

# LAND EAST OF ANSTY

## PROOF OF EVIDENCE OF DAVID GWYN LEWIS MSC MCIHT

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AND CUCKFIELD PARISH COUNCIL

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# 1 INTRODUCTION

## 1.1 QUALIFICATIONS AND EXPERIENCE

- 1.1.1 I hold a Master's Degree in Transport Planning and Engineering and I am member of the Chartered Institution of Highways and Transportation (CIHT) and a member of the Transport Planning Society (TPS). I have 20 years' experience in the field of transportation planning and traffic engineering.
- 1.1.2 I have extensive experience of highways and transport planning across the development planning sector and have prepared Transport Assessments, Statements and Studies supporting planning applications across the UK.
- 1.1.3 My experience includes periods in the transport development planning teams of WYG (now Tetra Tech), RPS and Motion Consultants Limited. I am currently employed as an Associate Director at Velocity, based in the Central London office. Velocity specialises in advising developers, local authorities and professionals in the development field on all matters concerning transportation, highways, traffic and road safety and our clients comprise a wide variety of private and public-sector organisations.

## 1.2 DECLARATION AND STATEMENT OF TRUTH

- 1.2.1 I confirm that the evidence which I have prepared and provide for this Planning Inquiry is true to the best of my knowledge and belief and has been prepared and presented in accordance with my professional obligations and guidance provided by my professional institution.
- 1.2.2 I confirm that the opinions expressed are my own professional opinions and I am not aware of any potential conflict of interest. I have drawn attention to all matters which I regard as relevant to the opinions I have expressed.
- 1.2.3 I understand and have complied with the relevant duties of an expert witness applicable to Planning Inquiries.

## 1.3 SCOPE OF APPEAL STATEMENT

- 1.3.1 A planning application was submitted to Mid Sussex District Council (MSDC) in November 2023 (Planning Ref DM/23/2866) for development proposals at a site known as Land East of Ansty, Cuckfield Bypass, Cuckfield, RH17 5AG and comprising:

*“Outline planning application (All matters reserved except for access) for the redevelopment of land to the east of Ansty to create a new Garden Community, comprising of the erection of up to 1,450 homes (including 30% affordable housing), up to 90 residential care units (C2 class), a primary school, a SEND school, health hub, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses together with ancillary and associated development including new and enhanced pedestrian/cycle routes, open spaces, and landscaping.”*



- 1.3.2 The planning application was refused by MSDC in October 2025. The Decision Notice states that:  
*“The proposal fails to provide the infrastructure, contributions, and off-site highway works to serve the development and the required affordable housing. The application therefore conflicts with policies DP20, DP21, DP31 and DP38 of the Mid Sussex District Plan 2014 - 2031, the Mid Sussex Supplementary Planning Documents ‘Affordable Housing’ and ‘Development Infrastructure and Contribution.’”*
- 1.3.3 My Proof of Evidence has been prepared in relation to the Planning Appeal that has been submitted against the decision of MSDC to refuse planning permission.
- 1.3.4 My evidence is provided on behalf of Ansty & Staplefield Parish Council and Cuckfield Parish Council, referred to as ‘The Parish Councils’ who have been confirmed as a Rule 6 Party at the current Planning Application.
- 1.3.5 My instruction to prepare this Proof of Evidence from the Parish Councils was received 25<sup>th</sup> March 2026. I have acted on behalf of the Parish Councils since December 2024, providing advice with respect of the Land East of Ansty planning application including the preparation of Technical Notes which were submitted to MSDC on behalf of the Parish Councils.

## 1.4 KEY ISSUES

- 1.4.1 The Inspector’s Pre-Case Management Conference Note confirms the main issues that are to be considered at the Planning Inquiry, which includes:  
*“whether the proposal would be in a suitable location, with particular regard to national and local planning policy and access to services and facilities.”*
- 1.4.2 My proof of evidence has been prepared in relation to this matter and assesses whether the proposal is in a suitable location with regard access to services and facilities. My evidence will assess whether the site is located in an appropriately accessible and sustainable location to enable future residents to undertake journeys by foot, cycle and public transport and whether the scheme provides appropriate sustainable transport to connect to services and facilities. In addition, my evidence will assess whether the sustainable transport infrastructure proposed by the Appellant is sufficient to provide future residents with a genuine choice of transport modes.

## 1.5 STRUCTURE

- 1.5.1 Following this introduction, the remainder of my Proof of Evidence is structured as follows:
- Section 2 provides a summary of the national and local transport related planning policies which are considered relevant to this Appeal;
  - Section 3 provides details of the baseline conditions at the Appeal Site and its surroundings, in particular the opportunities for active and sustainable travel choices, including an assessment of the connectivity of the Appeal Site using the DfT Connectivity Tool;
  - Section 4 considers the accessibility of the Appeal Scheme by walking and cycling and the appropriateness of the pedestrian and cycle connections identified by the Appellant;
  - Section 5 considers the accessibility of the Appeal Scheme by public transport and the appropriateness and viability of public transport mitigation proposed by the Appellant; and,
  - Section 6 provides the summary and conclusions of my Evidence.



## 2 PLANNING POLICY OVERVIEW

### 2.1 INTRODUCTION

2.1.1 This section reviews the development proposal for compliance with national, regional and local relevant transport policy. The following policy documents have been considered:

- National Planning Policy Framework (NPPF) (December 2024);
- Proposed Reforms to National Planning Policy Framework (December 2025)
- Mid Sussex District Plan (March 2018)

### 2.2 NATIONAL POLICY

#### NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced.

2.2.2 Paragraph 109 of the NPPF states that:

*“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular place.”*

2.2.3 In addition Paragraph 110 of the NPPF states that:

*“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”*

2.2.4 Paragraph 115 of the NPPF highlights 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;*
- b) safe and suitable access to the site can be achieved for all users;”*

2.2.5 Furthermore Paragraph 117 of the NPPF states that:

*“Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*



- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standard.”*

## PROPOSED REFORMS TO NATIONAL PLANNING POLICY FRAMEWORK (2025)

2.2.6 On 16 December 2025, the government commenced consultation on proposed reforms to the National Planning Policy Framework.

2.2.7 Policy TR1 of the proposed changes to the NPPF relates to a vision-led approach to planning for transport and states that:

*“Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan’s strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:*

- a. *Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils; so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take account of opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;*
- b. *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;”*

2.2.8 Policy TR3 of proposed changes to the NPPF relates to locating development in sustainable locations and states that:

*“So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*

- a. *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users, unless the nature of the use makes this impractical;*
- b. *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.”*



2.2.9 Policy TR3 of the proposed changes to the NPPF also states that:

*“The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development.”*

2.2.10 Policy TR4 of proposed changes to the NPPF relates to street design and access and states that:

*“To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*

- a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*
- b. Incorporate or contribute towards appropriate facilities to support this prioritisation, such as continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*
- c. Make sure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users – including through measures to minimise the scope for conflict between pedestrians, cyclists and vehicles, to meet the needs of disabled people, older people and children in relation to all modes of transport, and to avoid unnecessary street clutter.”*

## 2.3 LOCAL POLICY

### MID SUSSEX DISTRICT PLAN

2.3.1 The Mid Sussex District Plan was adopted in March 2018 and sets out a vision for how Mid Sussex wants to evolve and a delivery strategy for how that will be achieved.

2.3.2 Policy DP21 of the District Plan relates to transport matters, including sustainable transport, and states that:

*“Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.*

*Evidence Base: Mid Sussex Transport Study; West Sussex Transport Plan 2011-2026.*

*“Development will be required to support the objectives of the West Sussex Transport Plan 2011- 2026, which are:*

- A high quality transport network that promotes a competitive and prosperous economy;*
- A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- Access to services, employment and housing; and*
- A transport network that feels, and is, safer and healthier to use.*



To meet these objectives, decisions on development proposals will take account of whether:

- The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);
- Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;
- The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;
- The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;
- Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;
- The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;
- The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;
- The scheme protects the safety of road users and pedestrians; and
- The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so.”

## 2.4 SUMMARY

- 2.4.1 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal.
- 2.4.2 As cited above, national and local planning policies require development proposals to be sustainably located and to minimise the need to travel by providing people with a genuine choice of modes of travel and alternatives to private car use. The policies require development proposals to give priority first to pedestrian and cycle movements and provide safe and convenient routes for walking, cycling and public transport which minimise conflicts between pedestrians, cyclists and vehicles.



