

Land South of Green Road, Wivelsfield Green

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/ITL220064-001

Date: 27 May 2026

Quality Management

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SECTION 1 Qualifications and Experience

- 1.1 My name is Ian Dimbylow, and I am a Director of i -Transport, a transport planning consultancy based in the UK.
- 1.2 I have a Master of Engineering Degree with Honours in Civil Engineering Design and Management. I am a Chartered Engineer. I am a Member of the Institution Civil Engineers (ICE) and the Chartered Institution of Highways and Transportation (CIHT).
- 1.3 I have been actively involved in providing highway and transportation advice relating to the development planning process since 2002 for a wide variety of clients in both the public and private sectors. My experience ranges from initial accessibility studies and concept design to traffic impact analysis. I have also prepared the detailed design of highway schemes for technical approval and undertaken site supervision of construction work.
- 1.4 I have provided expert witness advice for a number of planning appeals. The projects I have worked on have been located throughout the UK and have included residential developments, mixed use urban extensions, government facilities, commercial developments, transport infrastructure and public realm.
- 1.5 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.
- 1.6 I am fully familiar with the appeal proposal and the surrounding area.
- 1.7 The Transport Assessment (TA) for the planning application was prepared by RPS (now Tetra Tech) within the team that I previously led at their London Office. I am now employed by i -Transport as a Director but I continue to be instructed by Taylor Wimpey UK Ltd in relation to the appeal site.
- 1.8 On 26 May 2026, as I was finalising this evidence, a letter was received from Lewes District Council confirming that locational sustainability was no longer being pursued as a reason for refusal. My evidence was effectively settled before the receipt of this confirmation, and the evidence is submitted on this basis.

SECTION 2 Scope and Structure of Evidence

2.1 My evidence is given on behalf of Taylor Wimpey UK Ltd. It relates to the planning appeal for:

“Outline planning application for the erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space, land for education or community use, with access from Green Road and Eastern Road.”

Background

2.2 As part of the application a Transport Assessment (TA) [Core Document reference CD1.10] and Travel Plan (TP) [CD1.11] were submitted dated 16 December 2024. These documents were both prepared under my supervision.

2.3 The TA and TP were developed following pre-application scoping discussions with East Sussex County Council (ESCC) (Highway Authority) at a meeting held of 25 July 2024. ESCC provide their formal pre-app response in a letter dated the 16 October 2024 [CD16.1]. The TA and TP were prepared in accordance with the ESCC scoping advice.

2.4 Post application engagement with ESCC raised a number of matters which were addressed in a series of technical notes and amended plans, submitted as follows:

- A Technical Note was prepared by Tetra Tech Consulting Limited to respond to the ESCC comments dated the 27 March 2025 [CD2.1]
- Cumulative Development Traffic Impact Sensitivity Assessment (Transport Note dated the 11 August 2025) [CD16.2].
- Additional amended plan No: 794-PLN-TRP-00048-DR-006C – Proposed Eastern Road Footway (submitted to ESCC 20 June 2025 [CD2.23]
- 794-PLN-TRP-00048-DR-004C – Proposed Green Road Access (submitted to ESCC 19 June 2025 [CD2.24]

2.5 ESCC provided a final response dated the 16 December 2025 [CD3.27] confirming that the applicant has addressed all outstanding matters previously raises and confirming a recommendation of no highway objection, subject to the impositions of conditions and Section 106 mitigation measures.

2.6 A Statement of Common Ground (SoCG) has been agreed with ESCC in relation to highways and transport matters and has been submitted to the Inquiry as core document CD6.3.

- 2.7 The planning application was not determined by Lewes District Council, prompting an appeal for non-determination. The statement of case from the council confirms that the key matters are:
- Development outside settlement boundary
 - Locational sustainability
 - Landscape
 - Planning policy compliance
- 2.8 On 26 May 2026, as I was finalising this evidence, a letter was received from Lewes District Council confirming that locational sustainability was no longer being pursued as a reason for refusal. However my evidence was effectively completed at this point and is submitted to assist the inquiry in respect to third-party and parish representations.
- 2.9 In addition to locational sustainability, my evidence also covers general highway, access and safety matters. These cover subjects raised by other representations made to the council in relation to the application and subsequent appeal.
- 2.10 Section 3 of my evidence provides information on the locational sustainability of the appeal site.
- 2.11 Section 4 sets out the appeal proposals in relation to access, safety and the assessment of impacts.
- 2.12 Section 5 summarises the assessment of transport impacts of the development and the proposed off-site mitigation measures.
- 2.13 Section 6 reviews third party objections on highways and transport matters to both the application and appeal and provides my response to them.
- 2.14 At Section 7 I provide my conclusion, which also acts as a summary of my evidence.

SECTION 3 Locational Sustainability

Introduction

3.1 National Planning Policy Framework [CD8.1] paragraphs 110 and 115 are relevant to locational sustainability. I consider the key elements in relation to the appeal site to be:

- Whether the site limits the need to travel and offers a genuine choice of transport modes;
- The available transport solutions, recognising the difference between urban and rural areas;
- Whether sustainable modes are prioritised;
- Is safe and suitable access available; and
- If impacts can be suitably mitigated.

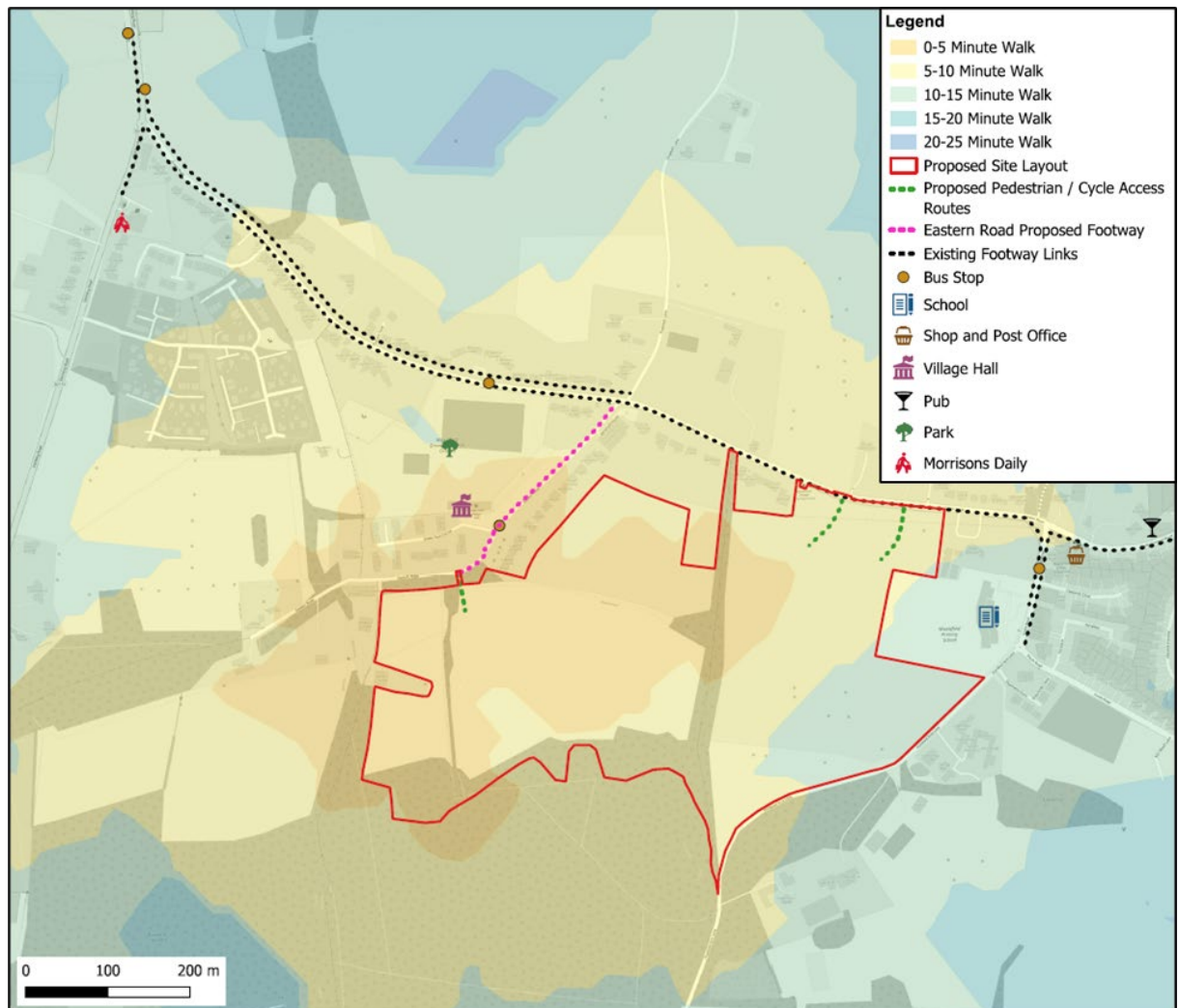
3.2 This section of my evidence addresses the aspects of paragraphs 110 and 115 of the framework to understand how the appeal site complies. It contains extracts from the Transport Assessment, updated where necessary given the passage of time since preparation. It also sets out the use of the Department for Transport's recently issued Connectivity Tool.

Walking Accessibility

3.3 This section considers the site's accessibility on foot and examines the facilities and connections in the local area. It also evaluates the available footways and crossing facilities in the area, as well as potential interventions that could be implemented by the development.

3.4 Figure 3.1 demonstrates the walking time from the site within the local area, up to a maximum distance of 2km from the centre of the site. This figure is an updated version of one presented in the Transport Assessment [CD1.10, Figure 3.1]. The figure has been updated to include the proposed improvements on Eastern Road for clarity.

Figure 3.1: Pedestrian Isochrones and Local Facilities



3.5 Manual for Streets (MfS) identifies the following on walkable neighbourhoods (Para 4.4.1):

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 (now superseded by NPPF) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

3.6 Table 3.1 below identifies the walking distance and time to local facilities measured from the centre of the site. Walking distances and times have been obtained from online mapping which takes into consideration local topography. I have reviewed these figures and they are slightly different from the TA in some instances.

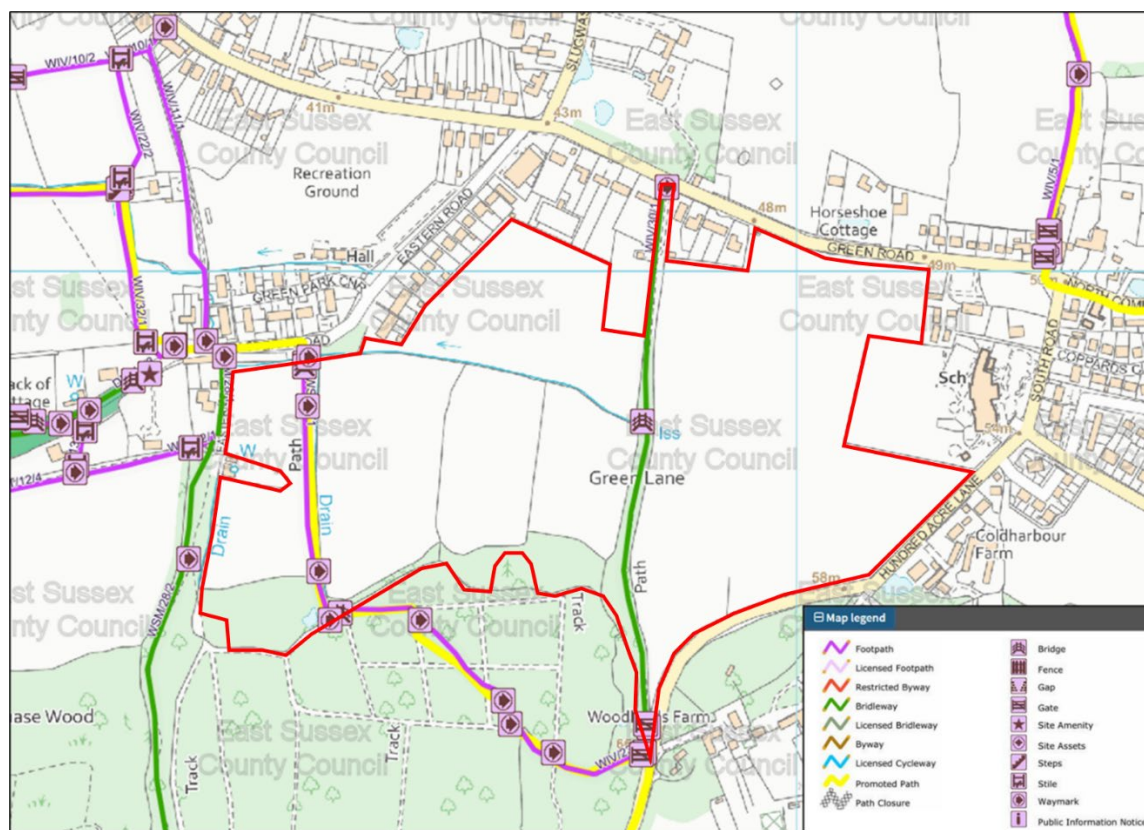
Table 3 1: Walking Distances to Local Facilities

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes)
		Walking
Educational Facilities		
Wivelsfield Primary School	650m	9
Local Facilities		
Wivelsfield Green Post Office/ Londis Store	600m	8
The Cock Inn Pub	700m	10
Wivelsfield Village Hall	300m	4
The Church of Jesus Christ of Latter-day Saints	1.2km	16
Morrison’s Daily	1.3km	18
Recreational Facilities		
Wivelsfield Recreational Ground	300m	4
Public Transport		
Green Road Bus Stops	650m	9
South Road Bus Stops	600m	8
Ote Hall Bus Stops	1.3km	18

- 3.7 The existing bus routes accessible on Green Road and South Road are both within an 8-9-minute walk of the site.
- 3.8 There are also two bus stops located approximately 1.3km from the site along the B2112, located just north of the B2112 / Green Road / Ditchling Road mini roundabout. Although outside of the typical catchment of 800m used to assess whether bus stops are accessible from a site, ESCC have confirmed that future residents, particularly commuters, may benefit from the services provided from these two stops. Additional details on these services are provided in the 'Public Transport' found further along in this Section.
- 3.9 The local facilities in Wivelsfield Green include a convenience store, post office, pub, and primary school. The local facilities in the village are circa 10-minute's walk away from the site centre.
- 3.10 Green Road, along the site's northern boundary, has a pedestrian footway on the south side of the road which extends to Charters Gateway to the east and to the B2112 to the west, providing access to a range of local facilities including the convenience store and primary school.

