands and Sayers Meadow. Residents

end up using visitor parking spaces for the overflow which then means that there is then no parking spaces left for visitors and so they then naturally park on the roadways. The reality of this situation needs to be taken into account by the applicant and WSCC/MSDC when considering the number of parking spaces required.

Other factors also need to be considered. Firstly, Bridleway 9HU, which runs through the site, is given as the starting point for walks in many publications. At the moment walkers park on the road by Sayers Common church on the other side of the B2118. With the building of this new development they would most likely park instead on its roadways to give them easier access to their walks. This would increase the parking in the development.

In addition the site sits next door to a field used by the All England Jumping Course at Hickstead for their major events that can take place on weekdays as well as weekends. They can charge up to £15.00 to £20.00 a day for parking. To avoid this visitors often look to park on road in the village. The roads in this new development, right next door to the Course, would therefore be very attractive to them for parking instead. This therefore also needs to be taken into account and mitigated when considering parking spaces.



Photograph of the B2118 access into the next door field to the site which is used for car parking for Hickstead events. To the left of it is the entrance to the bridleway which runs through the site

Parking for the repurposed Chapel being made into a community building also needs to be factored into the number of parking spaces.

All of the above points need to be taken into account if the sites's parking proposals are to meet NPPF points 112 & 113.

6) Biodiversity

It is noted that the applicant advises that they they are not able to meet the necessary required 10% increase in biodiversity from their site on its own but would need to purchase biodiversity credits from elsewhere. This is surprising considering that this is a large greenfield site. The over density of housing on the site would be one cause of this as land and trees which could have potentially provided an increase in biodiversity are instead being built on or chopped down.

One particular area is the south west corner of the site where the applicant wishes to build a group of houses completely detached from the rest of the houses in the development, and in middle of what would otherwise have been an open area.



Diagram showing the proposed group of houses in the south west corner of the site, detached from the rest of the site and in the middle of a large open greenfield area.

It would be a much better use of the land in this part of the site if these houses were to be removed and the land used instead to increase the site's biodiversity. It would also mean less mature trees would have to be removed.

There is also a chance missed to increase the biodiversity along the bridleway. It has already been mentioned that fully removing vehicle access from it would benefit its users but this would also help to increase biodiversity as well.

The biodiversity potentials of it can be seen along its existing northern boundary in the section between Kingsland Lodge in the east and westerly to where it meets the existing boundary wall of the school. That verge is a combination of mature trees, wild flowers and grasses, a watercourse and a native hedgerow.



Photographs taken in April 2025 of northern side of the bridleway at its western end.



These show the range of biodiversity that could also be repeated on the southern side of the bridleway to give a wildlife corridor and enhance the rural nature of the site.

Replicating this type of verge on the south side of the bridleway instead of just the panel fencing currently proposed would increase its biodiversity. Also continuing this through the whole length of the bridleway through the site would also provide a wildlife corridor through the site which recognises and enhances its rural location.

The applicant should therefore look again at their biodiversity plans to increase onsite biodiversity which could be considerably improved with some thought.

7) Replacement School Buildings and Grounds

The existing 20th Century school buildings were nearly all designed by the renowned architect Michael Blee for the former Priory Of Our Lady Of Good Counsel. His design attempted to avoid straight lines and sharp corners but used curves to soften the buildings so that they fitted into their gentle rural setting and environment. His design was original and award winning.

The proposed architecture of the new school does not do this and the result is therefore an urban box like building which sadly does not fit so well into its rural environment. It lacks the ambition and originality of the existing building which is unfortunate.

It is noted that the proposed car park for the site is for staff and visitors only and will be for less vehicles than the existing site, although the number of pupils will remain the same. It is unclear if this would then lead to on road parking on the roads outside of the school.

It appears that the developer also wishes to put an area of high density housing right by the entrance to the school. This appear to contradict the school's wish to be a tranquil and rural site.

The school will maintain its current level of possible pupils at 100. Each pupil, because of their needs, has their own personal transport to and from the school in the form of taxis or private cars, with very few living in walking distance. This could therefore potentially lead to up to 100 vehicles delivering and collecting the children at the same time each day. Each one is dropped off individually to manage their care needs.