## 3 BASELINE CONDITIONS

### 3.1 INTRODUCTION

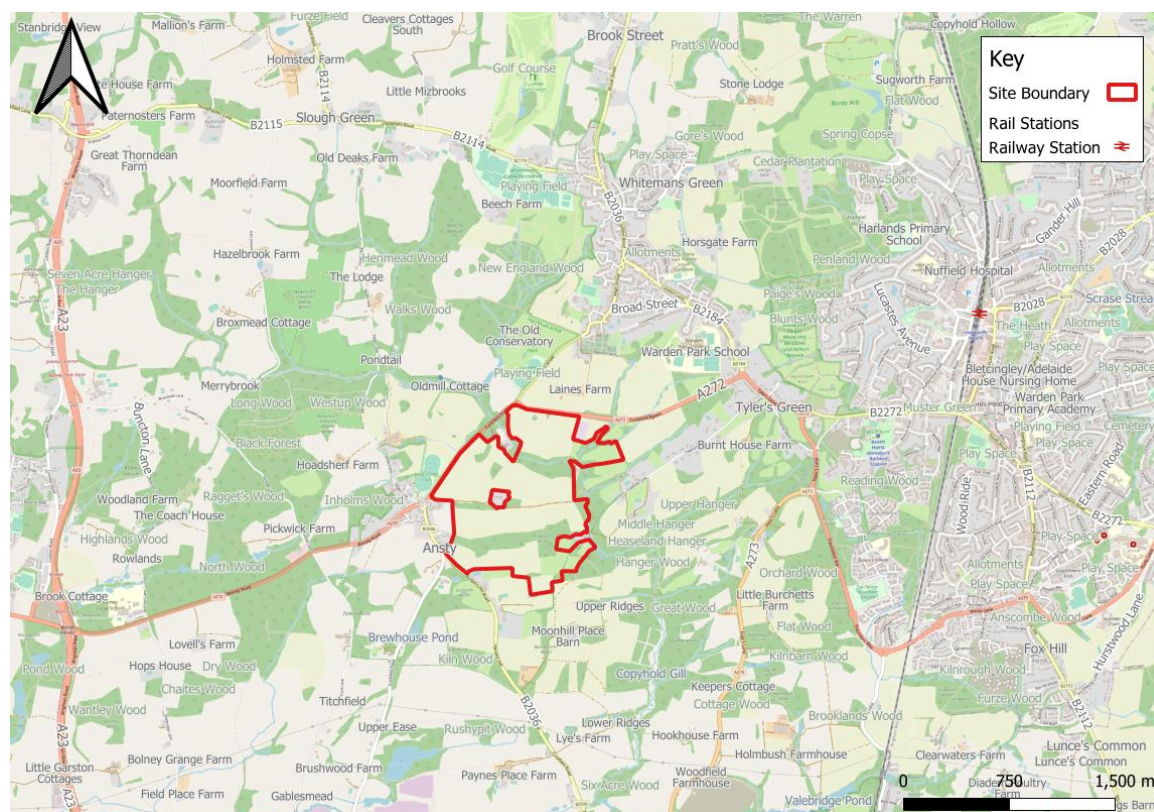
3.1.1 This section of my Evidence sets out the baseline conditions with regard to access to sustainable travel choices at the Appeal Site. This section of my Evidence details the existing walking, cycle and public infrastructure at the Appeal Site and in its immediate surroundings. This section also considers the local amenities and services located in the vicinity of the Appeal Site.

3.1.2 This section also utilises the Department for Transport's (DfT's) Connectivity Tool to assess the connectivity of the Appeal Site to key destinations by sustainable modes of travel.

### 3.2 SITE LOCATION

3.2.1 **FIGURE 3.1** shows the site location and local context.

**Figure 3-1: Site Location and local context**



### 3.1 LOCAL AMENITIES AND FACILITIES

3.1.1 I have undertaken an assessment of local facilities and amenities and identified the distance from the site and walking time, calculated from the centre of the Appeal Site. This is summarised at **TABLE 3-1** below.



Table 3-1: Local facilities and amenities

FACILITY	ASSESSMENT	
	Distance	Time
Ansty Community Hall	750m	11 mins
Ansty Football and Cricket Club	750m	11 mins
Cuckfield Recreation Ground	2.0km	30 mins
Cuckfield Medical Practice	2.6km	38 mins
Warden Park Academy	2.8km	40 mins
Co-op Foodstore Cuckfield	2.8km	42 mins
Haywards Heath Town Centre	3.75km	56 mins
Haywards Heath Train Station	4.5km	68 mins

3.1.2 **TABLE 3-1** demonstrates that, with the exception of a limited number of facilities located within Ansty, the majority of the most important existing local facilities, including Warden Park Academy, Haywards Heath Town Centre and Haywards Heath Train station are beyond a 2.0km or 30-minute walking distance of the centre of the Appeal Site.

3.1.3 The Chartered Institution of Highways and Transportation (CIHT) provides guidance on desirable and maximum walking distances and the ACE Transport Assessment (**CD1.50**) acknowledges these by stating that:

*“acceptable walking distances of between 400m (“Desirable”) for general journeys and 2km (“Preferred Maximum”) for commuting and journeys to school purposes”*

3.1.4 In addition, the Manual for Streets (MfS) (**CD10.7**) guidance for a walkable neighbourhood, indicates a reasonable walking distance of 800m (10-minutes), with trips under 2km considered to have the greatest potential for replacing short car trips.

3.1.5 It is evident that key local destinations such as the Warden Park Academy, Haywards Heath Town Centre and Haywards Heath train station are beyond acceptable walking distances of the Appeal Site and it is unlikely that future residents would walk these distances to access services and facilities.

## 3.2 EXISTING WALKING AND CYCLING INFRASTRUCTURE

3.2.1 Existing walking and cycling infrastructure in the vicinity of the site is very limited. There is no footway on the A272 north of the Appeal Site and there is no footway on the B2036 Harvest Hill in the vicinity of the proposed vehicle access from the B2036. There is some limited narrow footway provision on the A272 west of the Appeal Site, on the opposite side of the street to the Appeal Site.

3.2.2 The A272 and B2036 do not provide any formal cycle facilities or priority for cyclists this would be a major discouragement to most potential cyclists, thereby perpetuating reliance on the private car to leave the confines of the development.

3.2.3 There are a number of public rights of way and bridleways which connect from the Appeal Site and are located between the Appeal Site and other settlements in the area. However, these are generally rural in nature, without appropriate surfacing to provide an access for all users and a route at all times of year and without street lighting.



### 3.3 EXISTING PUBLIC TRANSPORT CONNECTIVITY

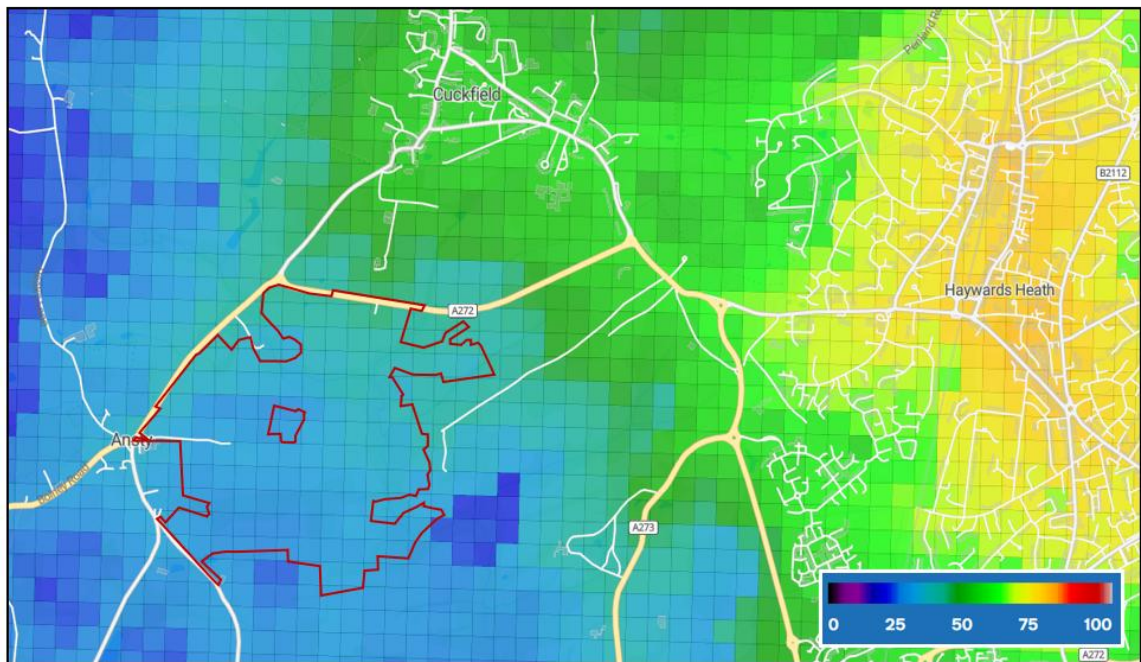
- 3.3.1 The Appeal Site is currently poorly served by public transport. The consultation response from WSCC, dated 29 January 2024 (**CD4.61**) states that *“The site is not well served by existing bus services, with only the 89 service passing by along the A272 with a single AM and PM service.”*
- 3.3.2 The frequency of the bus service on the A272 (a single AM and PM service) is not considered appropriate to serve a development of this scale and there are not safe pedestrian routes from the Appeal Site to the bus stops on the A272 which provide access to the 89 bus route and these stops are a significant distance from the centre of the Appeal Site.
- 3.3.3 The nearest railway station to the site is Haywards Heath which, as demonstrated in Section 3 of my Evidence is an approximate 4.5km walk from the centre of the development site. CIHT ‘Planning for Walking’ 2015 (**CD10.8**) states that *“People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail service”*. Given the distance from the site, it is evident that rail service from Haywards Heath does not provide a viable form of public transport for users of the development.