- 3.11 The Green Road southern footway connects to the footway provision on South Road that provides access to Wivelsfield Primary School. Footways are provided on both sides of South Road until the school, and a zebra crossing provides access to the eastern footway to the south of the school. Hundred Acre Lane to the east of the site does not have any footway provision.
- 3.12 Eastern Road to the west of the site is not provided with any footway until the junction with Green Road. Eastern Road is lightly trafficked and currently operates as a shared surface for vehicles, pedestrians, and cycles.
- 3.13 The existing footway facilities on the local roads that will connect to the development site are considered appropriate to accommodate pedestrian movements. Overall, the existing walking accessibility of the site is deemed to be good, with some day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for primary education trips, walking will be the logical choice. The development will also provide an internal pedestrian and cycle connection to Green Road to the east of the vehicle access to provide the most direct route to the primary school. In addition, the site location provides walking connections to local bus services.
- 3.14 Proposed improvements to walking routes are set out in Section 5 of this Proof of Evidence.
- 3.15 The Public Rights of Way (PROW) in the vicinity of the site are shown in Figure 3.2.

Figure 3.2: Existing PRow Plan



- 3.16 Bridleway Wivelsfield 30 runs through the centre of the site. This connects Green Road and Hundred Acre Lane.
- 3.17 The site also includes Footpath Westmeston 1 which runs through the western parcel of the site, connecting Eastern Road and Hundred Acre Lane
- 3.18 The site is also within walking distance of the following existing PRowWs:
- Footpath Wivelsfield 5 – connecting Green Road to the northeast of the site to Footpath Wivelsfield 26 to the north.
 - Footpath Wivelsfield 11 – connecting Eastern Road to the south to Footpath Wivelsfield 10 to the north.
 - Footpath Wivelsfield 32 – connecting Eastern Road to the south to Footpath Wivelsfield 22 to the north.
 - Footpath Wivelsfield 9 – connecting Bridleway Ditchling 10 to the east to Footpath Wivelsfield 34 to the west.
 - Bridleway Ditchling 10 – connecting Eastern Road to Bridleway Ditchling 69 to the west.

- Footpath Ditchling 12 – connecting Bridleway Westmeston 28 to Bridleway Ditchling 11 to the west.
- Bridleway Westmeston 28 – connecting Eastern Road to the west of the site to Bridleway Westmeston 3 to the south.

3.19 No amendments to Public Rights of Way through the site are proposed.

3.20 Overall, the walking accessibility of the site is deemed to be good, with day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. In addition, the site location provides walking connections to local bus services.

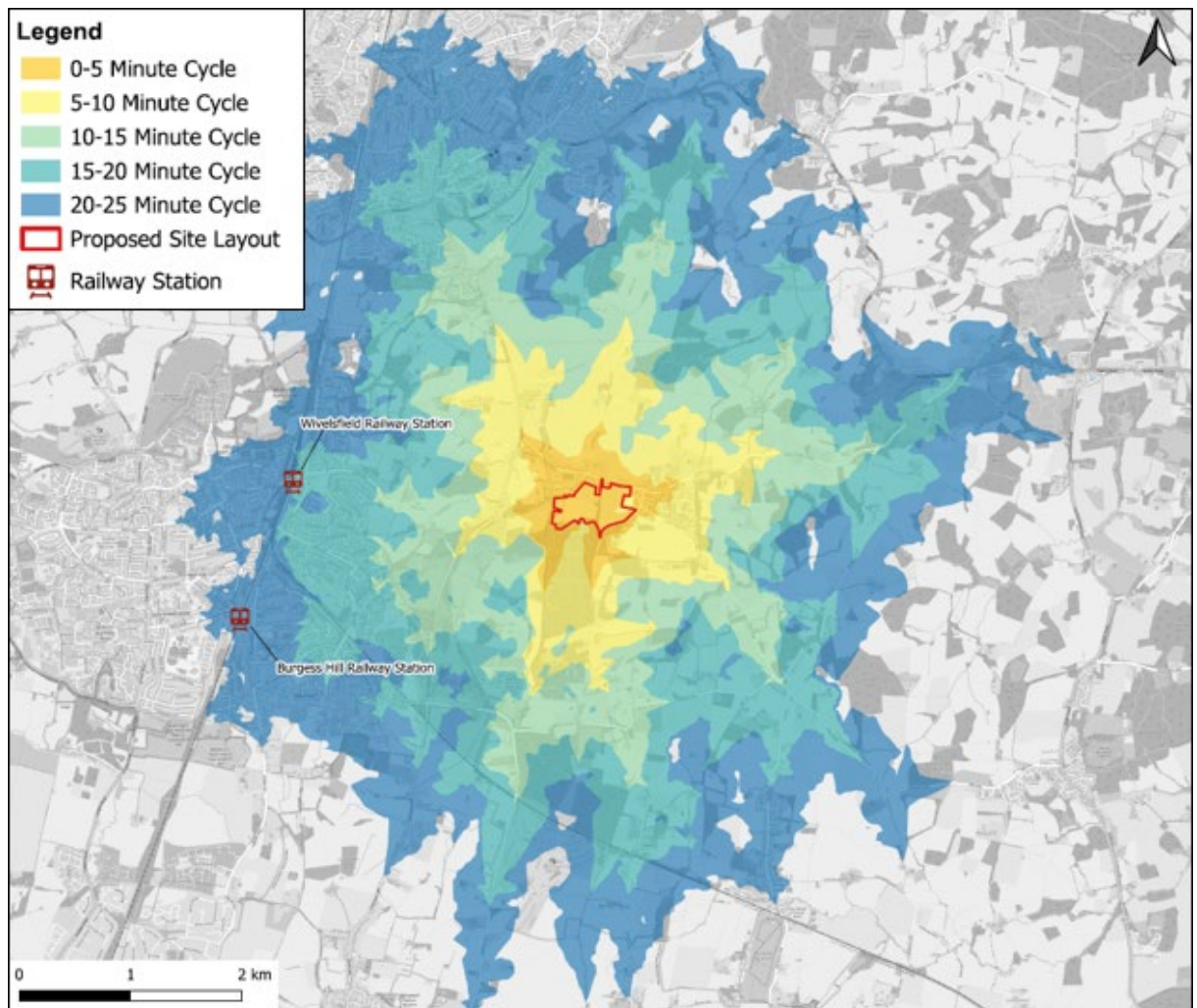
3.21 A number of potential interventions have been identified that will enhance the walking facilities in the area which will support pedestrian movements.

Cycle Accessibility

3.22 This section considers the site's accessibility by cycle and looks at facilities and connections in the local area. I have experienced the roads within Wivelsfield on a bicycle.

3.23 Figure 3.3 demonstrates the cycling time from the site within the local area, based on an average cycling speed of 200 metres per minute (12kph), up to a maximum distance of 5km from the centre of the site.

Figure 3.3: Cycling Isochrones



3.24 Table 3.2 identifies the cycling distance and time to local facilities measured from the centre of the site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 3 2: Cycling Distances to Local Facilities

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes) Cycling
Educational Facilities		
Wivelsfield Primary School	540m	2
Chailey Secondary School	5.5km	15
Woodlands Meed College	5.6km	18
Local Facilities		
Wivelsfield Village Hall	180m	<1
Wivelsfield Green Post Office/ Londis Store	600m	2
The Cock Inn Pub	800m	3
The Church of Jesus Christ of Latter-day Saints	1Km	2
Morrison's Daily	1.1Km	3
Recreational Facilities		
Burgess Hill Town Football Club	5km	15
Wivelsfield Park	250m	1
Health		
Hopkins Pharmacy	5km	15
Princess Royal Hospital	4.5km	18
Public Transport		
Wivelsfield Station	4.2km	13

3.25 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 10-minute cycle ride. The local facilities are all within a 5-minute cycle ride of the development site.

3.26 Wivelsfield Station is within a 15-minute cycle ride of the development site via local roads. The local train station is within a reasonable cycle distance from the site, although likely to be accessible only to experienced cyclists. Roads around area are part of identified cycle loops for road cyclists. During my most recent visit to the site I saw a number of cyclists on Green Road.

Existing Public Transport Services

- 3.27 This section considers the existing availability of public transport in the vicinity of the site and reviews connections to local and wider destinations by bus and rail.
- 3.28 Based on the developable area being within the western parcels of the site, the nearest bus stop is on Eastern Road approximately 200 metres from the centre of the site. This bus stop is served by 168 Village Rider which is an off-peak local service which is a prebooked-only service from/to the village hall and not regular service.
- 3.29 On Green Road approximately 560m to the northwest of the centre of the site, there are two bus stops served by four bus services namely bus routes 149, 166, 167 Village Rider and 168 Village Rider. These bus services serve destinations such as Lewes, Haywards Heath, Burgess Hill, Wivelsfield Green and Wivelsfield. The bus stops both have shelters. The nearest secondary school is served by the 149.
- 3.30 Two bus stops are located along the B2112 just north of the B2112 / Green Road / Ditchling Road mini roundabout, providing access to additional bus services. These stops are approximately 1,300m from the site centre, an 18-minute walk. Although outside the typical catchment of used to assess whether a bus stop is accessible from a site, ESCC have confirmed that these two bus stops offer potential to benefit future site residents, particularly commuters, through the availability of two additional bus services that are not accessed from the Green Road bus stops. This is because the frequency and attractiveness of the destinations served by the stops are likely to be attractive despite the longer walk.
- 3.31 Table 3.3 summarises the route and frequencies of the bus services found at the Eastern Road, Green Road, and Ote Hall bus stops.

Table3.3: Bus Routes and Frequencies

Bus Stop(s)	Service	Route	Number of Bus Services				
			Mon-Fri			Sat	Sun
			AM Peak	Off Peak	PM Peak		
Green Road	149	Scaynes Hill - Chailey School	1	1	0	No service	No service
	166	Lewes - Haywards Heath	1	3	1	4	No service
Green Road & Ote Hall	167 Village Rider	Lewes - Burgess Hill	1	0	1	No service	No service
Eastern Road, Green Road, & Ote Hall	168 Village Rider	Burgess Hill - Burgess Hill	0	0	1	No service	No service
Ote Hall	271	Crawley - Kemp Town	2	3	2	5	4
	272	Haywards Heath - Crawley	2	2	2	5	No service

3.32 Full timetables for these services are provided at Appendix A.

3.33 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations. The frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. However, the existing morning and evening frequency is unlikely to make the bus an attractive option for journeys to work. Weekend bus services are only available via the 166, 271 and 272 services.

3.34 Bus service 149 service provides for access to the nearest secondary school.

3.35 The 167 service provides buses towards Wivelsfield Railway Station from the South Road bus stops, providing a nearby option for residents to access train services towards a variety of locations. The journey time from the site to the station takes approximately 15-20 minutes. More detail on train services available at Wivelsfield Railway Station is shown in Table 3.4.

East Sussex County Council's Flexibus Service

- 3.36 Flexibus is East Sussex's Digital Demand Responsive Transport (DDRT) service. This rideshare service complements the conventional bus network. The Flexibus enables residents with limited or no transport to access services such as the GP, hospital, shops, train stations and friends and family. Up to nine people can book for a single trip, subject to availability, up to 7 days in advance. The service operates six days a week (Monday – Saturday) 7am – 7pm (excluding bank holidays).
- 3.37 The DDRT is a similar price to a conventional bus service and single adult fare journeys are capped at £3. Concessionary pass holders can travel for free during off peak times (09:30am – 11:00am). Payment for travel is taken via the app or on board the bus by card or cash.
- 3.38 Booking can be done online, by phone, or through a phone-based app. Once the origin and destination are entered, the system will either recommend appropriate existing public transport services for the journey or allocate a flexibus service where required. The guidance on use states that *'Flexibus services are generally not suitable for regular trips such as school trips or commuting to work and must have a minimum 60 minute gap between them.'*
- 3.39 East Sussex County Council's DDRT covers 90% of East Sussex (1,500k2) including Wivelsfield Green and 50km2 outside the county. The area outside the county allows access to Burgess Hill, Haywards Heath, East Grinstead and Tunbridge Wells. The DDRT area covered within East Sussex is shown in Figure 3.4.
- 3.40 Customers can travel within a 9-mile radius of their pick-up point. For example, Lewes is approximately 9 miles from the site. The available area from the site is shown in Figure 3.5.

