

Land South of Green Road, Wivelsfield Green

Summary Proof of Evidence – Ian Dimbylow

Planning Appeal Ref: 6005671

Planning Application Number: LW/24/0820

Client: Taylor Wimpey UK Ltd

i-Transport Ref: ID/dc/ITL220064-002

Date: 27 May 2026

Quality Management

Report No.	Comments	Date	Author	Authorised
ITL220064	Exchange	27 May 2026	Ian Dimbylow	Ian Dimbylow

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SECTION 1 Summary

- 1.1 This document provides a Summary of the Proof of Evidence prepared by Ian Dimbylow (Director, i Transport) on behalf of Taylor Wimpey UK Ltd to support a planning appeal for an outline application for up to 150 dwellings on land south of Green Road, Wivelsfield Green. My evidence for this appeal has been prepared and is given in accordance with the guidance of my professional institutions, and I confirm that the opinions expressed are my true and professional opinions
- 1.2 The scope and structure of my evidence primarily address locational sustainability in response to that element set out in the Lewes District Council's Statement of Case. I note that following the preparation of the bulk of my evidence, on 26 May 2026 the Council confirmed that the reason for refusal on sustainable location is no longer pursued. My evidence also covers highway access, safety, transport impacts, mitigation, and responses to third party objections. I reference the submitted Transport Assessment and Travel Plan, subsequent technical notes and amended plans.
- 1.3 On locational sustainability, I assess walking, cycling and public transport accessibility. I identify that key village facilities (including the shop/post office, primary school, village hall, pub, recreation ground and bus stops) are generally within reasonable walking distances, and that cycling extends access to wider destinations including rail stations. I describe local footway conditions and set out how the development can enhance walking and cycling connectivity. I consider bus and rail services, including the Village Rider routes and rail links from Wivelsfield Station, and I describe ESCC's Flexibus demand-responsive service as an additional option.
- 1.4 I also have used the DfT Connectivity Tool (released Oct 2025) to explain that the site scores relatively highly within Lewes District, supporting my view that it is comparatively well connected. I conclude the site offers a genuine choice of sustainable modes, while recognising that car use remains an option in rural areas. I note that EVs and car sharing as considered "sustainable transport" in NPPF terms as set out in the framework's glossary.
- 1.5 On access proposals, I explain why vehicular access from Eastern Road was discounted, and I set out the preferred strategy with a vehicular access from Green Road, with pedestrian/cycle links to Green Road and Eastern Road, plus new/adjusted footway provision on Eastern Road. I reference the Stage 1 Road Safety Audit and explain how issues were addressed

- 1.6 On traffic impact and mitigation, I summarise the work set out in the Transport Assessment including the agreed trip generation/distribution, junction surveys and modelling including growth and committed developments. I restate the Transport Assessment's conclusion that the assessment shows no "severe" impact.
- 1.7 Finally, I compile and respond to third party and Parish Council objections on matters such as bus reliability, PROW impacts, footway widths, design detail, right turn lane requests, modelling assumptions, cumulative impacts, parking and safety.
- 1.8 I note that East Sussex County Council (ESCC), as Highway Authority, ultimately confirmed no highway objection, subject to planning conditions and Section 106 mitigation.
- 1.9 I conclude that the site is sustainable in transport terms and that there are no reasons to dismiss the appeal on transport or highways grounds.