### 3.1 DfT CONNECTIVITY TOOL

- 3.1.1 The DfT has developed a tool, known as the Connectivity Tool, which assesses the connectivity of all locations within the UK. The Connectivity Tool combines transport and land use data to generate a national measure of connectivity for any location in England and Wales. This connectivity score measures people’s ability to get where they want to go. The Connectivity Tool breaks down the UK into a grid of 100m x 100m squares and provides each grid square with a score out of 100 for connectivity.
- 3.1.2 The Tool measures the connectivity of a location to different destination types that people will want to travel to namely, education, leisure, health, shopping, workplace and residential uses. The Connectivity tool assesses the ability for people to travel to each of these destinations by walking, cycle, public transport and by car.
- 3.1.3 **FIGURE 3.2** below shows the assessment of the connectivity of the Appeal Site by walking, cycling and public transport based on the DfT Connectivity Tool.



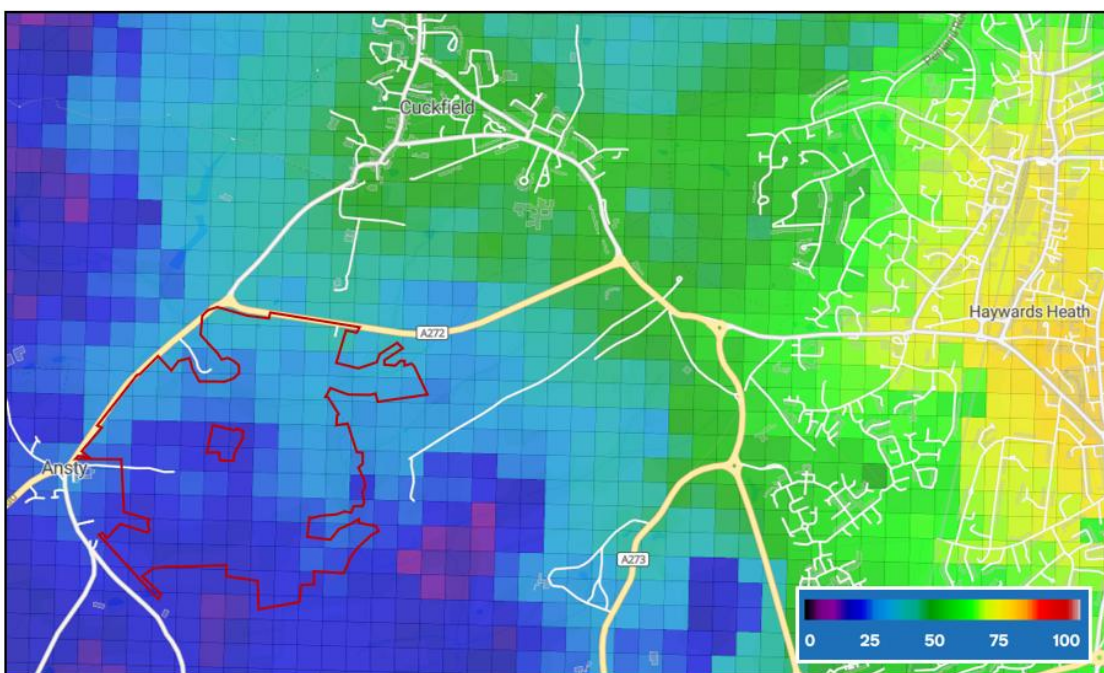
Figure 3-2: DfT Connectivity Tool Assessment



3.1.4 The analysis shows the Appeal Site achieves a connectivity score of between 26 and 39 out of 100 across the site. I consider this demonstrates that the site has poor connectivity by walking, cycling and public transport.

3.1.5 **FIGURE 3.3** below shows the assessment of the connectivity of the Appeal Site specifically by walking based on the DfT Connectivity Tool.

Figure 3-3: DfT Connectivity Tool Assessment - Walking



3.1.6 The analysis shows the Appeal Site achieves a connectivity score of between 18 and 32 out of 100 across the site. I consider that this demonstrates that the site has very poor connectivity by walking.

## 3.2 SUMMARY

3.2.1 It is evident that the Appeal Site is not currently in a sustainable location and provides limited opportunity for future site users to undertake journeys by active and sustainable modes of travel. Given the distances between the Appeal Site and local facilities such as Warden Park Academy and Haywards Heath Town Centre combined with the deficiencies in walking, cycling and public transport infrastructure, the existing site does not provide a genuine choice of mode of travel.

3.2.2 On that basis it is evident that the extent to which the Appeal Scheme provide enhancements to the walking, cycling and public transport infrastructure and connects the Appeal Scheme with the wider network and existing settlements is vital and I consider this within the subsequent sections of my Evidence.



## 4 PEDESTRIAN & CYCLE ROUTES

### 4.1 INTRODUCTION

4.1.1 This section of my evidence considers the accessibility of the Appeal Scheme by walking and cycling. It considers the appropriateness of the pedestrian and cycle access and connectivity to nearby settlements, services and facilities and whether future residents of the Appeal Scheme will have a genuine choice of mode of travel by foot and by cycle.

### 4.2 SUSTAINABLE TRAVEL ROUTES TO CUCKFIELD AND WARDEN PARK ACADEMY

4.2.1 Cuckfield is located to the north of the Appeal Scheme and Paragraph 5.2 of the ACE Transport Assessment (**CD1.50**) highlights that the route to Cuckfield including Warden Park Academy is one of the primary desire lines associated with the Appeal Scheme. However, no detailed assessment of the suitability of the walking and cycling routes between the Appeal Site and Cuckfield, including the Warden Park Academy, is provided elsewhere within the ACE Transport Assessment (**CD1.50**) or subsequent Transport Assessment Addendums.

4.2.2 As set out in Section 3 of my Proof of Evidence the Warden Park Academy is a circa 2.8km or 40-minute walk from the application site. This is in excess of Manual for Streets (**CD10.7**) guidance for a walkable neighbourhood and in excess of the maximum walking distance recommended for being able to replace short car trips.

4.2.3 The most direct route between the Appeal Scheme and Cuckfield, including the Warden Park Academy, is via PRoW 8aCU which is on the northern side of the A272. The Appeal Scheme includes proposals to introduce a signal controlled pedestrian crossing on the A272, to the east of the northern vehicle access, which would assist pedestrians crossing the A272 between the Appeal Scheme and PRoW 8aCU, to the north of the A272.

4.2.4 Paragraphs 2.20 to 2.26 of the ACE Transport Addendum (May 2025) (**CD10.9**) includes an assessment of the proposed pedestrian crossing on the A272 which would connect from the Appeal Scheme on the southern side of the A272 to PRoW 8aCU on the northern side of the A272. The analysis presented by the Appellant states (**PARA 2.21 on Page 100 of CD10.9**) that:

*“30% of pedestrian and cycle trips during the AM peak will utilise the crossing to access Warden Park Academy”.*

4.2.5 On the north side of the A272, the only pedestrian/cycle infrastructure proposed by the Appellant comprises a short stretch of footway connecting between the signal controlled pedestrian crossing and PRoW 8aCU. Therefore all pedestrian and cycle trips using the proposed pedestrian, which totals 30% of pedestrian and cycle trips during the AM peak based on the Appellants statement, would also be using PRoW 8aCU. As such, it is therefore evident that the Appellant expects a significant number of pedestrian and cycle trips to utilise the proposed pedestrian crossing on the A272 to connect onto PRoW 8aCU to link towards Cuckfield village and the Warden Park Academy.