Figure 3.4: Overall Flexibus Zone

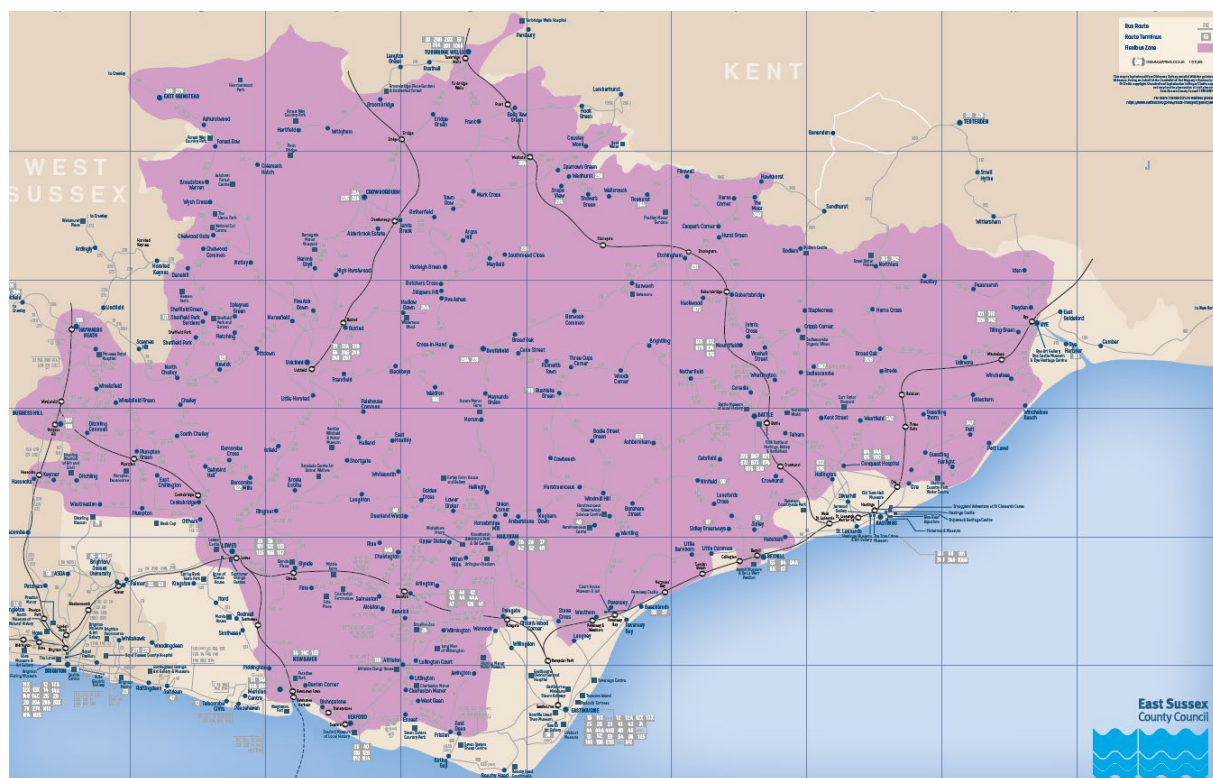
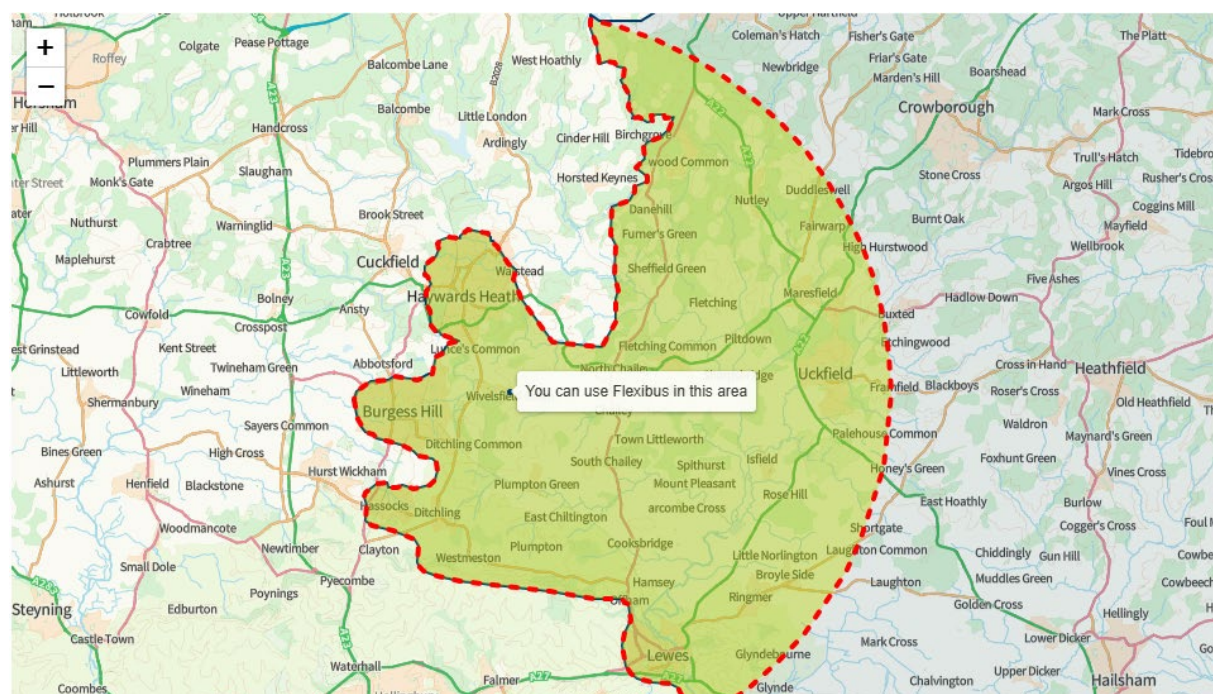


Figure 3.5: Flexibus Area Accessible from Wivelsfield Green



3.41 The Flexibus service provides further journey options supporting sustainable modes of travel.

Rail

- 3.42 The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site. The station is managed by Southern and Thameslink Railway. It provides storage for 10 cycle parking spaces.
- 3.43 Wivelsfield Rail Station provides access to a range of destinations including Brighton, London Victoria, Eastbourne, Bedford, and Ore. This station is served by bus, the bus stops at Worlds End on Valebridge Road), 170m from the station, are served by the 167 Village Rider service.
- 3.44 Table 3.4 provides a summary of the direct rail services operating from Wivelsfield Station.

Table 3 4: Rail Services and Frequencies from Wivelsfield Station

Service	Route	Weekday Frequency (Trains per Hour)	
		AM Peak	PM Peak
Southern	Wivelsfield – London Victoria	2	2
	Wivelsfield – Eastbourne	2	2
	Wivelsfield – Ore	1	1
	Westfield – Hastings	1	1
Thameslink	Wivelsfield – Bedford (via London Bridge)	2	2
	Wivelsfield – Brighton	2	2

- 3.45 Plumpton Station is approximately 5 kilometres to the south of the site and is again managed by Southern Railway. Bus routes 166, 167 Village Rider and 168 Village Rider provide access to the station. Plumpton Rail Station provides access to a range of destinations including London Victoria, Eastbourne, Lewes, and Ore. This Station provides a total of 28 cycle parking spaces and 13 car parking spaces.
- 3.46 In addition to the above, Burgess Hill Station, which is on the same line as Wivelsfield and served by Gatwick Express, is accessible by bus services 167 & 168 Village Rider. This station is approximately 6km to the south-west of the site and has 64 cycle parking spaces, 141 car parking spaces and has step free access to the platforms.
- 3.47 The above local train stations are within a reasonable cycle distance from the site although likely to be accessible only to experienced, confident cyclists.

- 3.48 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations, including Chailey Secondary School via the 149 service. The frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site and accessed by the 167 service.

DfT Connectivity Tool

- 3.49 The Department for Transport released a web-based tool in October 2025 that allows connectivity to be viewed for all of England and Wales. The tool is mentioned in the draft NPPF issued for consultation.

- 3.50 The draft NPPF [CD8.6] at policy TR1 b states:

‘Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence;’

- 3.51 The connectivity tool is also referenced in the April 2026 DfT document ‘Better Connected: A Strategy for Integrated Transport’ to encourage its use within spatial planning.

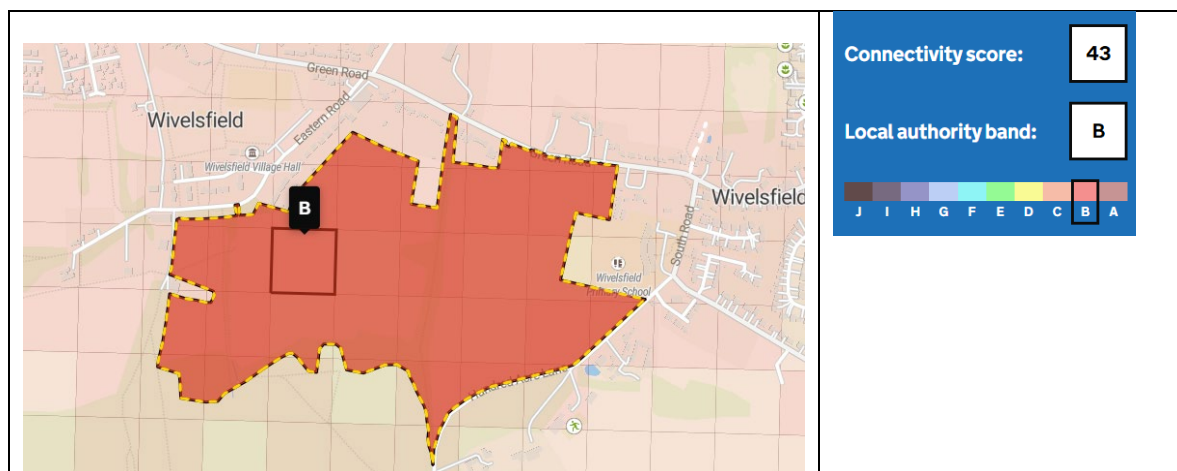
- 3.52 The DfT Connectivity Tool has therefore been used to assess the existing connectivity of the site. The DfT connectivity tool combines transport and land use data to provide a national measure of connectivity for any location in England and Wales. Each location has a connectivity score from 0 to 100, with a location’s connectivity score calculated as a percentage of the highest connectivity score in England and Wales. The lowest score, zero, is for an island in the Scilly Isles, with 100 being located in the City of London.

- 3.53 The connectivity score is based on walking, cycling and public transport. Connectivity by car is also a possible output from the tool, but is excluded from our assessment. All of the scores below are based on the ‘overall’ score, which excludes driving, to represent sustainable modes of transportation. It is a weighted average, with weights determined by number of trips as reported in the National Travel Survey (NTS), and which are approximately 52%/40%/8% public transport, walking, and cycling, respectively.

- 3.54 Guidance on the use of the connectivity tool is provided at <https://connectivity-tool-lite.dft.gov.uk/help/guidance>.

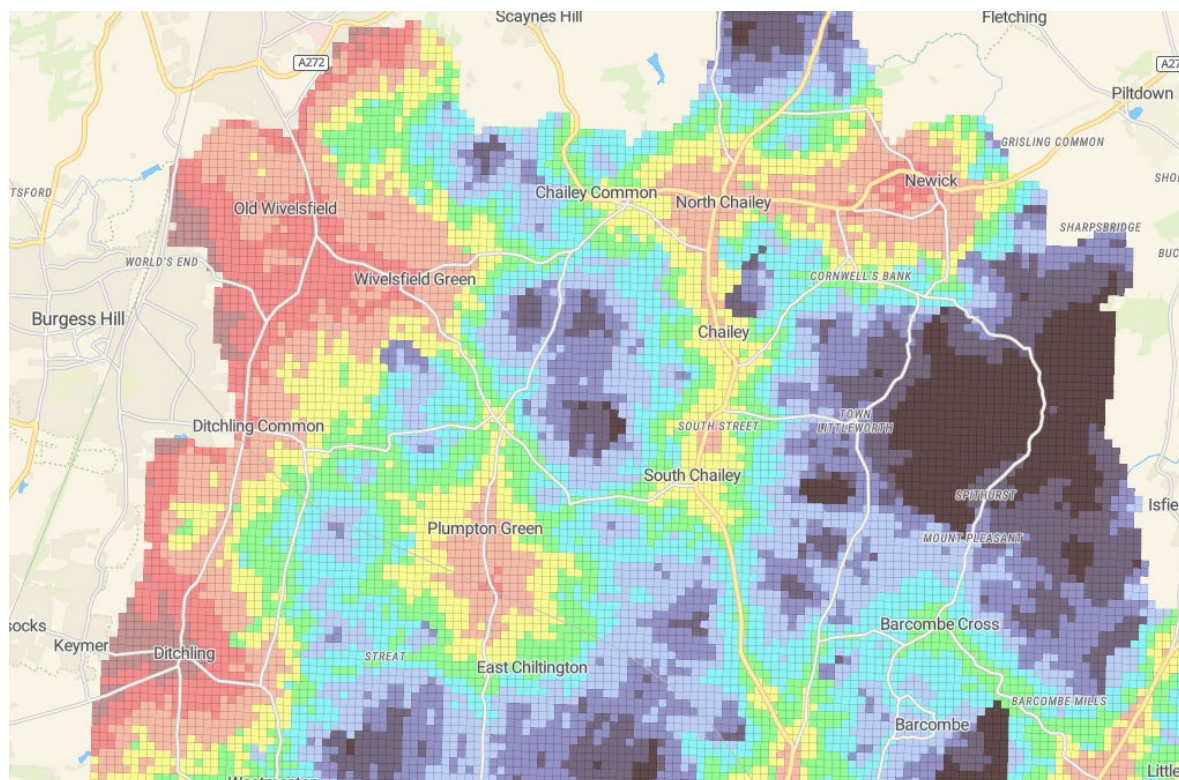
- 3.55 As the 0-100 score represents the whole of the country, the tool also allows comparison within each planning authority in order to localise the score and allow better judgements to be made between sites within an area. The tool allows this to be carried out by selecting the local authority area which is then given a score of A-J where A is the most accessible locations in the local authority area and J is the least accessible. Each grade represents approximately 10% of the local authority area.
- 3.56 For large sites, the guidance suggests that the access points should be used for assessment purposes as there are not existing linkages within a proposed development area.
- 3.57 Figure 3.6 illustrates the site area which has a mean connectivity score of 43 (based on the national assessment) and local authority band B. This is the nearest whole cell to the pedestrian entrance onto Eastern Road. The vehicle access onto Green Road is similarly scored as B. This means that the site is located within the second most accessible tier within Lewes District. Band A areas are all within the larger settlements such as Lewes, Seaford, Newhaven and Peacehaven or are adjacent to large settlements in adjoining authorities such as Falmer, Ditchling and the edges of Burgess Hill and Haywards Heath.

Figure 3.6: Extract from DfT Connectivity Tool – Site



- 3.58 Figure 3.7 provides an extract from the DfT connectivity tool for the wider view of Lewes District to the east and south of Wivelsfield to show the wider context.

Figure 3.7: Extract from DfT Connectivity Tool – Wider Area



- 3.59 The connectivity score local authority band is an illustration that the site is in the top 20% of the district in terms of transport connectivity and is therefore judged, in relative terms, to have good transport sustainability.