The applicant advises in their School Travel Plan point 3.3.6 that *“The proposed school layout introduces a one-way route around the outside of the car park to be used for vehicles dropping off / collecting pupils, culminating in a drop off point to the south of the school building. The drop off route widens on its approach to the drop off point, to enable vehicles to pass any taxis where the pupil may not yet be ready for collection.”*



Applicant's School Road Layout showing the one way route around the car park that the queuing vehicles will use.

What they do not advise is the number of waiting vehicles that this roadway would actually be able to hold, and if it could accommodate one for each of the possible 100 pupils at the same time. If not, how many vehicles would then spill onto the spine road through the development and what issues and blockages would this cause. The applicant should provide details of these figures and modelling of how it would work in order to evidence that there would be no roadway issues. They should also provide modelling for how such a large number of vehicles arriving and leaving at the same time each day would affect the road access point to the site from the B2118.

8) Existing School Buildings

The Nun's Cemetery

Prior to LVS's occupation this site was the Priory of Our Lady Of Good Counsel. The nuns were extremely popular and well-loved in the village. As per the rules of such an order all nuns who died were buried within the grounds of the Priory. This

includes the grave of Sister Mary Barbara (Barbara Vernon Bailey), who was the original artist creator of the famous and very popular Royal Doulton “Bunnykins” range of china.

Their cemetery, which is consecrated land, lies in the tranquil western part of the site.

The applicant has given no mention of how this cemetery is to be maintained and protected and this information should be provided by them.

It is noted in the Land Registry entry provided by the applicant Section C Charges Register point 3 that

A Transfer of the land in this title dated 15 May 2008 made between (1) The Incorporated Trustees Of The Canonesses Regular Of Saint Augustine Of The Priory Of Our Lady Good Counsel and (2) The Society Of Licensed Victuallers contains restrictive covenants.

It is not explained what these restrictive covenants are or if they relate to the cemetery. Clarification should be provided by the applicant in this matter for transparency and to avoid any legal breaches by either the applicant or MSDC.



Left photograph of the Nun's Cemetery. Right plan showing the proposed houses to be built next door to the cemetery resting place of the nuns which is numbered 14 on the plan.

It is also noted that the applicant has indicated in their site plan that they wish to build a small group of houses in the south western part of the site detached from the rest of the development. It is noted that these houses would sit right besides the southern boundary of the cemetery, and thus would upset the peaceful rural tranquillity of the resting place of the nuns. This is something that I do strongly object to as there should be no housing built that close to it damaging its setting. This block of housing should be removed.

Chapel Buildings

The buildings of the former Priory Of Our Lady Of Good Counsel were designed by the renowned architect Michael Blee and the Priory Complex as a whole was awarded a commendation in the RIBA Journal South East Awards of 1980. The buildings also received a Civic Trust Award.

The applicant advises in their Built Heritage Statement point 1.10 that “*Commentary was received from the Mid Sussex District Council Conservation Officer regarding the proposed development of the Site in November 2025.*”

They then state in point 1.11 of the same report that “*In summary, the Conservation Officer set out the following: The 1970s Priory buildings within the Site were deemed to represent non-designated heritage assets in the terms of the NPPF. The surviving ‘rural setting’ of the 1970s Priory buildings was considered to contribute positively to their significance*”

The applicant advises in point 8.21 of the same report that “*The Chapel is to be retained and would be utilised to serve Class F uses. The extent of built form retained includes the projecting connecting corridor to the north and the Bless Sacrament Chapel, thus preserving the design intent resulting from alignment and form of all spaces, including circulation spaces adjacent to the principal space.*”