4.2.6 PRoW 8aCU does not provide a complete connection from the A272 to Cuckfield village centre or the Warden Park Academy.



4.2.7 The route from the A272 to Cuckfield village centre would be as follows:

- PRow 8aCU for circa 430m north from the A272;
- Newbury Lane for circa 180m from PRow 8aCU to South Street;
- South Street to Cuckfield village centre.

4.2.8 The route from the A272 to Warden Park Academy would be as follows:

- PRow 8aCU for circa 430m north from the A272;
- Newbury Lane for circa 180m from PRow 8aCU to South Street;
- Church Platt and PRow CU22 towards Warden Park Academy.

4.2.9 These routes are indicated on **FIGURE 4.1** and **FIGURE 4.2**, respectively, and I have then considered each section of these routes in turn.

**Figure 4-1: Route from Appeal Site to Cuckfield village centre**

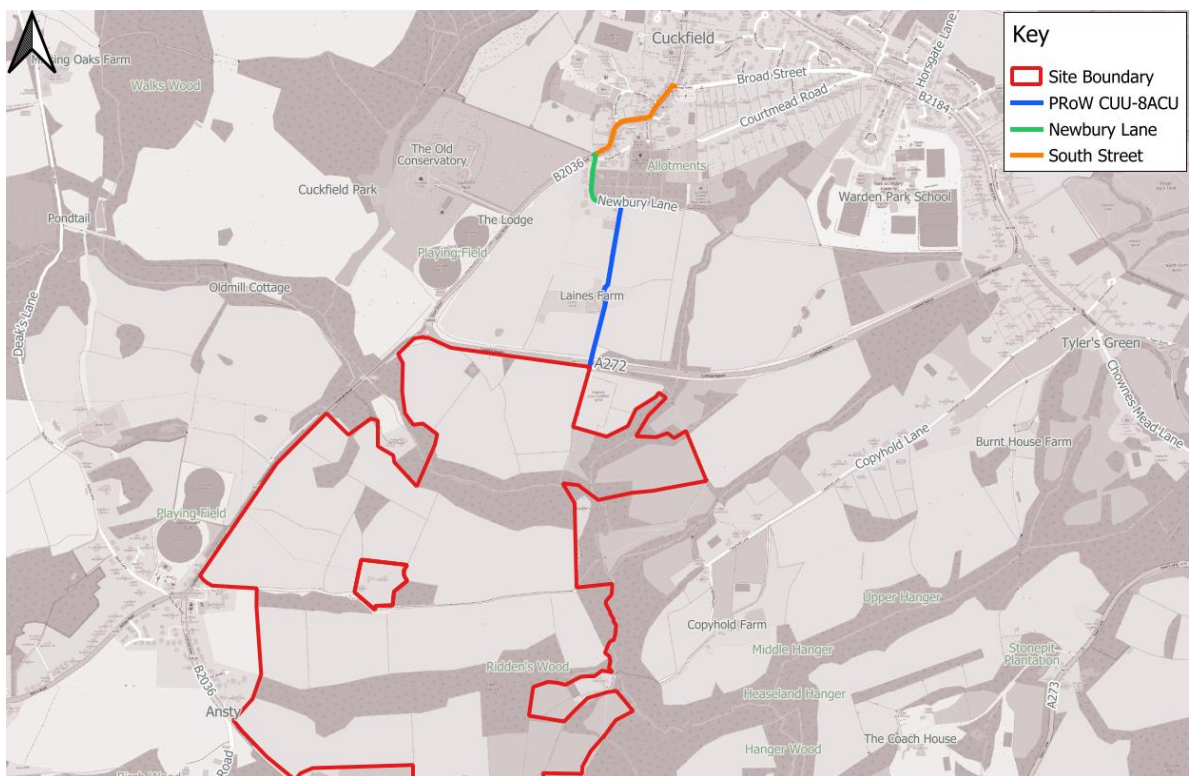
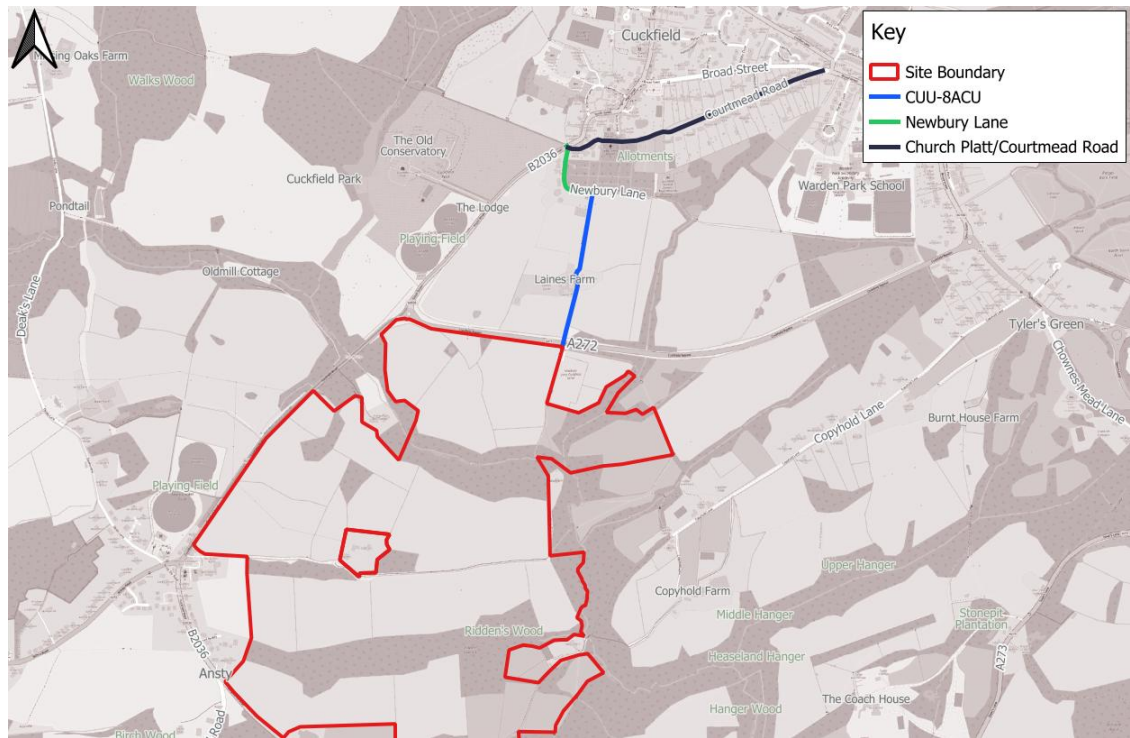


Figure 4-2: Route from Appeal Site to Warden Park Academy



**PROW 8aCU (SOUTHERN SECTION) – BETWEEN A272 AND NEWBURY LANE**

- 4.2.10 PROw 8aCU routes north from A272 for a distance of circa 430m before terminating at its junction with Newbury Lane.
- 4.2.11 The southern section of PROw 8aCU which comprise circa 135m is an unmade dirt track. There is no appropriate surfacing treatment, no cycle facilities and no street lighting along this section of PROw 8aCU. **IMAGE 4.1** below indicates that existing layout of southern section of PROw 8aCU



Image 4.1 – PRoW 8aCU Southern Section



#### **PROW 8ACU (NORTHERN SECTION) – BETWEEN A272 AND NEWBURY LANE**

- 4.2.12 The northern section of PRoW 8aCU which comprises circa 295m is an unmade agricultural track. The route is unmade with no street lighting. This section of PRoW 8aCU is shared with vehicle access to a number of agricultural properties and therefore is utilised by vehicles including agricultural vehicles such as tractors and HGVs. There are no separate pedestrian or cycle facilities on this section of PRoW 8aCU, which is also used by vehicles.
- 4.2.13 As part of the submitted Transport Assessment (**CD1.50**), or subsequent addendums, no assessment has been undertaken to assess the interaction of vehicles, pedestrians and cyclists on this section of PRoW 8aCU. No surveys of vehicle activity or road safety audit have been undertaken and submitted with the application.
- 4.2.14 This section of PRoW 8aCU is generally circa 2.7m in width and therefore does not provide appropriate width for a vehicle to pass pedestrians or cyclists using this route and no passing places are provided. The conflict between pedestrians, cyclists and vehicles on this narrow stretch of route is of significant concern, given the route is proposed to be utilised by pedestrians and cyclists accessing Cuckfield village centre and the Warden Park Academy and this would include school children and those with mobility needs.