Lewes District Council and South Downs National Park – Rural Settlement Study – January 2013 – Version 2 [CD13.2]

- 3.60 The aim of the above study was to seek a greater understanding of the districts' rural settlements. The study sought to identify a rural settlement hierarchy based on the sustainability of each settlement to be considered help identify appropriate levels of growth in the rural settlements. The study provides the following conclusion at paragraph 24.21 in relation to the locational sustainability of the village of Wivelsfield Green:

"24.21 Wivelsfield Green has four key services and is identified as a local service centre. It has adequate services for day to day needs and also is in such close proximity to the large towns of Burgess Hill and Haywards Heath that inevitably there will be a heavy dependence on this town for wider service and employment needs that can be accessed by frequent public transport."

- 3.61 The Lewes District Council study reflects the conclusions of the TA that Wivelsfield Green provides suitable services for day to day-to-day needs, and the public transport provision provides connectivity to the large towns of Burgess Hill and Haywards Heath.

Low and Zero Emission Vehicles

- 3.62 It should be noted that the NPPF [CD8.1 page 79] in its glossary defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.’

- 3.63 This is related to para 110 the framework which states that:

‘opportunities to maximise sustainable transport solutions will vary between urban and rural areas’

- 3.64 It should be recognised that sustainable transport solutions includes ultra-low and zero emissions vehicles as well as car sharing. All of the homes on site will have provision for EV charging as required by the building regulations. The Travel Plan [CD1.11 paragraphs 7.5 and 7.16-18] details and promotes car sharing.

Summary

- 3.65 The locational sustainability review has been undertaken to consider the appeal scheme in relation to the tests within paragraphs 110 and 115 of the NPPF. Below I set out my assessment of how the site complies.
- 3.66 In relation to paragraph 110, the site is well located in relation to the village of Wivelsfield Green with multiple connection points for sustainable modes of transport. The site is within walking and cycle distance of day-to-day facilities such as a shop and a school. The proximity of the site to the local primary school also means that for education trips, walking will be a logical choice. In addition, the site location provides walking connections to local bus services.
- 3.67 Trips to the nearest secondary school are provided by the 149 bus service accessed within walking distance of the site.
- 3.68 The general base level of accessibility is shown on the DfT Connectivity Tool analysis as being in the higher scoring areas in the district.
- 3.69 The NPPF in paragraph 110 accepts that sustainable transport will vary between urban and rural areas. Sustainable transport options are available for some trips with primary and secondary education and local shops representing many day to day movements. However, the private car will still form an important part of the overall transport choices. This does not mean that the site is inherently unsustainable or should not be considered for development. The Glossary to the NPPF notes that EVs and car sharing are also part of sustainable transport opportunities.

3.70 I therefore conclude that the site does offer a genuine choice of sustainable transport modes and will do from the outset. It also has the potential to deliver improvements beyond the current baseline to further enhance accessibility.

3.71 NPPF paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

3.72 As will be explained further in the following sections, pedestrian and cycle connections are prioritised through the separation from the vehicle accesses and providing direct links into existing areas. The proposed footway on Eastern Road will improve pedestrian access to local facilities and bus services for existing and future residents.

b) safe and suitable access to the site can be achieved for all users;

3.73 The access points have been developed in agreement with the highway authority and have been subject to a Stage 1 Road Safety Audit.

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

3.74 While the detail of the streets will be a reserved matter, the illustrative layout has been developed with regard to Manual for Streets.

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

3.75 The traffic impact of the proposed development is set out in Section 7 of the Transport Assessment CD1.10. The junction assessments set out in the Transport Assessment are accepted and the results are agreed with ESCC.

3.76 The analysis undertaken has demonstrated that the proposed development will not have a 'severe' impact on the road network and that the means of access is safe for all road users.

3.77 With this review of paragraphs 110 and 115 of the NPPF, I conclude that the appeal proposals are in accordance with these policies and the site is sustainably located.

SECTION 4 Access Proposals

4.1 In this section of my evidence, I summarise the key elements of the appeal proposals in terms of access by all modes. This section draws heavily on the Transport Assessment [CD1.10, Section 5].

4.2 The proposed access arrangements were considered at scoping stage with ESCC which included consideration of vehicle access onto Eastern Road. Vehicle access onto Eastern Road was discounted for a number of reasons:

- Vehicle impacts on existing shared surface street serving a limited number of dwellings.
- Lack of available width on Eastern Road to be suitable for additional access to 150 homes. Particularly pinch point at northern end within adopted highway boundary
- Need to enhance footway provision as well as road widening on Eastern Road within area affected by significant tree root protection areas
- Need to create vehicle access through root protection areas of significant trees between site and Eastern Road

4.3 The conclusion was reached that an access onto Green Road for vehicles was the most suitable form of access for the site, but with pedestrian / cycle access onto Eastern Road.

Proposed Access Arrangements

Active Travel

4.4 The site is located as an extension to the south of the existing Wivelsfield Green Village. Access to the local facilities will be predominantly to the north, east and west of the site. It is therefore proposed that the site provides pedestrian and cycle connections via Green Road at the northern boundary and Eastern Road at the western boundary. This will provide the most direct route to local facilities within the village.

4.5 The proposed vehicular access with Green Road will accommodate pedestrian and cycle movements. In addition, it is proposed to provide a separate pedestrian and cycle connection to Green Road southern footway via a 3m shared footway / cycleway located to the east of the vehicle access. The shared footway / cycleway will provide the most direct route to access Wivelsfield Primary School located on South Road.

4.6 The shared footway / cycleway is detailed on the vehicle access drawing provided at [CD2.24].

- 4.7 The development will connect to Eastern Road via a 3m shared footway / cycleway-only access at the western site boundary. This access will connect to a new footway on the western side of Eastern Road, where it continues north and connects to Green Road. This will provide site residents with an additional option for movement between the site and greater Wivelsfield area.
- 4.8 ESCC have agreed to a 2m footway on the eastern side of Eastern Road to the south of Green Park Corner from the proposed link into the site and; a footway of 1.2m being provided along the western side of Eastern Road northwards. This restricted width is a reflection of the need to fit within the reduced width of highway boundary on Eastern Road while still providing a safe route that will benefit pedestrians. Manual for Streets [CD16.3 figure 6.8] suggests that 1.2m is sufficient for a pedestrian, a wheelchair user or a parent and child. This is an improvement on the existing situation where all pedestrians are walking in the road.
- 4.9 It is also proposed to provide a 3m pedestrian / cycle link from the site to the edge of carriageway with Eastern Road, where cycles will join the carriageway. ESCC has confirmed that the final positioning of the cycle / pedestrian access routeing can be addressed as part of the detailed design and section 278 agreement post planning.
- 4.10 The active travel improvements on Eastern Road are shown on [CD2.23].

Vehicle Access

- 4.11 It is proposed that the residential development is served via a new priority junction with Green Road at the northern site boundary. The existing vehicular access with Green Road next to the War Memorial will be closed.
- 4.12 The vehicle access arrangement provides a 6m wide access road, and 2m wide footways on both sides of the access to link onto the existing footway network at this location. It is proposed that the junction radii are provided at 10m to accommodate the swept path of a large refuse vehicle.
- 4.13 The visibility at the access accords with the advice contained within the Department for Transport Manual for Streets 2 (MfS2). The visibility splays can be achieved within the site and highway boundary. The visibility splays are shown on the access drawing.
- 4.14 ESCC has assessed the need for a right turn lane based on the number of vehicles turning right into the site access during the peak hours and stated the following:

“The overall number of vehicles in the PM peak hour has been demonstrated as 68 as the worst case of which only 36 were shown to be turning right into the access. This relates to approximately 1 vehicle in 1.6 minutes with no queuing on Green Road and would not in itself justify a right turn lane in this instance given that the visibility requirements for the access are shown to be satisfactorily met.”

- 4.15 ESCC has confirmed that a right turn lane in this instance is not justified at the access. ESCC has also confirmed that the layout of the access is acceptable, subject to detailed design post planning through the section 278 agreement.
- 4.16 I address third party comments on the acceptability of this approach in Section 6 of my evidence.
- 4.17 The design of the access is shown at [CD2.24].

Road Safety Audit

- 4.18 A Stage 1 Road Safety Audit (RSA1) has been undertaken for the proposed highway vehicular and pedestrian / cycle access arrangements. The independent RSA1 was undertaken by Capital Road Safety Limited on 25 November 2024 in accordance with GG119 'Road Safety Audit'. A copy of the RSA1 is included in the Transport Assessment [CD1.10, Appendix 10] together with the designer's response.
- 4.19 The typical format of a Road Safety Audit is that an independent auditor raises potential 'problems' for the designer to consider. The raising of problems and the response of the designer is part of the audit process, it does not indicate a deficiency of the design or a 'failure' of the audit.
- 4.20 The RSA1 raised one problem in relation to the Green Road site access arrangement, one problem associated with the proposed Eastern Road footway improvements, and one problem in relation to the proposed shared-use surface to the east of the site.
- 4.21 The problems raised in the RSA1 have been addressed by the Designers Response appended to the TA. In addition, the design of the access has been discussed with ESCC, and the width of the Green Road access has been increased to 6m, and junction radii has been increased to 10m. The minor alternations to the Green Road access addressed ESCC concerns relating to the swept path of refuse vehicles.
- 4.22 ESCC has confirmed the acceptability of the highway access arrangements and improvements.

Internal Layout & Car Parking

- 4.23 The detail of the layout and other transport considerations such as car and cycle parking will be reserved matters. Given the size of the site, there is no suggestion that the required standards on road design and parking provision cannot be acceptably met within the masterplan when reserved matters designs are prepared.

Vehicle Tracking

- 4.24 Vehicle tracking has been carried out the vehicle access with Green Road for the largest design vehicles (large refuse collection vehicle 11.6m and fire pumping appliance). The tracking shows that the vehicle access can accommodate the largest design vehicles. The drawings are provided in Appendix 1 of the response note March 2025 to ESCC [CD2.1].

Summary

- 4.25 Pedestrian and cycle access points are provided to connect to the key desire line routes into the local area.
- 4.26 The vehicle access is suitable to serve the scale of the development proposals and has been designed to accommodate the largest design vehicles.

SECTION 5 Offsite Assessment and Measures

Trip Generation and Distribution

- 5.1 The approach to trip generation and distribution of trips by all modes of travel is set out in the Transport Assessment [CD1.10, Section 6]. The approach uses data for similar sites in terms of scale and location within the TRICS database, an industry-standard tool for trip generation assessment.
- 5.2 The vehicle trips have been distributed to destinations use the 2011 Census database, which provides details of where residents within Lewes 002 Middle Layer Super Output Area where the site is located.
- 5.3 The approach to trip generation and distribution has been agreed with ESCC. This provides agreed traffic flows for the purpose of traffic assessment.

Trip Assignment

- 5.4 Following the trip distribution process, the vehicle trips have been assigned to the road network using route planning software for the most appropriate route to destinations within the study area.
- 5.5 The resultant trip distribution and assignment was then inputted into traffic flow diagrams as provided at Appendix 12 of the Transport Assessment [CD1.10].

Traffic Impact

- 5.6 Traffic flow data has been obtained for the following junctions agreed with East Sussex County Council highways in the vicinity of the site:
- B2112 / Green Road;
 - Green Road / Eastern Road / Slugwash Lane;
 - Green Road / North Common Road / South Road; and
 - South Road / Hundred Acre Lane / Wivelsfield Primary School Access.
- 5.7 Traffic surveys were undertaken at the above junctions on behalf of RPS by Paul Castle Associates Ltd on Wednesday 19th June 2024. The turning count data was collected in 15-minute intervals for the morning and evening weekday peak periods (07:00-10:00 and 16:00-19:00). In addition, queue length surveys were undertaken at the junctions every 5 minutes during the morning and evening peak hours.

- 5.8 A review of the traffic survey data indicates that the morning and evening peak hours for the local road network are 08:00-09:00 and 17:00-18:00 respectively.
- 5.9 To establish future year traffic flows for the purposes of assessment, traffic growth is added using the TEMPro system. This is a DfT software package which predicts traffic growth down to Ward level using information on expected changes in housing and employment. This results in a circa 4% uplift in traffic flow which is added before the development trips.
- 5.10 As part of the pre-application discussions ESCC requested that the following committed developments were included as part of the assessment:
- LW/24/0178 – Land East of the B2112, Wivelsfield Green West – demolition of a redundant barn and associated infrastructure and the erection of up to 96 residential dwellings (including 40% affordable housing) and associated infrastructure and landscaping on land east of the B2112, Wivelsfield Green West.
 - LW/23/0288 – Land at South Road, Wivelsfield Green – outline planning application to develop land to the south of South Road, Wivelsfield Green to provide up to 45 mixed tenure residential dwellings.
- 5.11 The traffic flows associated with the above committed developments have been added to the traffic flows.
- 5.12 Using the predicted traffic movements, computer models of the key junctions that comprise the study area have been prepared to assess the changes likely to occur as a result of the additional traffic movements generated by the development. These are all set out in Section 7 of the Transport Assessment [CD1.10]. The analysis undertaken has demonstrated that the proposed development will not have a 'severe' impact on the road network and that the means of access is safe for all road users.
- 5.13 In addition, the Cumulative Development Traffic Impact Sensitivity Assessment (Transport Note dated the 11 August 2025) was submitted to ESCC post application to take into account recently proposed developments since the submission of the TA. This was reviewed and accepted by ESCC in the response to the application. The Cumulative Impact Traffic Impact Sensitivity Assessment is provided at [CD16.2].
- 5.14 The geographic scope of assessment and the results of the assessment are agreed with ESCC.

Public Transport Proposals

- 5.15 The ESCC response [CD3.27] provides a request for various contributions to improvements to public transport services and facilities. These are formalised in the s106 agreement.

Pedestrian and Cycle Proposals

- 5.16 As set out in the ESCC response [CD3.27] and above in Section 4, improvements are proposed to Eastern Road as shown on the plan provided as [CD2.23]. These improvements have been developed in consultation with and are agreed by ESCC.

Travel Plan

- 5.17 In order to encourage new residents and new employees of the benefits of travelling to / from the site by more sustainable modes of travel, a site wide Travel Plan has been produced and seeks to reduce single car occupancy and encourage the use of public transport, cycling and walking.
- 5.18 The travel plan will allow each new household to claim a voucher towards sustainable transport.

