

Stuart Malcolm

From: planninginfo@midsussex.gov.uk
Sent: 18 February 2026 13:28
To: Stuart Malcolm
Subject: Mid Sussex DC - Online Register - Comments for Planning Application DM/26/0238

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 18/02/2026 1:28 PM.

Application Summary

Address:	LVS Hassocks London Road Sayers Common Hassocks West Sussex BN6 9HT
Proposal:	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
Case Officer:	Stuart Malcolm

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Customer Details

Address:	The Vicarage Cottage Mill Lane Sayers Common
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	I recognise that this proposal includes investment in local facilities, including the proposed SEN school and the retention of The Chapel, which I welcome. I nevertheless have significant concerns regarding the realism of the transport assumptions underpinning this application: 1)Buses There is currently only one bus to and from Downlands Community School. There is no viable later return service; therefore children staying for extracurricular activities must be collected by

car.

This already generates additional vehicle movements. In practice, car dependency is built into the daily functioning of local families. Without guaranteed, long-term improvements to bus frequency (including post-school services), modal shift assumptions appear unrealistic.

I am aware that a through school is "proposed" as part of a larger development in the area, but previous strategic allocations locally have seen school delivery delayed or altered, resulting in bulge classes in existing schools. It is therefore difficult to treat future provision as guaranteed mitigation at this stage.

2)Proposed Cycling Routes

To Hassocks: Albourne Road is narrow, with many parked vehicles, adjoining junctions and limited passing space.

To Burgess Hill: Going via Langton Lane onto Mill Lane means cyclists emerging onto the 60mph Cuckfield road.

I cannot reasonably envisage children safely cycling either of these routes daily, particularly in winter conditions or during peak traffic times.

3)20-Minute Neighbourhood

Sayers Common currently has minimal services. Most daily needs, including secondary schools, sports facilities, rail stations and larger retail, require travel to Hassocks or Burgess Hill. Without safe, direct and fully deliverable active travel infrastructure, secured prior to occupation, the development risks increasing private car reliance rather than reducing it.

4)The "Mobility Hub"

The proposed "satellite mobility hub" (EV car club / bike hire) appears modest in scale relative to the size of the development and the wider cumulative growth planned in this area. While welcome in principle, it is unlikely to materially offset the level of car use that will arise from the site.

I respectfully request that the Council gives careful consideration to whether the transport mitigation proposed is sufficient and deliverable in practice, particularly given the cumulative scale of growth planned for this area.

Kind regards