4.2.15 **IMAGE 4.2** below indicates that existing layout of the northern section of PRow 8aCU.

Image 4.2 – PRow 8aCU Northern Section



4.2.16 **IMAGE 4.3** shows a vehicle driving along this section of PRow 8aCU, taking up the majority of the PRow width, and demonstrates that there is insufficient width for a vehicle and pedestrian to safely pass.



Image 4.3 – PRoW 8aCU Northern Section – Vehicle Movement



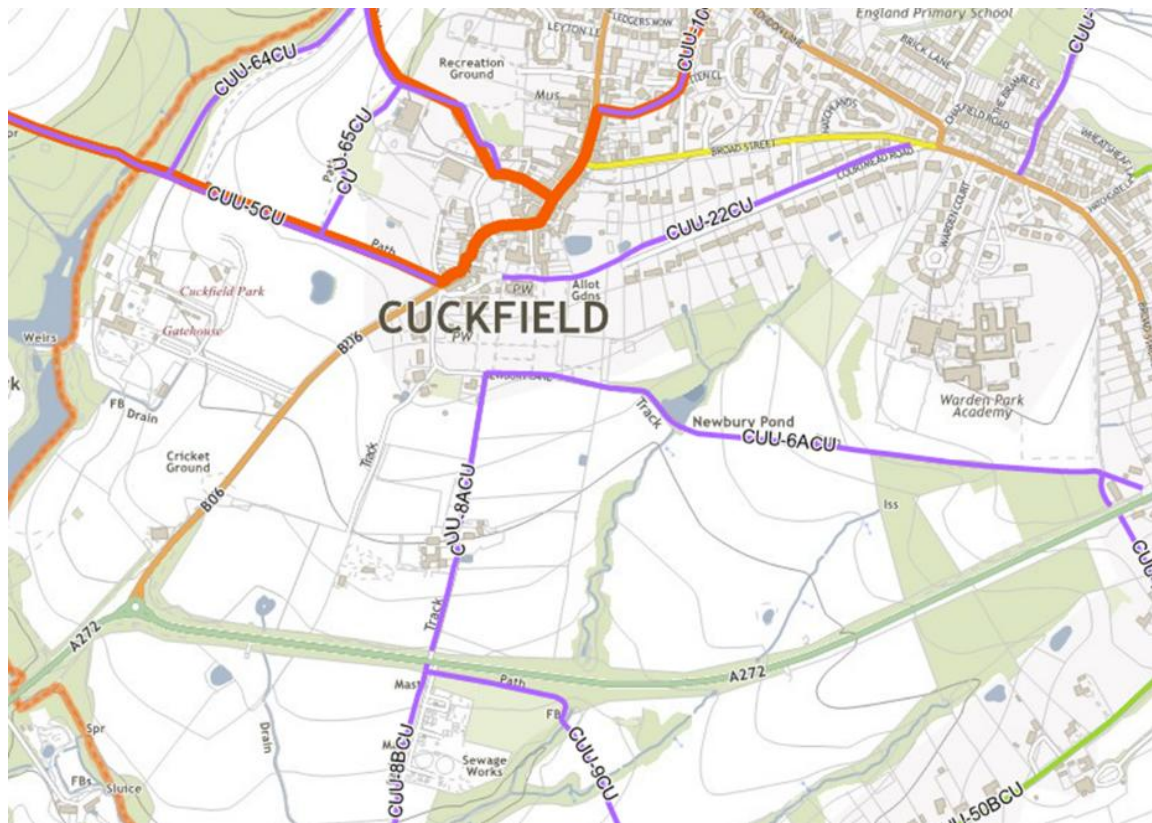
- 4.2.17 The Statement of Common Ground (**CD7.2**) between the Appellant and WSCC states that:  
*“Footpath 8aCU towards Cuckfield will be upgraded to enhance the connection to Warden Park Academy”*
- 4.2.18 ACE Drawings 2207280-SK03F and ACE Drawing 2207280-SK04E detail the proposed cycle and pedestrian improvement strategies associated with the Appeal Scheme. These Drawings are included within the ACE Transport Addendum, ACE Ref. 2207280-R28D (dated May 2025) (**CD10.9**) and show no pedestrian or cycle improvements proposed to PRoW 8aCU or connections further north to Cuckfield. This contradicts the Statement of Common Ground (**CD7.2**), and it is unclear what upgrades are proposed to PRoW 8aCU as part of the Appeal Scheme and the current application.
- 4.2.19 No details of what this upgrade will be are provided as part of the submitted Transport Assessment (**CD1.50**) or any subsequent submissions by the Appellant. No drawing is provided in any of the Appellants submission detailing the layout, width, dimensions, surface treatment or lighting that will be provided on this section of the route.

#### **NEWBURY LANE**

- 4.2.20 **FIGURE 4.3** below is an extract from the WSCC Definitive Map (available on the WSCC website) and shows the Public Rights of Way in the vicinity of Cuckfield. **FIGURE 4.2** below shows the extent of PRoW 8aCU, commencing at the A272 and terminating at Newbury Lane.



Figure 4-3: PRoW in vicinity of Cuckfield



- 4.2.21 As highlighted in **FIGURE 4.3**, PRoW 8aCU terminates south of Cuckfield and does not provide full route between the A272 and Cuckfield. To continue towards Cuckfield and the Warden Park Academy, pedestrians and cyclists are required to use Newbury Lane for a distance of approximately 180m to connect to the B2036 South Street.
- 4.2.22 The ACE Travel Plan (**CD2.36**) references the potential for a PRoW connecting between Courtmead Road and Newbury Lane, to the east of Holy Trinity Church and the Allotments. The extract from the WSCC Definitive Map show at **FIGURE 4.3** demonstrates that there is no existing PRoW between Courtmead Road and Newbury Lane. As such, this cannot be relied upon as a pedestrian or cycle route towards Cuckfield village centre or the Warden Park Academy.
- 4.2.23 It is acknowledged that an application for a PRoW between Courtmead Road and Newbury Lane was submitted in 2018 (DMMO Ref: 20/21), however this has not been granted and so cannot be relied upon as a pedestrian or cycle route towards Cuckfield village centre or the Warden Park Academy. Furthermore, this route would require pedestrians and to utilise a stretch of PRoW 6ACU, east of PRoW 8ACU. PRoW 6ACU is an unmade agricultural track, shared with agricultural vehicles, with no segregated pedestrian or cycle facilities and with no street lighting.
- 4.2.24 **FIGURE 4.3**, above, which shows the public rights of way in the vicinity of Cuckfield highlights that Newbury Lane is not a public right way.
- 4.2.25 **IMAGE 4.4** below shows existing layout of Newbury Lane. Newbury Lane is a narrow single track width street with no street light and no footway. There are no pedestrian or cycle facilities on Newbury Lane