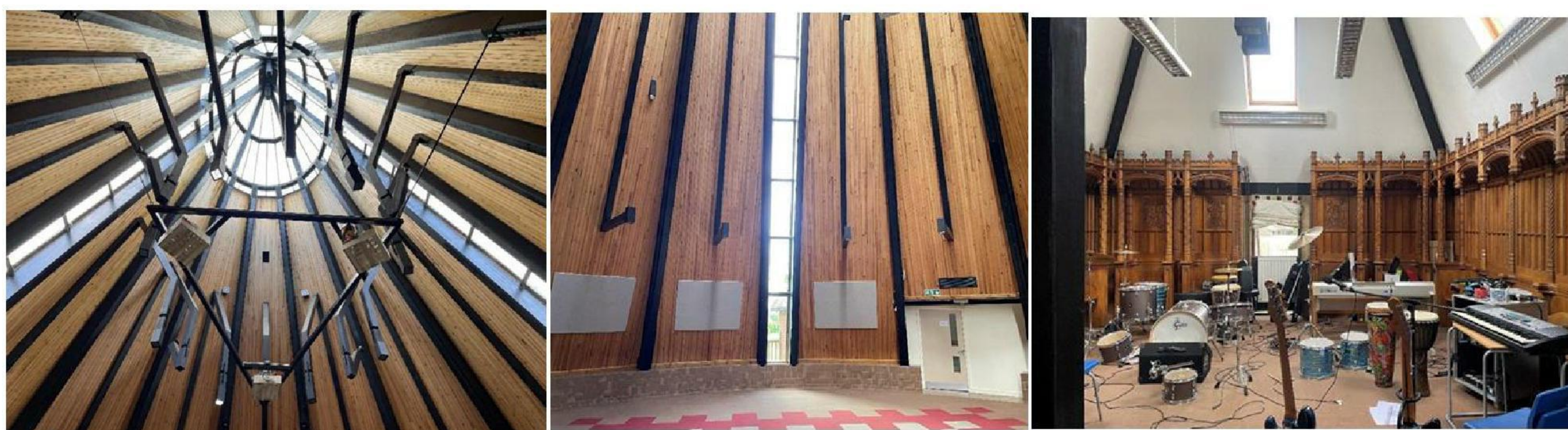
If the Chapel buildings are to be retained as a community centre of some kind, then in order for it to be viable in any way they would need to have a power supply, toilets, kitchen, parking, footpath access and a small open area outside of them. The

applicant has not given any indication that they would provide or fund any of these facilities but without them they would be setting the building up to fail as a community building. Providing such facilities should be part of the planning conditions and funding provided by a S106 agreement.

The applicant acknowledges that some changes need to be made to the building in point 8.22 of the same report they advise that. *“No physical changes are proposed to the exterior or interior of the building under the current application. It is acknowledged that future changes are likely be required in order to serve the proposed use class; however, such changes would be subject to future application, as required. In this context, as the former Chapel is not statutorily Listed there are no heritage related planning restrictions on works to the interior of the building. Thus, changes to the interior can be made without the need for planning permission”*

However the wooden panelling and internal metal structure of the interior of the Chapel is shown in their Built Heritage Statement to be just as important feature of the identity of this non designated historical asset as the outside fabric of it. Consideration should therefore be given to this and advice sought from the MSDC Conservation Officer before any changes are made to its interior. This could also be obtained by MSDC with a planning condition.

In addition, the interior of the ‘Bless Sacrament Chapel’ is lined with carved monastic stalls that come from the 19th century chapter room of the grade II listed former Priory of Our Lady of Good Counsel in Franklynn Road, Haywards Heath. The interior of that particular building has been completely gutted so these stalls are the only surviving interior features left from it and are therefore a historic asset. As such they should not be destroyed, and if they are to be removed by the applicant, they should be preserved intact and a new safe location found for them, either public or private.



Photographs left and centre show the wood panelling inside the Chapel. Right shows the Nun’s Stalls which come from their Grade II former Priory in Haywards Heath.

Throughout all of the former school buildings there are original architectural features such as doors and beams etc which are worth preserving. Any demolition of the former school should therefore use soft demolition methods and as much original material as possible should be reclaimed and recycled to be given a new use elsewhere. This is for both historic and environmental carbon reduction reasons.

Conclusions

The above are some points and issues which I would request that both the applicant and MSDC Case Officer would give some consideration and thought to in order to meet the principle of NPPF Point 131 which is *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.”*

I would be grateful if the case officer would make relevant consultation parties aware of the specific points raised so that they can also take them into consideration in their responses.

1 Kingsland Cottages, Reeds Lane, Sayers Common, Hassocks BN6 9JG