Planning Conditions and Obligations

- 5.19 ESCC proposed highway planning and transport conditions and obligations are set out in the response of 16 December [CD3.27]. These have been translated into the proposed conditions and s106 obligations.

SECTION 6 Third Party Objections

- 6.1 I have reviewed the third-party representations on Transport and Highways Matters.
- 6.2 The third-party representations have been grouped into highway topics in Table 6.1 below, along with my response to each.
- 6.3 I have addressed the submission to the Inquiry made by Wivelsfield Parish Council separately in Table 6.2.

Table 6 1: Third Party Representations Objections

Subject	Description of Issue	Response
Bus Service funding, and accessibility to key services and rail	Objection that the proposed per-dwelling bus contribution does not guarantee ongoing bus services; local services are historically infrequent/unreliable so funding may only be temporary and fail to prevent car dependency. Objection that the site is poorly located for public transport (rail stations 2.5–4 miles away; buses infrequent or poorly timed), so sustainable travel claims are unrealistic and residents will remain car-dependent.	The proposed development once built out will increase the number of residents in living in Wivelsfield Green village and will help sustain services in the longer term. The bus contribution will help support bus services while the development is built out and residential occupations increase. The contributions from other sites coming forward in the area are pooled by ESCC to ensure that appropriate bus services are available as development progresses. Matters on locational sustainability are addressed in Section 3 of this evidence.
Public Rights of Way	Concern that existing footpaths and Public Rights of Way would be extinguished, diverted, or degraded, reducing traffic-free active travel alternatives and harming recreational/equestrian access.	The existing Public Rights of Way will be retained. The internal development pedestrian and cycle routes will connect to the existing bridleway that runs north / south through the site between Green Road and Hundred Acre Lane.
Footway Widths	Objection that proposed footway widening is illustrative only, pinch points will remain (examples of 1.2m footway cited), resulting in discontinuous, substandard walking routes unsuitable for two-way flows, pushchairs, and mobility aids.	ESCC have agreed to a 2m footway on the eastern side of Eastern Road to the south of Green Park Corner from the proposed link into the site and; a narrower footway of 1.2m being provided along the western side of Eastern Road. The 1.2m footway width has been requested by ESCC to minimise the impact on the highway verge. As set out in section 5 of this evidence, measures and contributions are proposed to enhance pedestrian routes and crossings.

Subject	Description of Issue	Response
	Concern that narrow or absent pavements and lack of safe segregated routes will expose vulnerable users (pushchairs, mobility aids, schoolchildren) to danger on narrow, high-traffic rural roads, especially at school drop-off times.	
Cycle Links	Concern that cycle links are not fully designed or deliverable, and alignment is unresolved.	The provision of the 3m cycle link from the development site to Eastern Road has been agreed with ESCC in principle. However, the final positioning of the 3m cycle link will be addressed as part of the detailed design and section 278 agreement post planning permission. The process of agreeing the design of highway works post planning consent is typical.
Non-Motorised User (NMU) Audit and Safety Audits	Complaint that no NMU audit or completed safety audits have been provided, preventing adequate assessment of pedestrian, cycle and school-route safety and leaving key evidence absent.	The need for a WCHAR was identified as part of the pre-application discussions with ESCC [CD16.1]. The opportunities for non-car modes have been discussed as part pre-application discussions. The Transport Assessment provides a comprehensive review of accessibility by non-car modes at chapter 3 and the opportunities for non-car modes were comprehensively discussed with ESCC. We consider the content of the TA appropriately covers the content needed for the WCHAR and a separate report is not required. A Stage 1 Road Safety Audit (RSA1) has been undertaken for the proposed highway vehicular and pedestrian / cycle access arrangements [CD1.10 Appendix 10]. The RSA1 was undertaken by Capital Road Safety Limited on 25 November 2024 in accordance with GG119 'Road Safety Audit'. ESCC has confirmed the acceptability of the highway access arrangements and the Eastern Road Pedestrian and Cycle Arrangements. [CD6.3]
Wivelsfield Primary School	Concern that no direct pedestrian link from the development to the primary school is proposed, forcing children onto narrow roads; additional dwellings will increase demand on school transport and exacerbate capacity issues.	The applicant contacted Wivelsfield Primary School to discuss the potential for the direct pedestrian connection from the development site to the rear of the school. I understand that Wivelsfield Primary School have confirmed that they do not wish to have multiple entrances to their site due to staffing requirements.

Subject	Description of Issue	Response
		Therefore, footway widening/siding works to the existing footway from the site access along Green Road and South Road have been agreed with ESCC to ensure adequate footway connection from the site to the school on South Road and shop on North Common Road together with appropriate dropped kerbs and tactile paving across South Road junction.
Detailed Design	Concern that key highway elements (final access geometry, footway widths, cycle link alignment, lighting, safety audits) are deferred to detailed design or s278/s38 agreements, leaving outline consent without assurance of safe, deliverable solutions.	ESCC has confirmed the acceptability of the highway access arrangements and improvements detailed in drawing No. 794_PLN-TRP-00048-DR-004C (Green Road Access Arrangements) [CD2.24] and drawing No. 794-PLN-TRP-00048-DR-006C (Eastern Road Pedestrian and Cycle Arrangements)[CD2.23], subject to detailed design though the section 278 agreement. This is the usual process for highway works associated with a planning consent.
Green Road Proposed Vehicle Access Visibility and Geometry	Objection that existing junctions and accesses (Eastern Road, Green Road, proposed site access) suffer poor sightlines and restrictive geometry, increasing the risk of collisions as traffic volumes rise. Concern that access geometry is inadequate for refuse, recycling, and delivery vehicles (developer assumed only weekly refuse visit), with evidence that multiple daily delivery/servicing trips and recycling vehicles will require full-carriageway use and unsafe manoeuvres.	The existing site access arrangements onto Green Road and Eastern Road will be closed. It is proposed that the residential development is served via a new priority junction with Green Road at the northern site boundary. The vehicle access arrangement would include a 6m wide access road, and 2m wide footways on both sides of the access to link onto the existing footway network at this location. It is proposed that the junction radii are provided at 10m to accommodate the swept path of a large refuse vehicle. The visibility at the access accord with the advice contained within the Department for Transport Manual for Streets 2. The visibility splays can be achieved within the site and highway boundary. The visibility splays are shown on the access drawing. ESCC has confirmed that acceptability of the access arrangement to accommodate all vehicle movements at the proposed access as shown on drawing No. 794 PLN-TRP-00048-DR-004C [CD2.24], subject to detailed design post planning through the section 278 agreement. The access arrangement has been subject to swept path analysis for a MfS 11.6m refuse vehicle as shown on drawing 794-PLN-00048-DR-007A. The refuse vehicle swept path analysis was submitted to ESCC via a technical response note on the 25 March 2025 [CD2.1] and has been agreed with ESCC.

Subject	Description of Issue	Response
Green Road Proposed Vehicle Access Right Turn Lane	Objection that the applicant's dismissal of a right-turn lane is insufficiently justified (based on limited sensitivity testing and dated surveys) despite projected right-turn movements and queuing that could compromise safety and capacity.	The provision of a right turn lane on Green Road is not considered appropriate to serve the site. The form of junction to serve the site should be assessed in terms of the advice contained within Manual for Streets 2 (MfS2), road safety and capacity considerations. MfS2 at section 9.4 provides the following advice relating to Priority and Uncontrolled Junctions and the provision of right turn lanes: <i>"9.4.2 Detailed guidance on the design of priority junctions is given in TD42/95 but (as with all sections of DMRB) this is written specifically for trunk roads and, where used in other situations, should not be applied uncritically."</i> ... <i>"9.4.7 TD 42/ 95 recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion."</i> <i>9.4.8 Right turning lanes make it more difficult for pedestrians to cross major roads and lead to higher traffic speeds and authorities should therefore carefully consider all of the effects before deciding to provide them. Removing unnecessary right turn lanes can also be considered and will bring substantial benefits to non-motorised users."</i> Green Road does not form part of the Trunk Road network, and the standards contained in the Design Manual for Roads and Bridges (DMRB) should not be applied in terms of the provision of a right turn lane. The junction capacity analysis at the access detailed in the TA demonstrates that the proposed priority junction will operate significantly within its design capacity with minimal delays. Additional traffic associated with the proposed development will not materially affect the operation of Green Road.

Subject	Description of Issue	Response
		In terms of junction continuity, it should be noted that there are no right turn lane junctions in Wivelsfield. The local residential junctions are all simple priority junctions. The provision of a right turn lane on Green Road would not be consistent with the existing forms of junction's road users currently experience in the urban area of Wivelsfield and would encourage higher traffic speeds making the existing 30mph speed limit more difficult to enforce. The independent Stage 1 RSA [CD1.10 Appendix 10] did not raise any problems in relation to highway capacity or recommend the provision of a right turn lane. The proposed site access operates within capacity and will provide safe access to the development, and the provision of a right turn lane is not justified. ESCC has confirmed that a right turn lane in this instance is not justified at the access [CD3.27]. ESCC has also confirmed that the layout of the access is acceptable as shown on drawing No. 794_PLN-TRP-00048-DR-004C [CD2.24], subject to detailed design post planning through the section 278 agreement.
Traffic Assessment Data	Objections that traffic modelling uses outdated or unrepresentative data, limited sensitivity testing, and unrealistic assumptions (including disputed census/survey figures), undermining confidence in predicted impacts.	ESCC has confirmed the acceptability of the surveys, assessment approach, junction modelling and the additional sensitivity tests carried out [CD6.3].
Traffic Impact Ditchling Road / Green Road mini roundabout junction	Concern that the existing Ditchling Road / Green Road mini-roundabout operates at or near capacity during peaks and that additional site trips will increase queuing and delay; local observation and surveys argue current congestion is already severe.	ESCC has confirmed the acceptability of the modelling at the Ditchling Road / Green Road mini roundabout. Which included video surveys shared with ESCC [CD6.3]. The analysis undertaken has demonstrated that the proposed development will not have a 'severe' impact on the local road network that forms the agreed study network.

Subject	Description of Issue	Response
Trip Generation	Challenge to trip generation forecasts (specific daily and PM peak trip figures disputed) and to under-estimation of additional vehicle movements — including deliveries and service visits	The trip generation has been predicted using the TRICS (Trip Rate Information Computer System) the industry standard database for trip generation in the UK. The TRICS database provides transport planners with real-world survey data for comparable residential developments to estimate the potential traffic and multi-modal impact of new developments. The TRICS data accounts for all vehicle movements including servicing and delivery vehicles. The TRICS trip generation and distribution are set out in Section 6 of the submitted TA. The trip generation within Table 6.1 is agreed with ESCC as acceptable as it the traffic distribution methodology. This provides agreed traffic flows for the purpose of traffic assessment.
Traffic Impact Cumulative Impacts	Objection that the assessment underestimates cumulative effects from nearby and committed developments (large local growth and up to thousands of new homes cited), producing peak-time surges coinciding with school runs and worsening capacity.	A Cumulative Development Traffic Impact Sensitivity Assessment (Transport Note dated the 11 August 2025) was submitted to ESCC [CD16.2]. This included the committed developments identified in the TA and also took into account recently proposed developments since the submission of the TA. The Transport Note confirmed the findings of the TA and demonstrated that the local highway network will continue to operate within capacity with the additional cumulative impact of the new development schemes traffic. ESCC has confirmed the acceptability of the junction modelling and traffic impact that includes all committed developments and agreed future years [CD6.3].
Parking Demand and On-street Parking Impacts	Objection that high local car ownership and additional dwellings will increase car numbers (estimates of ~200+ extra cars), create parking shortfalls, overspill onto narrow streets, reduce access and harm amenity.	The planning application is in outline with only the principles of the proposed quantum of homes, land uses and means of access to be determined. Therefore, the specific details in relation to parking will form part of a reserved matters application. The parking will be provided in accordance with the adopted ESCC parking standards at the time of reserved matters application. The current ESCC parking standards use a residential parking demand calculator to determine the parking requirements on a site-specific basis based on local car ownership levels. In addition, the current parking standards also include visitor parking requirements.

Subject	Description of Issue	Response
		Parking provision will therefore reflect the local car ownership levels and visitor parking requirements and will not result in any overspill parking pressure in the village.
Traffic Impact Vehicle Speeds and Road Safety	Concern relating to increased vehicle speeds on narrow rural roads, a hazardous mix with agricultural vehicles, cyclists, and pedestrians, and contend that the roads are unsuitable to accommodate the development's traffic.	It is unclear why it is expected that development traffic would result in an increase in vehicle speeds. Vehicle movements from the development would expect to use the surrounding network in a similar manner to existing users and drivers would be expected to drive appropriately. The level of change predicted as a result of the development on Green Road in the vicinity of the access would be 7.6% in the morning peak hour and 9% in the evening peak hour. This level of traffic impact would not be expected to change the nature of traffic on Green Road, and the traffic impact will reduce as it disperses through the local road network.

Table 6 2: Wivelsfield Parish Council comments

Subject	Description of Issue	Response
Sustainability	It is not a sustainable location. Wivelsfield has few facilities and it has a higher percentage of cars than the Sussex average. Active Travel England's holding objection reinforces that sustainable access provision is inadequate.	Locational sustainability is addressed at length within Section 3 of this Proof of Evidence. ATE response is not a holding objection. The response defers recommendation but provides advice primarily to the highway authority who is responsible for the highway network. We confirmed with ESCC that the ATE advice formed part of their consideration of the application.
Appeal decisions	2 sites in Clayhill need to be considered – rejected on locational sustainability.	The sites referenced are remote from services and are not considered comparable in locational sustainability terms to the appeal site.