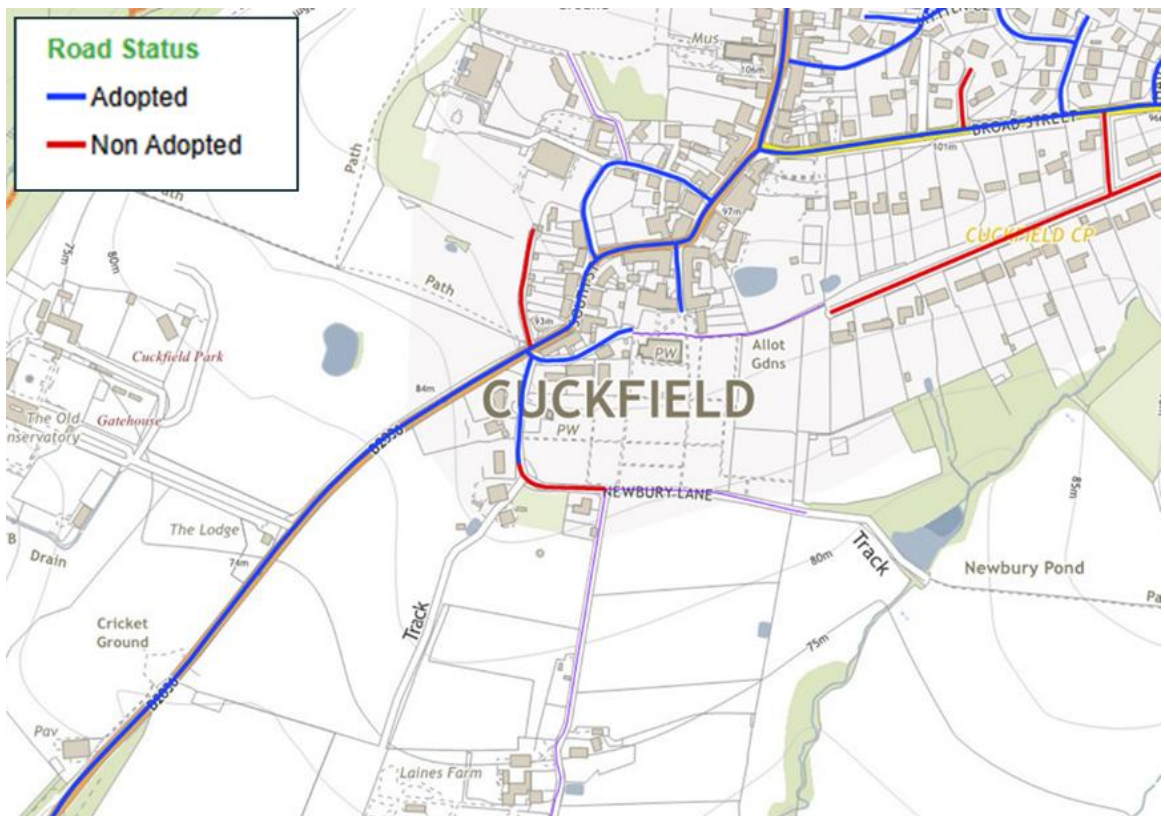


Image 4.4 – Newbury Lane



- 4.2.26 **FIGURE 4.4** below is an extract from the WSCC Highways Adoption Map (available on the WSCC website) and shows the highway adoption status of Newbury Lane. The Figure demonstrates that the western section of Newbury Lane, extending for a distance of circa 90m from South Street is within the adopted highway. However, **FIGURE 4.4** also highlights that the eastern section of Newbury Lane, extending for a distance of circa 90m to PoW 8aCU is not within the adopted public highway.

Figure 4-4: WSCC Adopted Highway Map



- 4.2.27 The section Newbury Lane indicated in red, on **FIGURE 4.4** above, is not within the adopted highway and is not a public right of way. On that basis there is no current public right of access along the section of Newbury Lane highlighted in red on the WSCC plan.
- 4.2.28 ACE Drawings 2207280-SK03F and ACE Drawing 2207280-SK04E detail the proposed cycle and pedestrian improvement strategies associated with the Appeal Scheme and these are included within the ACE Transport Addendum, ACE Ref. 2207280-R28D (dated May 2025) (**CD10.9**).
- 4.2.29 No improvements to Newbury Lane, between PRoW 8aCU and South Street are proposed as part of the Appeal Scheme and current application. As such, pedestrians and cyclists seeking to route to Cuckfield, including school children accessing the Warden Park Academy, will need to utilise Newbury Lane in its current form with no pedestrian or cycle facilities.
- 4.2.30 Newbury Lane is shared with vehicle access to a number of residential and agricultural properties and therefore is utilised by vehicles including agricultural vehicles such as tractors and HGVs.
- 4.2.31 As part of the submitted Transport Assessment (**CD1.50**), or subsequent addendums, no assessment has been undertaken to assess the interaction of vehicles, pedestrians and cyclists on this section of Newbury Lane. No surveys of vehicle activity or road safety audit have been undertaken and submitted with the application.



- 4.2.32 Sections of Newbury Lane do not provide sufficient width for a vehicle to safely pass pedestrians or cyclists and no assessment of conflict and safety of this has been undertaken by the Appellant. The conflict between pedestrians, cyclists and vehicles on this narrow stretch of route is of significant concern, given the route is proposed to be utilised by pedestrians and cyclists accessing Cuckfield village centre and the Warden Park Academy and this would include school children and those with mobility needs.
- 4.2.33 **IMAGE 4.5** shows a vehicle driving along this section of Newbury Lane would take up the majority of the carriageway width and demonstrates that there is insufficient width for a vehicle and pedestrian to safely pass.

Image 4.5 – Newbury Lane – Vehicle Movement



## SOUTH STREET

- 4.2.34 Following Newbury Lane, pedestrians and cyclist routing to Cuckfield village centre will then connect to South Street. South Street is a two way carriageway which provides vehicle access to Cuckfield village centre. To the west of the village centre, footway provision is intermittent with numerous sections of very narrow footway and sections where footway terminates abruptly.
- 4.2.35 **IMAGES 4.6 and 4.7** below show footway provision on South Street to the west of west of Cuckfield village centre.

**Image 4.6 – South Street – Existing Footway Provision**



Image 4.7 – South Street – Existing Footway Provision



- 4.2.36 No assessment of the existing pedestrian facilities along South Street has been undertaken as part of the ACE Transport Assessment (**CD1.50**) or subsequent Addendum documents. It is evident that sections of South Street to the west of the village centre include extremely narrow and intermittent footway which terminates abruptly and therefore does not provide a continuous and safe footway route.
- 4.2.37 The Appellant has not considered the suitability of these pedestrian facilities as part of the primary route to Cuckfield village centre, including their suitability for vulnerable pedestrians or those with mobility needs. No Road Safety Audit or equivalent road safety study has been undertaken to assess the safety and suitability of these routes. No improvements are proposed to existing pedestrian and cycle facilities along South Street as part of the Appeal Scheme.
- 4.2.38 In my view, the route between the Appeal Site and Cuckfield village centre and the Warren Park Academy does not provide an appropriate route for pedestrians or cyclists, in particular school children or those with mobility needs.



- 4.2.39 Whilst the Appeal Scheme proposes upgrade to PRoW 8aCU, no detail of that upgrade is provided to demonstrate that it provides appropriate facilities for pedestrians and cyclists, including school children and those with mobility needs. In addition, PRoW 8aCU only comprises a short stretch of the route between the Appeal Scheme and Cuckfield village centre and the Warden Park Academy and no improvements to the remainder of the route are proposed, despite there being obvious deficiencies to the routes for both pedestrians and cyclists.

### 4.3 SUSTAINABLE TRAVEL ROUTES TO BURGESS HILL

- 4.3.1 Burgess Hill is located to the south of the Appeal Scheme and provides a range of services and facilities including shopping, employment and leisure opportunities. Paragraph 5.2 of the ACE Transport Assessment (**CD1.50**) highlights that the route to Burgess Hill is one of the primary desire lines associated with the Appeal Scheme.
- 4.3.2 The original Transport Assessment (**CD1.50**) supporting the planning application included options for delivering a pedestrian and cycle connection to Burgess Hill.
- 4.3.3 However, these have subsequently been removed for the Appeal Scheme, and no pedestrian or cycle connection is to be provided between the Appeal Scheme and Burgess Hill. Paragraph 4.23 of the ACE Transport Addendum (dated May 2025) (**CD10.9**) confirms that the proposals for a pedestrian/cycle connection between the Appeal Site and Burgess Hill have been removed from the proposals.
- 4.3.4 Given no pedestrian or cycle facilities are to be provided to connect to Burgess Hill, the only transport choices to connect from the Appeal Scheme will be via private car, or potentially by bus.
- 4.3.5 As set out in Section 5 of my Evidence, it has not been demonstrated that the proposed bus service will be viable in the long term, and the mode share estimates referenced by the Appellant are an over-estimate and are unlikely to be achieved in reality.
- 4.3.6 My evidence will demonstrate that a realistic mode share for bus usage, if a bus service can be maintained, would be no more than 2% of trips. On that basis, and given that there are no pedestrian or cycle connections to Burgess Hill, it is likely that a minimum of 98% of trips to Burgess Hill will be undertaken via private car.
- 4.3.7 Should the bus route proposed by the Appellant fail to be viable in the long term, there would be no transport choices to connect to Burgess Hill, other than by private car and in that instance all trips between the Appeal Site and Burgess Hill will need to be undertaken by private car.
- 4.3.8 Given that there is no pedestrian or cycle connection between the Appeal Scheme and Burgess Hill, which the Appellant has defined as one of the primary desire lines associated with the Appeal Scheme, it is evident that the Appeal Scheme does not provide a genuine choice of modes of travel for residents seeking to access Burgess Hill.

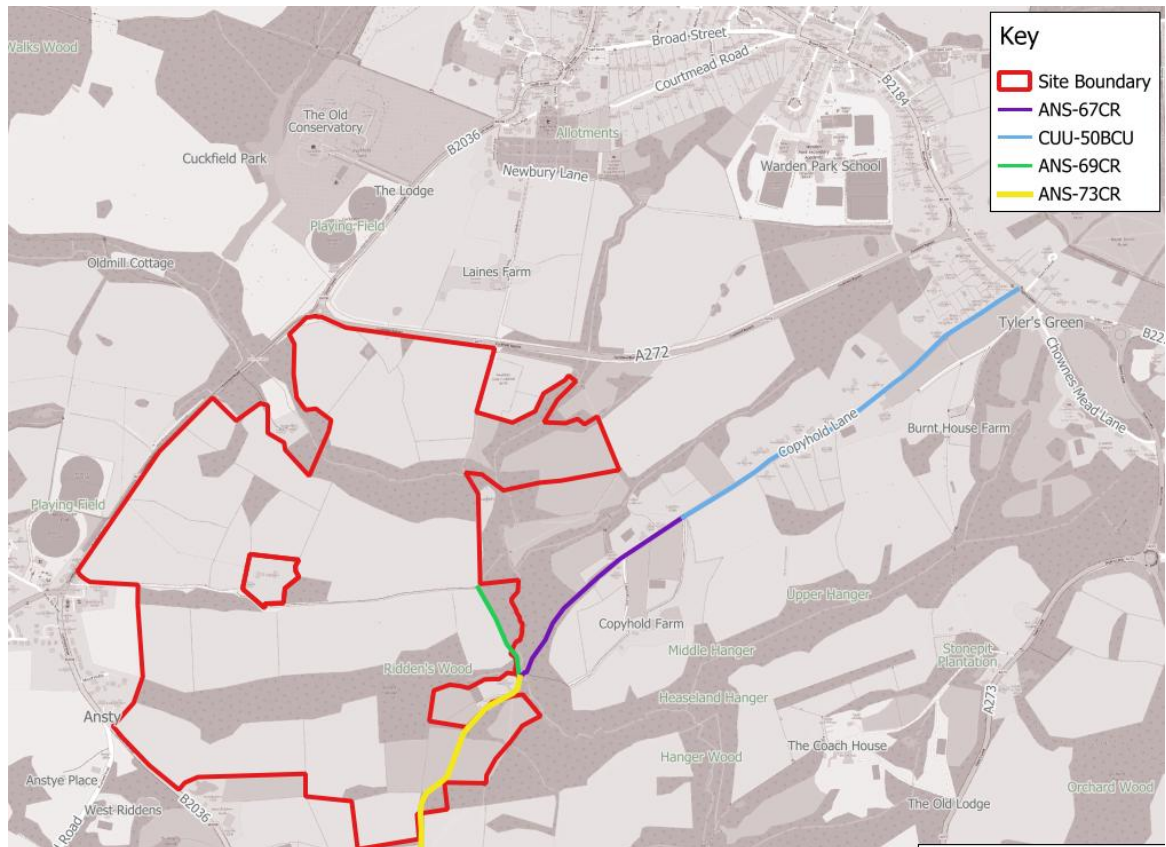
### 4.4 ROUTE TO HAYWARDS HEATH & TRAIN STATION

- 4.4.1 Haywards Heath is located to the east of the Appeal Scheme and includes Haywards Heath railway station. Paragraph 5.2 of the ACE Transport Assessment (**CD1.50**) highlights that the route to Haywards Heath including the railway station is one of the primary desire lines associated with the Appeal Scheme.



- 4.4.2 As set out in Section 3 of my Evidence, Haywards Heath town centre is a circa 3.75km or 56-minute walk from the Appeal Site and Haywards Heath train station is a circa 4.5km or 68-minute walk from the Appeal Site. This significantly exceeds recommended walking distance between a site and a destination, and it is considered unlikely that any residents of the site would walk between the site and Haywards Heath town centre or the railway station given the distance involved.
- 4.4.3 The most direct walking and cycle route between the Appeal Scheme and Haywards Heath, including the train station, is via Copyhold Lane and Tylers Green and that route is indicated on **FIGURE 4.5** below.

**Figure 4-5: Pedestrian Route between Appeal Site and Tylers Green**



- 4.4.4 The Appeal Scheme does include the provision of shared foot/cycleway along the south side of the A272, although this would be a longer and more indirect routes towards Haywards Heath, in particular for future residents at the southern end of the Appeal Scheme. The WSCC response to the planning application dated July 2025 (**CD4.10**) states that:

*“Future residents from the south of the site could also join the route via Copyhold Lane (Bridleway 73CR and 67CR) Improvements to the Footpath 69CR are also to be secured external of the site.”*

- 4.4.5 The route between the Appeal Site and Tylers Green, via Copyhold Lane, comprises three separate public rights of way as follows:
- ⦿ PRoW 69CR which routes within the Appeal Scheme;
  - ⦿ PRoW 67CR which routes from the 69CR and the Appeal Scheme to Copyhold Lane; and,
  - ⦿ Bridleway 50BCU (Copyhold Lane) which connects from 67CR to Tylers Green.



- 4.4.6 ACE Drawings 2207280-SK03F and ACE Drawing 2207280-SK04E detail the proposed cycle and pedestrian improvement strategies associated with the Appeal Scheme and these are included within the ACE Transport Addendum, ACE Ref. 2207280-R28D (dated May 2025) **(CD10.9)**.
- 4.4.7 ACE Drawings 2207280-SK03F asserts that the Appellant will deliver cycle enhancements along Copyhold Lane to Tylers Green.
- 4.4.8 ACE Drawing 2207280-SK04E asserts that the Appellant will deliver pedestrian enhancements along Copyhold Lane to Tylers Green.
- 4.4.9 However, ACE Drawings 2207280-SK03F and ACE Drawing 2207280-SK04E contradict the WSCC consultation response, the Committee Report **(CD3.1)** and the Highways SoCG **(CD7.2)** between the Appellant and WSCC, which make no reference to pedestrian or cycle improvements along Copyhold Lane.
- 4.4.10 The Highways SoCG **(CD7.2)** and Committee Report **(CD3.1)** refers solely to the Appeal Scheme providing *“Footpath 69CR towards Copyhold Lane will also be upgraded to enhance the connection onto Bridleway 67CR.”*
- 4.4.11 It is therefore evident that no improvements to PRow 67CR or Bridleway 50BCU (Copyhold Lane) are proposed as part of the Appeal Scheme.
- 4.4.12 No Drawings have been provided showing the proposed improvements to Footpath 69CR and no details of the layout, width, dimensions, surface treatment or lighting that will be provided on the route. It has therefore not been demonstrated that this route will be of an appropriate standard and accord with relevant design guidance.
- 4.4.13 The only connection between PRow 69CR and Copyhold Lane is via PRow 67CR. PRow 67CR is an unmade dirt track with uneven surface, no street lighting and no facilities for cyclists. PRow 67CR includes sections of steep incline. **IMAGE 4.8** below shows the typical layout of PRow 67CR. It is evident that PRow 67CR does not provide an appropriate route for pedestrians or cyclists to connect between the Appeal Scheme and wider pedestrian network, in particular for those with mobility needs.



Image 4.8 – PRoW 67CR Existing Conditions



## 4.5 SUMMARY

4.5.1 In summary this section of my evidence has demonstrated that:

- ⊙ The primary pedestrian and cycle route between the Appeal Site and Cuckfield, including the Warden Park Academy is to the north via PRoW 8aCU and Newbury Lane. I do not consider that this is an appropriate route for pedestrians and cyclists including school children and those with mobility needs.
- ⊙ No pedestrian or cycle route will be provided between the Appeal Site and Burgess Hill.
- ⊙ The most direct pedestrian and cycle route between the Appeal Site and Haywards Heath is via Copyhold Lane and Bridleway 67CR and I do not consider that this is an appropriate route for pedestrians and cyclists including school children and those with mobility needs.