Subject	Description of Issue	Response
Highways Impact Assessment and Ditchling Road / Green Road mini roundabout.	The developer neglects to consider its own appraisal of 57,000 traffic movement per week, or the cumulative effect of development or note the 300% increase in traffic in the village in the past 13 years, or the recent (2025) traffic modelling from both East and West Sussex Highways teams noting Green Road, and its junction with Ditchling Road, as among the worst in the region for a village of this size and 'critical'.	It is unclear where the parish council has extracted the figure of 57,000 traffic movements per week from or how that relates to the proposals. It is also unclear what source suggests that there has been a 300% increase in traffic in the village in the last 13 years. The Transport Assessment looks at recently collected traffic data to assess the expected change in traffic movements associated with the development. This approach and the conclusions of the traffic work have been accepted by the highway authority. The image reproduced within the Parish Council evidence, suggesting the junction is 'critical', is a figure taken out of context from a report examining scenario options for the Mid-Sussex Local Plan. It is an early testing scenario for 2039 before mitigation measures and other interventions are included. Following these measures, later in the report the junction is shown as 'significant' rather than 'severe'. The report from which the image is taken is superseded by later 'Scenario 6' testing. With a wide area model for local plan, particularly where the junction is outside the core study area, the modelling will not be to a high degree of detail. A detailed model of the Ditchling Road junction has been prepared for the Transport Assessment and the results agreed with the highway authority [CD6.3].
Road Safety	The suggestion to include a cycle way in Eastern Road and from the north of the site into Green Road simply funnels cyclists into an increasingly busy road with no safe transits or ongoing cycle paths. Recent incidents include:- South Road, with a child knocked down on 17 November 2025. Severity 2 (serious), air ambulance. Police reference 251669515. Air ambulance, collision on B2112 31 January, 2026	ESCC has requested contributions within the s106 towards off-site crossing improvements. The access and Eastern Road access works were independently safety audited. It should be noted that the UK has an excellent collision rate and one of the lowest fatality rates globally and in Europe. Road collisions are very rare events and are typically due to driver error. The Department for Transport, Accredited official statistics "Reported Road casualties in Great Britain, provision estimates: year ending June 2025" Published in November 2025 demonstrates reductions in collisions rates across time as shown in Table 2. New housing development continues to happen across the country, but road safety is improving. The metric of 'billions of vehicle miles' per incident is a guide to the rarity of events and the amount of change that would be needed to make a material difference to accident rates by traffic flow alone.

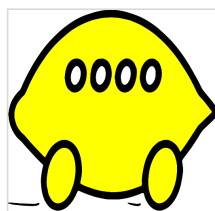
Subject	Description of Issue	Response																
	Ditchling Road, collision, 28 April 2024, severity 2 serious. Police reference 24136706. Green Road. Road accident, 31 August 2025, severity 2 (serious), police reference 251636109 Serious injury to child knocked down on Green Road, 26 October 2020	Table 2: Reported road casualty rates per billion vehicle miles by severity, Great Britain, the year ending June 2025 (provisional) compared to the year ending June 2024 and the year ending June 2015 <table><tr><th>Severity</th><th>2025</th><th>% change from 2024</th><th>% change from 2015</th></tr><tr><td>Fatalities per billion vehicle miles</td><td>4.6</td><td>-4</td><td>-16</td></tr><tr><td>KSIs per billion vehicle miles</td><td>87.8</td><td>-1</td><td>-16</td></tr><tr><td>Casualties per billion vehicle miles</td><td>373.4</td><td>-4</td><td>-37</td></tr></table>	Severity	2025	% change from 2024	% change from 2015	Fatalities per billion vehicle miles	4.6	-4	-16	KSIs per billion vehicle miles	87.8	-1	-16	Casualties per billion vehicle miles	373.4	-4	-37
Severity	2025	% change from 2024	% change from 2015															
Fatalities per billion vehicle miles	4.6	-4	-16															
KSIs per billion vehicle miles	87.8	-1	-16															
Casualties per billion vehicle miles	373.4	-4	-37															

SECTION 7 Summary and Conclusion

- 7.1 This document comprises 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
- 7.2 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.
- 7.3 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.
- 7.4 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.
- 7.5 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

- 7.6 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.
- 7.7 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.
- 7.8 I note that East Sussex County Council (ESCC), as Highway Authority, ultimately confirmed no highway objection, subject to planning conditions and Section 106 mitigation.
- 7.9 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.

APPENDIX A. Bus Timetables



The Big Lemon

Monday-Friday (school days only)

149 Morning Journey

Scaynes Hill, The Inn on the Green	07:35
Scaynes Hill, Ham Lane	07:41
Haywards Heath, Princess Royal Hospital	07:43
Haywards Heath, New England Road	07:45
Haywards Heath, Boston Court	07:46
Haywards Heath, Recreation Ground	07:47
Haywards Heath, Westlands Road	07:48
Haywards Heath, William Allen Lane	07:49
Haywards Heath, Meadow Drive	07:50
Lindfield, Lindfield Common	07:51
Haywards Heath, Hickman's Lane	07:54
Haywards Heath, West Common Drive	07:54
Haywards Heath, Summerhill Lane	07:55
Haywards Heath, Farlington Close	07:56
Haywards Heath, Petlands Road	07:57
Haywards Heath, Rocky Lane	07:58
Haywards Heath, Fox Hill	07:59
Haywards Heath, Weald Rise	08:00
Haywards Heath, Fox and Hounds	08:01
Wivelsfield, Playing Fields	08:02
Wivelsfield Green, Coppards Close	08:05
Wivelsfield Green, Downsview Drive	08:06
Plumpton Crossways, The Plough	08:07
South Chailey, County Secondary School	08:20

Route 149:

Scaynes Hill, The Inn on the Green - South Chailey, County Secondary School
 South Chailey, County Secondary School - Scaynes Hill, The Inn on the Green

149 Afternoon Journey

South Chailey, County Secondary School	14:55
Plumpton Crossways, The Plough	15:00
Wivelsfield Green, Downsview Drive	15:05
Wivelsfield Green, Coppards Close	15:06
Wivelsfield, Playing Fields	15:07
Haywards Heath, Fox and Hounds	15:10
Haywards Heath, Weald Rise	15:10
Haywards Heath, Fox Hill	15:11
Haywards Heath, Rocky Lane	15:12
Haywards Heath, Petlands Road	15:13
Haywards Heath, Farlington Close	15:14
Haywards Heath, Summerhill Lane	15:15
Haywards Heath, West Common Drive	15:15
Haywards Heath, Hickman's Lane	15:16
Lindfield, Lindfield Common	15:17
Haywards Heath, Meadow Drive	15:18
Haywards Heath, William Allen Lane	15:20
Haywards Heath, Westlands Road	15:21
Haywards Heath, Recreation Ground	15:22
Haywards Heath, Boston Court	15:24
Haywards Heath, New England Road	15:26
Haywards Heath, Priory Way	15:27
Haywards Heath, Princess Royal Hospital	15:28
Scaynes Hill, Ham Lane	15:32
Scaynes Hill, The Inn on the Green	15:38

Mondays to Saturdays (except Public Holidays)

	NS				SO	NS
Lewes, School Hill	0731	0930	1217	1427	1705	1705
Nevill Road, Nevill Crescent	0736	0936	1223	1433	1711	1711
Offham, Blacksmith's Arms	0739	0939	1226	1436	1714	1714
Plumpton College Grounds	0746	▼	▼	▼	▼	1722
Plumpton, Half Moon	0748	0946	1233	1443	1721	1725
Plumpton Green, Station	0753	0950	1237	1447	1725	1729
Plumpton Lane, The Plough	0756	0953	1240	1450	1728	1732
Wivelsfield Green, Coppards Close	0758	0956	1243	1453	1731	1735
Wivelsfield Green, The Green	0759	0958	1245	1455	1733	1737
Wivelsfield, Ote Hall Chapel	0801	1000	1247	1457	1735	1739
Fox Hill, Fox & Hounds	0803	1002	1249	1459	1737	1741
Princess Royal Hospital	0809	1006	1253	1503	1741	1745
Haywards Heath, South Road	0811	1008	1255	1505	1743	1747
Haywards Heath, Perrymount Rd	0813	1012	1259	1509	1747	1751
Haywards Heath, Sainsbury's	▼	1014	1301	1511	1749	
Cuckfield, Warden Park School	0828S					

S - Schooldays only
NS - not Saturdays
SO - Saturdays only

	NS				SO	NS
Cuckfield, Warden Park School						1525S
Haywards Heath, Sainsbury's		1016	1303	1515	1538	1753SO
Haywards Heath, Perrymount Rd	0845	1018	1305	1517	1540	1755
Haywards Heath, South Road	0849	1022	1309	1521	1544	1759
Princess Royal Hospital	0851	1024	1311	1523	1546	1801
Fox Hill, Fox & Hounds	0855	1028	1315	1527	1550	1805
Wivelsfield, Ote Hall Chapel	0857	1030	1317	1529	1552	1807
Wivelsfield Green, The Green	0859	1032	1319	1531	1554	1809
Wivelsfield Green, Coppards Close	0901	1034	1321	1533	1556	1811
Plumpton Lane, The Plough	0904	1037	1324	1536	1559	1814
Plumpton Green, Station	0907	1040	1327	1539	1602	1817
Plumpton, Half Moon	0911	1044	1331	1543	1606	1821
Plumpton College Grounds	0914	▼	▼	▼	1609	▼
Offham, Blacksmith's Arms	0920	1050	1337	1549	1615	1827
Nevill Road, Nevill Crescent	0922	1052	1339	1551	1617	1829
Lewes, School Hill	0927	1057	1344	1556	1622	1834

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Single fares after 6pm on school days and
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Version 1, March 2019 (0)

Mondays to Fridays (except Public Holidays)

			TuTh	TuTh	SD	NSD	SD
Lewes, School Hill	0720	0910	1110	1310	1455	1455	
Nevill Road, Nevill Crescent	0725	0915	1115	1315	1500	1500	
Offham, Blacksmith's Arms	0727	0917	1117	1317	1502	1502	
Cooksbridge, Rail Station	▼	▼	▼	1319	▼	▼	
Chailey School	▼	▼	▼	1324	▼	▼	
East Chiltington, Chapel Lane	▼	▼	▼	1328	▼	▼	
Plumpton Lane, adj Half Moon	0734	▼	▼	▼	1509	1509	
Plumpton Green, Station	0740	▼	▼	▼	1513	1513	
Plumpton Lane, The Plough	0742	▼	▼	▼	1515	1515	
Wivelsfield Green, Coppards Close	0745	▼	▼	▼	1517	1517	
Wivelsfield Primary School	▼	▼	▼	▼			1525
Wivelsfield Green, The Green	0747	▼	▼	▼		1518	1527
Wivelsfield, Ote Hall Chapel	0749	▼	▼	▼		1519	1529
Burgess Hill, St George's Retreat	0750	▼	▼	▼		1520	1530
Ditchling Common, Folders Lane	▼	▼	▼	▼		1522	
Ditchling Lane, Plumpton College	▼	0923	1123	1333		▼	▼
Middleton Manor	▼	0926	1126	1336		▼	▼
Westmeston, Church	▼	0928	1128	1338		▼	▼
Stoneywish Nature Reserve	▼	0931	▼	B		▼	▼
Ditchling Common, Folders Lane East	▼	0933	▼	B		▼	▼
Ditchling, South View	▼	0936	▼	B		▼	▼
Ditchling, White Horse	▼	0942	1132	1342		▼	▼
Keymer, Library	▼	0944	1134	1344		▼	▼
Hassocks, Grand Avenue	▼	0946	1136	1346		▼	▼
keymer, Thatched Inn	▼	0948	1138	1348		▼	▼
Burgess Hill, Charwood Gardens	▼	▼	▼	▼		▼	1538
Burgess Hill , Church Road	0800	0955	1145	1355		1527	1547

	SD	NSD	TuTh	TuTh		
Burgess Hill , Church Road	0815	0829	1000	1150	1405	1710
Burgess Hill, Charwood Gardens	0824	0835	▼	▼	▼	1716
Burgess Hill, St George's Retreat	0832	0838	▼	▼	▼	1719
Wivelsfield, Ote Hall Chapel	0833	0839	▼	▼	▼	1720
Wivelsfield Green, The Green	0834	0841	▼	▼	▼	1722
Wivelsfield Primary School (arr)	0840	▼	▼	▼	▼	▼
Wivelsfield Primary School (dep)	0844	▼	▼	▼	▼	▼
Keymer, Thatched Inn	▼	▼	1007	1157	1412	▼
Hassocks, Grand Avenue	▼	▼	1009	1159	1414	▼
Keymer, Library	▼	▼	1011	1201	1416	▼
Ditchling, White Horse	▼	▼	1013	1203	1418	▼
Ditchling, South View	▼	▼	1018	B	B	▼
Ditchling Common, Folders Lane East	▼	▼	1020	B	B	▼
Stoneywish Nature Reserve	▼	▼	1022	B	B	▼
Westmeston, Church	▼	▼	1027	1207	1422	▼
Middleton Manor	▼	▼	1029	1209	1424	▼
Ditchling Lane, Plumpton College	▼	▼	1031	1211	1426	▼
Plumpton Lane, The Plough	0846	0846	▼	▼	▼	1725
Plumpton Green, station	0849	0849	▼	▼	▼	1728
Plumpton Lane, adj Half Moon	0853	0853	▼	▼	▼	1732
East Chiltington, Chapel Lane	▼	▼	1037	▼	▼	▼
Chailey School	▼	▼	1041	▼	▼	▼
Cooksbridge, Rail station	▼	▼	1049	▼	▼	▼
Offham, Blacksmiths arms	0859	0859	1052	1217	1432	1738
Nevill Road, Nevill Crescent	L	L	L	1219	1434	1740
Lewes , School Hill	0906	0906	1100	1224	1439	1745

L - Operates via Offham Road; then after School Hill continues to High Street and Nevill Road

TuTh - Tuesdays and Thursdays only

SD - Schooldays only

NSD - non schooldays only

B - Serves this point only when pre-booked. Telephone 01273 078203. Due to the flexible nature of this route, the bus may be up to 7 minutes later at all points after the initial departure stop.

Mondays to Fridays (except Public Holidays)

	MWF	MWF	MWF	MWF	
Burgess Hill , Church Road	1000	1030	1235	1305	1600
Burgess Hill, Tesco	▼	▼	▼	▼	1606
Keymer, Thatched Inn	▼	▼	1242	▼	1614 A
Hassocks , Grand Avenue	▼	▼	1244	▼	▼
Keymer, Library	▼	▼	1246	▼	1615
Ditchling, White Horse	▼	▼	1248	▼	1617
Ditchling, South View	▼	▼	B	▼	B
Ditchling Common, Folders Lane	1006	1036	B	1311	B
Stoneywish Nature Reserve	▼	▼	B	▼	B
Westmeston, Church	▼	▼	▼	▼	1621
Middleton Manor	▼	▼	▼	▼	1623
Burgess Hill, St George's Retreat	▼	▼	▼	1314	▼
Wivelsfield, Ote Hall Chapel	▼	▼	▼	1315	▼
Wivelsfield Green , The Green	▼	▼	▼	1316	▼
Wivelsfield Green, The Village Hall	▼	▼	▼	B	▼
Plumpton Lane, Plough	▼	1042	▼	1321	▼
Plumpton Green , Station	▼	1045	▼	▼	▼
Plumpton Lane, adj Half Moon car park	▼	1048	▼	▼	▼
East Chiltington, Chapel Lane	▼	1053	▼	▼	▼
South Chailey, Horns Lodge	▼	1100	▼	1330	▼
East Chiltington, Chapel Lane	▼	▼	▼	1335	▼
Plumpton Lane, adj Half Moon car park	▼	▼	▼	1340	1626
Plumpton Green , Station	▼	▼	▼	1344	1630
Plumpton Lane, Plough	▼	1107	▼	1347	1633
Wivelsfield Green, Village Hall	▼	B	▼	▼	B
Wivelsfield Green , The Green	▼	1112	▼	▼	1638
Wivelsfield, Ote Hall Chapel	▼	1114	▼	▼	1641
Burgess Hill, St George's Retreat	▼	1117	▼	▼	1644
Ditchling, South View	1007	▼	B	▼	▼
Ditchling, Long Park Corner	1011	▼	B	▼	▼
Stoneywish Nature Reserve	▼	▼	B	▼	▼
Ditchling, White Horse	1013	▼	▼	▼	▼
Keymer, Library	1015	▼	▼	▼	▼
Hassocks , Grand Avenue	1017	▼	▼	▼	▼
Keymer, Thatched Inn	1019	▼	▼	▼	▼
Ditchling Common, Folders Lane	▼	1122	B	1353	1649
Burgess Hill , Church Road	1026	1127	1258	1358	1654

A - Time at Hassocks Post Office (not Grand Avenue); operates via Friars Oak and Stone Pound Crossroads**MWF** - Mondays, Wednesdays and Fridays only**B** - Serves this point only when pre-booked. Telephone 01273 078203. Due to the flexible nature of this route, the bus may be up to 7 minutes later at all points after the initial departure stop.

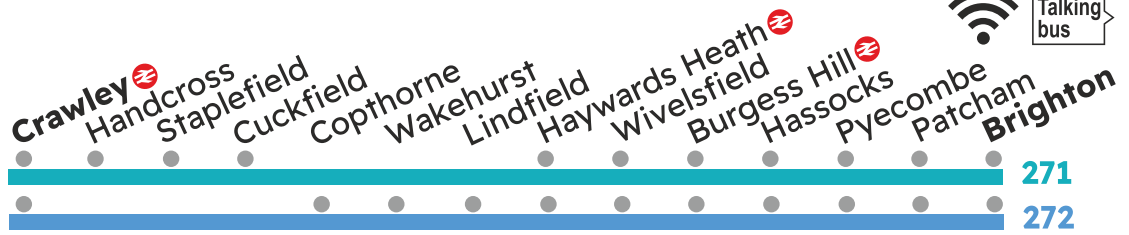
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Crawley • Haywards Heath • Burgess Hill • Brighton

Daily from 10th May 2025

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Mon to Sat from 10th May 2025



Mondays to Fridays

Code.....									SDO	NSD				
Service.....	271	271	272	271	272	272	272	271	271	271	272	271	272	271
Crawley Bus Station	0503	0543	....	0639	....	0655	0725	0745	0800	0849	0948	1037	1148	
Brighton Road Wakehurst Drive.....	0507	0547	....	0643	....	↓	↓	0751	0805	↓	0953	↓	1153	
Pease Pottage Black Swan.....	0512	0552	....	0648	....	↓	↓	0801	0811	↓	0959	↓	1159	
Handcross Red Lion & Nymans.....	0517	0557	....	0654	....	↓	↓	0809	0817	↓	1005	↓	1205	
Staplefield Jolly Tanners.....	0520	0600	....	0657	....	↓	↓	0812	0820	↓	1008	↓	1208	
Cuckfield High Street/Broad St.....	0527	0607	....	0705	....	↓	↓	0822	0828	↓	1017	↓	1217	
Three Bridges Station, Stop B	↓	↓	....	↓	....	0700	0731	↓	↓	0855	↓	1043	↓	
Copthorne Hotel.....	↓	↓	....	↓	....	0705	0738	↓	↓	0901	↓	1048	↓	
Copthorne Dukes Head.....	↓	↓	0553	↓	....	0708	0743	↓	↓	0905	↓	1051	↓	
Crawley Down War Memorial.....	↓	↓	0556	↓	....	0711	0747	↓	↓	0908	↓	1054	↓	
Turners Hill Crown.....	↓	↓	0602	↓	....	0717	0756	↓	↓	0915	↓	1101	↓	
Wakehurst	↓	↓	↓	↓	....	0724	0803	↓	↓	0922	↓	1108	↓	
Ardingly Hapstead Hall.....	↓	↓	0611	↓	....	0729	0810	↓	↓	0927	↓	1113	↓	
Lindfield High Street.....	↓	↓	0618	↓	....	0736	0817	↓	↓	0934	↓	1120	↓	
Warden Park School Grounds.....	↓	↓	↓	↓	....	↓	↓	0827	↓	↓	↓	↓	↓	
Haywards Heath Perrymount Road (arr).....	0535	0614	0623	0713	....	0742	0825	0837	0837	0939	1025	1125	1225	
Haywards Heath Perrymount Road (dep).....	0536	0615	0624	0715	....	0742	0825	0839	0839	0941	1027	1127	1227	
Haywards Heath South Road.....	0539	0618	0627	0719	....	0746	0829	0843	0843	0946	1032	1132	1232	
Princess Royal Hospital	0543	0622	0631	0723	0739	0749	0833	0848	0848	0950	1036	1136	1236	
Wivelsfield Ote Hall Chapel.....	0548	0628	0637	0729	0745	....	....	0854	0854	0956	1042	1142	1242	
World's End Janes Lane.....	0553	0633	0642	0734	0751	....	....	0859	0859	1001	1047	1147	1247	
Burgess Hill Rail Station	0556	0637	0646	0740	0757	....	....	0904	0904	1007	1053	1153	1253	
Burgess Hill Church Road.....	0558	0639	0648	0742	0759	....	....	0906	0906	1010	1056	1156	1256	
Hassocks Stone Pound.....	0606	0648	0657	0755	0812	....	....	0916	0916	1020	1106	1206	1306	
Pyecombe Garage.....	0610	0652	0701	0759	0817	....	....	0920	0920	1024	1110	1210	1310	
Patcham Place.....	0614	0656	0705	0803	0821	....	....	0924	0924	1028	1114	1214	1314	
Preston Road Harrington Road.....	0617	0700	0709	0808	0828	....	....	0928	0928	1032	1118	1218	1318	
Brighton Old Steine, Stop S4.....	0626	0712	0723	0825	0845	....	....	0944	0944	1047	1133	1233	1333	
Royal Sussex County Hospital	0630	0716	0728	0830	0850	....	....	0949	0949	1052	1138	1238	1338	

Mondays to Fridays cont..

Service.....	272	271	272	271	272	272	271	272	272
Crawley Bus Station	1237	1353	1455	1600	....	1715	1840	1938	....
Brighton Road Wakehurst Drive.....	↓	1358	↓	1604	....	↓	1844	↓	....
Pease Pottage Black Swan.....	↓	1404	↓	1611	....	↓	1851	↓	....
Handcross Red Lion & Nymans.....	↓	1410	↓	1618	....	↓	1857	↓	....
Staplefield Jolly Tanners.....	↓	1413	↓	1621	....	↓	1900	↓	....
Cuckfield High Street/Broad St.....	↓	1421	↓	1629	....	↓	1907	↓	....
Three Bridges Station, Stop B	1243	↓	1502	↓	....	1724	↓	1943	....
Copthorne Hotel.....	1248	↓	1508	↓	....	1730	↓	1948	....
Copthorne Dukes Head.....	1251	↓	1511	↓	....	1736	↓	1951	....
Crawley Down War Memorial.....	1254	↓	1514	↓	....	1739	↓	1954	....
Turners Hill Crown.....	1301	↓	1521	↓	....	1746	↓	2000	....
Wakehurst	1308	↓	1528	↓	....	1753	↓	↓	....
Ardingly Hapstead Hall.....	1313	↓	1533	↓	....	1757	↓	2009	....
Lindfield High Street.....	1320	↓	1540	↓	....	1804	↓	2016	....
Haywards Heath Perrymount Road (arr).....	1325	1429	1545	1638	....	1809	1915	2020	....
Haywards Heath Perrymount Road (dep).....	1327	1431	1547	1640	1700	1811	1917	2021	2123
Haywards Heath South Road.....	1332	1436	1552	1645	1705	1816	1921	2024	2126
Princess Royal Hospital	1336	1440	1556	1649	1709	1820	1925	2028	2129
Wivelsfield Ote Hall Chapel.....	1342	1446	1602	1655	1715	1826	1930	2033	2134
World's End Janes Lane.....	1347	1452	1608	1701	1720	1831	1935	2038	2139
Burgess Hill Rail Station	1353	1458	1614	1707	1725	1836	1940	2042	2143
Burgess Hill Church Road.....	1356	1501	1617	1710	1727	1838	1941	2043	2144
Hassocks Stone Pound.....	1406	1511	1627	1723	1739	1847	1949	2050	2151
Pyecombe Garage.....	1410	1516	1632	1728	1744	1852	1953	2054	2155
Patcham Place.....	1414	1521	1636	1732	1748	1856	1957	2058	2159
Preston Road Harrington Road.....	1418	1525	1640	1736	1752	1900	2001	2102	2202
Brighton Old Steine, Stop S4.....	1433	1540	1655	1751	1807	1912	2012	2113	2213
Royal Sussex County Hospital	1438	1546	1701	1757	1813	1917	2017	2118	2218

CODE:

SDO Schooldays only.

NSD Non-Schooldays.

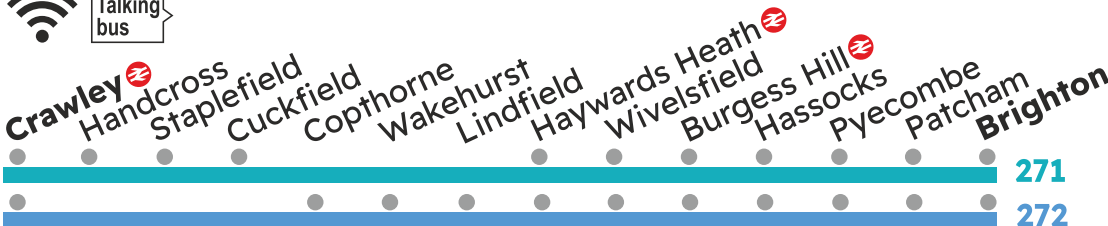
Historic Building and Gardens.

Crawley • Haywards Heath • Burgess Hill • Brighton

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Daily from 10th May 2025



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Mon to Sat from 10th May 2025

Saturdays

Service.....	272	272	271	272	271	272	271	272	271	272	271	272
Crawley Bus Station	....	0750	0800	0844	0948	1035	1148	1235	1348	1440	1553	1710
Brighton Road Wakehurst Drive.....	....	↓	0804	↓	0953	↓	1153	↓	1353	↓	1558	↓
Pease Pottage Black Swan.....	....	↓	0810	↓	0959	↓	1159	↓	1359	↓	1604	↓
Handcross Red Lion & Nymans.....	....	↓	0815	↓	1005	↓	1205	↓	1405	↓	1610	↓
Staplefield Jolly Tanners.....	....	↓	0818	↓	1008	↓	1208	↓	1408	↓	1613	↓
Cuckfield High Street/Broad St.....	....	↓	0826	↓	1017	↓	1216	↓	1416	↓	1621	↓
Three Bridges Station, Stop B	....	0755	↓	0849	↓	1041	↓	1241	↓	1447	↓	1717
Copthorne Hotel.....	....	0800	↓	0854	↓	1047	↓	1247	↓	1453	↓	1722
Copthorne Dukes Head.....	0537	0803	↓	0857	↓	1050	↓	1250	↓	1456	↓	1725
Crawley Down War Memorial.....	0540	0806	↓	0900	↓	1053	↓	1253	↓	1459	↓	1728
Turners Hill Crown.....	0545	0812	↓	0906	↓	1100	↓	1300	↓	1506	↓	1735
Wakehurst Car Park	↓	0818	↓	0913	↓	1107	↓	1307	↓	1513	↓	1742
Ardingly Hapstead Hall.....	0553	0822	↓	0918	↓	1112	↓	1312	↓	1518	↓	1746
Lindfield High Street.....	0600	0829	↓	0925	↓	1119	↓	1319	↓	1525	↓	1753
Haywards Heath Perrymount Road (arr).....	0604	0834	0834	0930	1025	1124	1224	1324	1424	1530	1629	1758
Haywards Heath Perrymount Road (dep).....	0605	0834	0836	0932	1027	1126	1226	1326	1426	1532	1631	1758
Haywards Heath South Road.....	0608	0837	0839	0936	1032	1131	1231	1331	1431	1537	1635	1802
Princess Royal Hospital.....	0612	0840	0843	0940	1036	1135	1235	1335	1435	1541	1639	1805
Wivelsfield Ote Hall Chapel.....	0617	....	0848	0945	1042	1141	1241	1341	1441	1547	1645	....
World's End Janes Lane.....	0622	....	0853	0950	1047	1147	1247	1347	1447	1552	1650	....
Burgess Hill Rail Station	0625	....	0857	0955	1053	1153	1253	1353	1453	1557	1655	....
Burgess Hill Church Road.....	0627	....	0859	0958	1056	1156	1256	1356	1456	1600	1657	....
Hassocks Stone Pound.....	0634	....	0908	1007	1107	1207	1307	1406	1506	1610	1706	....
Pyecombe Garage.....	0638	....	0912	1011	1111	1211	1311	1410	1510	1614	1710	....
Patcham Place.....	0642	....	0916	1015	1115	1215	1315	1414	1514	1618	1714	....
Preston Road Harrington Road.....	0645	....	0920	1020	1120	1220	1320	1419	1519	1622	1718	....
Brighton Old Steine, Stop S4	0655	....	0933	1034	1135	1235	1335	1434	1534	1637	1733	....
Royal Sussex County Hospital.....	0659	....	0938	1039	1140	1240	1340	1439	1539	1642	1737	....

Sundays and Public Holidays

Service.....	271	271	271	271
Crawley Bus Station, Stop F	0850	1050	1325	1530
Brighton Road Wakehurst Drive.....	0854	1054	1329	1534
Pease Pottage Black Swan.....	0859	1100	1335	1540
Handcross Red Lion & Nymans.....	0905	1106	1341	1546
Staplefield Jolly Tanners.....	0908	1109	1344	1549
Cuckfield High Street/Broad St.....	0915	1117	1352	1556
Haywards Heath Perrymount Road (arr).....	0923	1125	1400	1604
Haywards Heath Perrymount Road (dep)....	0925	1127	1402	1606
Haywards Heath South Road.....	0928	1131	1406	1610
Princess Royal Hospital.....	0933	1135	1410	1614
Wivelsfield Ote Hall Chapel.....	0938	1141	1416	1619
World's End Janes Lane.....	0943	1146	1421	1624
Burgess Hill Rail Station	0947	1151	1426	1628
Burgess Hill Church Road.....	0949	1153	1428	1630
Hassocks Stone Pound.....	0958	1203	1437	1638
Pyecombe Garage.....	1002	1207	1441	1642
Patcham Place.....	1006	1211	1445	1646
Preston Road Harrington Road.....	1010	1215	1449	1650
Brighton Old Steine, Stop S4	1022	1230	1502	1703
Royal Sussex County Hospital.....	1027	1235	1507	1708

CODE: Historic Building and Gardens.

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Brighton • Burgess Hill • Haywards Heath • Crawley

Daily from 10th May 2025



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Mon to Sat



Mondays to Fridays

Code.....											NSD	SDO	SDO
Service.....	271	272	271	271	272	272	271	272	271	272	271	271	272
Royal Sussex County Hospital.....	0558	0637	0735	0840	0900	....	1002	1105	1155	1255	1350	1350	....
Brighton Royal Pavilion, Stop R1	0605	0645	0744	0849	0909	....	1011	1114	1204	1304	1359	1359	....
Preston Road Harrington Road.....	0611	0654	0755	0859	0919	....	1019	1123	1213	1313	1408	1408	....
Patcham Place.....	0617	0700	0805	0907	0926	....	1027	1131	1221	1321	1416	1416	....
Pyecombe Garage.....	0621	0704	0810	0911	0930	....	1031	1135	1225	1325	1420	1420	....
Hassocks Stone Pound.....	0625	0709	0819	0916	0935	....	1036	1140	1230	1330	1425	1425	....
Burgess Hill Church Road.....	0633	0718	0830	0926	0945	....	1047	1151	1241	1341	1436	1436	....
Burgess Hill Rail Station.....	0635	0719	0832	0928	0947	....	1049	1153	1243	1343	1438	1438	....
World's End Janes Lane.....	0639	0724	0838	0933	0952	....	1054	1159	1249	1349	1444	1444	....
Wivelsfield Ote Hall Chapel.....	0643	0729	0844	0938	0957	....	1059	1204	1254	1354	1449	1449	....
Princess Royal Hospital.....	0649	0735	0853	0945	1006	1055	1106	1211	1301	1401	1456	1456	....
Haywards Heath South Road.....	0651	....	0856	0948	1009	1058	1109	1214	1304	1404	1459	1459	....
Haywards Heath Perrymount Road (arr).....	0654	....	0901	0953	1014	1103	1113	1218	1308	1408	1504	1504	....
Haywards Heath Perrymount Road (dep).....	0656	....	0904	0955	1014	1103	1115	1220	1310	1410	1506	1504	....
Warden Park School Grounds.....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	1519	....
Oathall Community College.....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	1523
Lindfield High Street.....	↓	....	↓	↓	1019	1108	↓	1225	↓	1415	↓	↓	1527
Ardingly Hapstead Hall.....	↓	....	↓	↓	1026	1115	↓	1232	↓	1422	↓	↓	1534
Wakehurst.....	↓	....	↓	↓	1029	1118	↓	1235	↓	1425	↓	↓	1537
Turners Hill Crown.....	↓	....	↓	↓	1035	1124	↓	1241	↓	1431	↓	↓	1543
Crawley Down War Memorial.....	↓	....	↓	↓	1041	1130	↓	1247	↓	1437	↓	↓	1549
Copthorne Dukes Head.....	↓	....	↓	↓	1044	1133	↓	1250	↓	1440	↓	↓	1553
Copthorne Hotel.....	↓	....	↓	↓	1047	1136	↓	1253	↓	1443	↓	↓	1556
Three Bridges Station, Stop A.....	↓	....	↓	↓	1053	1142	↓	1259	↓	1449	↓	↓	1603
Cuckfield High Street/Broad St.....	0703	....	0912	1003	↓	↓	1123	↓	1318	↓	1515	1522	↓
Staplefield Jolly Tanners.....	0711	....	0920	1011	↓	↓	1131	↓	1326	↓	1523	1531	↓
Handcross Red Lion & Nymans.....	0714	....	0923	1014	↓	↓	1134	↓	1329	↓	1526	1534	↓
Pease Pottage Black Swan.....	0720	....	0929	1020	↓	↓	1140	↓	1335	↓	1532	1542	↓
Brighton Road Wakehurst Drive.....	0725	....	0934	1025	↓	↓	1145	↓	1340	↓	1537	1547	↓
Crawley Bus Station.....	0730	....	0939	1030	1059	1148	1150	1305	1345	1455	1543	1553	1609

Mondays to Fridays cont...

Service.....	272	271	271	272	271	272	271	272	272	271
Royal Sussex County Hospital.....	1500	1600	1645	1715	1810	1827	1925	2025	2125	2225
Brighton Royal Pavilion, Stop R1	1509	1610	1655	1725	1819	1835	1932	2032	2132	2231
Preston Road Harrington Road.....	1519	1621	1706	1736	1828	1844	1940	2040	2139	2238
Patcham Place.....	1530	1634	1717	1747	1837	1852	1948	2046	2145	2244
Pyecombe Garage.....	1534	1638	1721	1751	1841	1856	1952	2050	2148	2247
Hassocks Stone Pound.....	1540	1644	1727	1757	1846	1901	1956	2054	2152	2251
Burgess Hill Church Road.....	1553	1655	1738	1808	1856	1911	2006	2101	2159	2258
Burgess Hill Rail Station.....	1555	1657	1740	1810	1858	1913	2008	2103	2200	2259
World's End Janes Lane.....	1601	1703	1746	1816	1903	1918	2012	2107	2204	2303
Wivelsfield Ote Hall Chapel.....	1606	1707	1750	1820	1907	1922	2016	2111	2208	2307
Princess Royal Hospital.....	1613	1715	1757	1827	1913	1928	2022	2116	2213	2312
Haywards Heath South Road.....	1616	1719	1800	1830	1915	1930	2024	2118	2215	2314
Haywards Heath Perrymount Road (arr).....	1620	1724	1805	1834	1918	1933	2027	2121	2218	2317
Haywards Heath Perrymount Road (dep).....	1622	1727	1807	1836	1920	....	2028	....	2219	2318
Lindfield High Street.....	1628	↓	↓	1841	↓	....	↓	....	2223	↓
Ardingly Hapstead Hall.....	1635	↓	↓	1848	↓	....	↓	....	2230	↓
Wakehurst.....	1638	↓	↓	1851	↓	....	↓	....	2233	↓
Turners Hill Crown.....	1644	↓	↓	1857	↓	....	↓	....	2239	↓
Crawley Down War Memorial.....	1650	↓	↓	1902	↓	....	↓	....	2243	↓
Copthorne Dukes Head.....	1654	↓	↓	1905	↓	....	↓	....	2246	↓
Copthorne Hotel.....	1658	↓	↓	1908	↓	....	↓	....	2248	↓
Three Bridges Station, Stop A.....	1705	↓	↓	1914	↓	....	↓	....	2253	↓
Cuckfield High Street/Broad St.....	↓	1736	1815	↓	1928	....	2035	....	↓	2324
Staplefield Jolly Tanners.....	↓	1745	1823	↓	1935	....	2042	....	↓	2331
Handcross Red Lion & Nymans.....	↓	1748	1826	↓	1938	....	2045	....	↓	2334
Pease Pottage Black Swan.....	↓	1755	1832	↓	1943	....	2050	....	↓	2339
Brighton Road Wakehurst Drive.....	↓	1801	1837	↓	1948	....	2054	....	↓	2343
Crawley Bus Station.....	1712	1807	1842	1919	1952	....	2058	....	2257	2346

CODE:

SDO

Schooldays only.

NSD

Non-Schooldays.



Historic Building and Gardens.

Brighton • Burgess Hill • Haywards Heath • Crawley



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Daily from 10th May 2025

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Saturdays

Service.....	272	272	271	272	271	272	271	272	271	272	271	271
Royal Sussex County Hospital.....	0618		0950	1052	1155	1255	1355	1455	1555	1655		1750
Brighton Royal Pavilion, Stop R1	0625	....	0958	1101	1204	1304	1404	1505	1605	1705	....	1759
Preston Road Harrington Road.....	0631	....	1007	1110	1213	1313	1413	1514	1614	1714	....	1808
Patcham Place.....	0636	....	1015	1118	1221	1321	1421	1521	1621	1721	....	1815
Pyecombe Garage.....	0640	....	1019	1122	1225	1325	1425	1525	1625	1725	....	1819
Hassocks Stone Pound.....	0644	....	1025	1127	1230	1330	1430	1530	1630	1730	....	1824
Burgess Hill Church Road.....	0651	....	1035	1137	1240	1340	1440	1540	1639	1739	....	1833
Burgess Hill Rail Station.....	0652	....	1037	1139	1242	1342	1442	1542	1641	1741	....	1835
World's End Janes Lane.....	0656	....	1043	1145	1248	1348	1448	1548	1647	1746	....	1840
Wivelsfield Ote Hall Chapel.....	0700	....	1048	1150	1253	1353	1453	1553	1652	1751	....	1845
Princess Royal Hospital.....	0707	0850	1055	1157	1300	1400	1500	1559	1658	1757	1810	1851
Haywards Heath South Road.....	0709	0853	1059	1201	1303	1403	1503	1602	1701	1800	1813	1854
Haywards Heath Perrymount Road (arr).....	0712	0857	1104	1206	1308	1407	1507	1606	1705	1804	1817	1857
Haywards Heath Perrymount Road (dep).....	....	0857	1106	1208	1310	1409	1509	1608	1707	1806	1817	1859
Lindfield High Street.....	....	0902	↓	1213	↓	1414	↓	1613	↓	1811	↓	↓
Ardingly Hapstead Hall.....	....	0908	↓	1219	↓	1421	↓	1620	↓	1818	↓	↓
Wakehurst.....	....	0911	↓	1223	↓	1424	↓	1623	↓	1821	↓	↓
Turners Hill Crown.....	....	0918	↓	1230	↓	1431	↓	1630	↓	1828	↓	↓
Crawley Down War Memorial.....	....	0924	↓	1236	↓	1437	↓	1636	↓	1833	↓	↓
Copthorne Dukes Head.....	....	0927	↓	1239	↓	1440	↓	1639	↓	1836	↓	↓
Copthorne Hotel.....	....	0930	↓	1242	↓	1443	↓	1642	↓	1839	↓	↓
Three Bridges Station, Stop A.....	....	0936	↓	1248	↓	1449	↓	1648	↓	1845	↓	↓
Cuckfield High Street/Broad St.....	....	↓	1114	↓	1318	↓	1517	↓	1715	↓	1825	1907
Staplefield Jolly Tanners.....	....	↓	1122	↓	1326	↓	1525	↓	1723	↓	1833	1915
Handcross Red Lion & Nymans.....	....	↓	1125	↓	1329	↓	1528	↓	1726	↓	1836	1918
Pease Pottage Black Swan.....	....	↓	1131	↓	1335	↓	1534	↓	1732	↓	1842	1924
Brighton Road Wakehurst Drive.....	....	↓	1137	↓	1341	↓	1540	↓	1737	↓	1846	1928
Crawley Bus Station.....	....	0942	1142	1254	1346	1455	1545	1654	1742	1850	1850	1932

Sundays and Public Holidays

Service.....	271	271	271	271
Royal Sussex County Hospital.....	1044	1248	1520	1720
Brighton Royal Pavilion, Stop R1	1052	1256	1529	1729
Preston Road Harrington Road.....	1101	1305	1538	1738
Patcham Place.....	1108	1312	1547	1746
Pyecombe Garage.....	1112	1316	1551	1750
Hassocks Stone Pound.....	1116	1321	1556	1755
Burgess Hill Church Road.....	1125	1330	1605	1803
Burgess Hill Rail Station.....	1127	1332	1607	1805
World's End Janes Lane.....	1132	1337	1612	1810
Wivelsfield Ote Hall Chapel.....	1137	1342	1616	1814
Princess Royal Hospital.....	1143	1348	1623	1820
Haywards Heath South Road.....	1146	1351	1626	1822
Haywards Heath Perrymount Road (arr).....	1150	1355	1630	1825
Haywards Heath Perrymount Road (dep).....	1152	1357	1632	1827
Cuckfield High Street/Broad St.....	1200	1405	1640	1834
Staplefield Jolly Tanners.....	1207	1412	1647	1841
Handcross Red Lion & Nymans.....	1210	1415	1650	1844
Pease Pottage Black Swan.....	1216	1421	1656	1850
Brighton Road Wakehurst Drive.....	1221	1426	1701	1854
Crawley Bus Station.....	1226	1431	1705	1858

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