- 4.5.2 My evidence has demonstrated that the Appeal Scheme does not provide appropriate pedestrian and cycle facilities to connect to key local destinations and wider settlements including Cuckfield, the Warden Park Academy, Haywards town centre and railway station and Burgess Hill.
- 4.5.3 On that basis the Appeal Scheme will not provide appropriate provision for journeys by walking and cycling and therefore does not provide a genuine choice of mode of travel. This will result in greater reliance on private car usage and higher levels of vehicle trips will be generated.



## 5 PUBLIC TRANSPORT

### 5.1 INTRODUCTION

- 5.1.1 This section considers the accessibility of the Appeal Scheme by public transport and the mitigation proposed to be provided by the Appellant.
- 5.1.2 As set out Section 3 of my Evidence the Appeal site is currently poorly served by public transport. The consultation response from WSCC, dated 29 January 2024 (**CD4.61**) states that *“The site is not well served by existing bus services, with only the 89 service passing by along the A272 with a single AM and PM service.”*
- 5.1.3 The nearest railway station to the site is Haywards Heath which, as demonstrated in Section 3 of my Evidence is an approximate 4.5km walk from the centre of the development site. CIHT ‘Planning for Walking’ 2015 (Page 31 of **CD10.8**) states that *“People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail service”*. Given the distance from the site, it is evident that rail service from Haywards Heath does not provide a viable form of public transport for users of the development.
- 5.1.4 As such, the need to provide viable and regular bus services to serve the Appeal Scheme is imperative to ensuring that the development has appropriate access to public transport and provides a genuine choice of mode of travel.

### 5.2 PROPOSED BUS ROUTE

- 5.2.1 The Appellant has provided, as part of the appeal, a copy of a document entitled “Technical Transport Note #13 (Bus Strategy), ACE Ref. 2207280-R33, dated April 2025 (**CD2.31**). This document was not made available via the MSDC planning portal during the determination of the planning application.
- 5.2.2 The Appellant has provided limited information regarding the bus services that would serve the Appeal Scheme. The Technical Transport Note #13 (Bus Strategy) (**CD2.31**) states that the Appeal Scheme will provide:
- ⦿ half-hourly bus connection to Haywards Heath during the weekday peak periods; and
  - ⦿ hourly bus connection to Burgess Hill during the weekday peak period.
- 5.2.3 The Highways SoCG (**CD7.2**) states that the Appeal Scheme will provide *“a half-hourly service between the Appeal Site and Haywards Heath and an hourly service between the Appeal Site and Burgess Hill during weekday daytime hours”*.
- 5.2.4 No details of the routeing, timetable or hours of operation of the bus routes is provided and the Bus Strategy Note (**CD2.31**) states that the *“precise routing, timetable and frequency of the final bus provision for the development is subject to discussions with WSCC as well as the prospective bus operator for the scheme.”*



- 5.2.5 The usefulness and benefit of the potential bus services accessing the development will be dependent on the destinations that are served by the bus. For example, whether they provide access to key destinations such as town centres, railway stations or employment opportunities. The commitment set out by the Appellant provides no commitment to the routing of the potential bus services and the usefulness of the services cannot be assessed in detail. This lack of detail also calls into question any assessment of its financial viability.
- 5.2.6 The proposals detailed by the Appellant in the Technical Transport Note #13 (Bus Strategy) (CD2.31) suggest a bus service operating only during weekday peak periods, which differs slight from the Highways SoCG (CD7.2) which suggest a service operating only during weekday daytime hours. However, it is evident that there would be no bus services accessing the Appeal Scheme outside the weekday daytime/peak periods and no bus service connecting the site at any time during the weekend. No public transport option will be available for those whose employment requires evening or weekend working, or for social, leisure or education proposes at those time.

### 5.3 MODE SHARE

- 5.3.1 A key consideration in relation to the bus services is the long term viability of the proposed bus route and whether there is a realistic prospect that the bus services will continue to operate in the long term, following any initial funding by the Appellant. One of the key factors in assessing the viability of the bus service is the mode share of future residents that would utilise the bus.
- 5.3.2 The Appellant has provided limited information on the bus mode share that they have assessed to be realistically associated with the Appeal Scheme. The Appellants Technical Transport Note #13 dated April 2025 (CD2.31) which assesses the viability of the bus service does not confirm the bus mode share that has been utilised for the purpose of assessment.
- 5.3.3 The Appellants Technical Transport Note #11 dated May 2025 (CD10.10) includes an assessment of the mode share of future residents of the proposed development with reference to data from the 2021 Census. **Figure 5.1** below is an extract from Technical Transport Note #11 dated May 2025 (CD10.10) and shows the mode share assessed by the Appellant.

Figure 5-1: Extract from Appellants Technical Transport Note #11

Peak	Walking	Cycling	Public Transport	Private Car	Other	Total
AM	222	26	164	700	30	1,142
PM	199	23	147	627	27	1,023
Daily	2,525	291	1,871	7,962	344	12,993
Modeshare	19.4%	2.2%	14.4%	61.3%	2.6%	100.0%

Table 2.1: Multi-Modal Trip Generation

- 5.3.4 The Appellants Technical Transport Note #11 (CD10.10) states at Para 2.2 that:
- “The above borrows from the modal split in the 2021 Census for the Middle Super Output Area of Haywards Heath 009”*
- 5.3.5 The mode share analysis undertaken by the Appellant was based on data from the 2021 Census. Census Day for the 2021 Census was the 21<sup>st</sup> March 2021 and, at that time, Covid-19 pandemic related travel restrictions were in place.



- 5.3.6 The Office of National Statistics website (confirms that on the day of the 2021 Census the following travel restrictions were in place:
- ⦿ *“a nationwide lockdown was still in place, with government guidance requiring people to work from home wherever possible*
  - ⦿ *those key workers who were working outside of their homes were encouraged to avoid public transport where possible to reduce transmission*
  - ⦿ *non-essential retail and businesses were closed*
  - ⦿ *up to 5.6 million people in England and Wales were supported by a national job support scheme known as furlough*
  - ⦿ *households were not able to meet with others outside of their bubble.”*

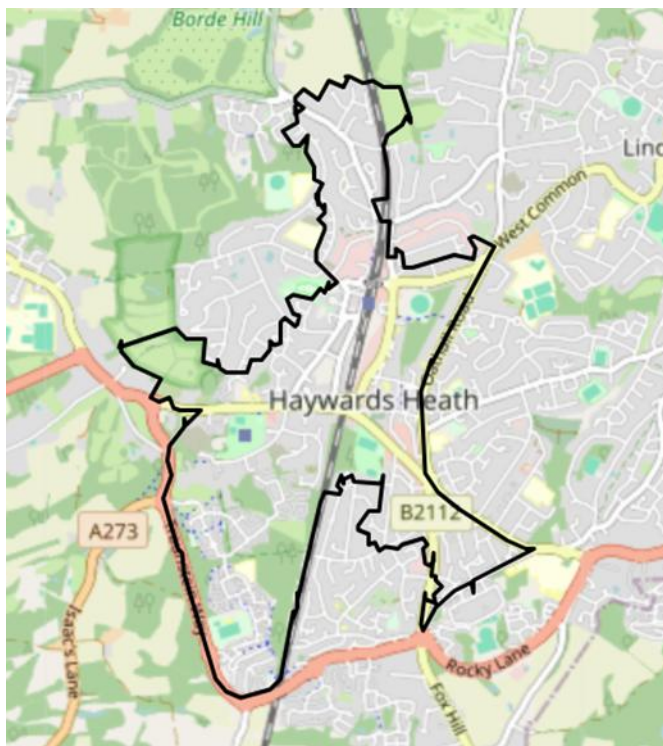
(Source:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>) (CD10.12)

- 5.3.7 Given the travel restrictions that were in place at the time of the 2021 Census, the journey to work data used to calculate mode share by the Appellant, will be significantly affected and would not provide an accurate assessment of mode share. The ONS (CD10.12) website states that:
- “Travel data were expected to be substantially different from past censuses because of the pandemic, with changes in travel mode and increased home working. Behavioural change would vary across geographies, industries and personal characteristics, and responses from people on furlough would add further complexity to the data. “*
- 5.3.8 In addition, the ONS (CD10.12) advise that:
- “Data collected would be a snapshot in time, but with limited utility in measuring pre- or post-pandemic travel patterns.”*
- 5.3.9 It is evident that the use of data from the 2021 Census data to assess mode share, as undertaken by the Appellant is likely to be inaccurate and as confirmed by the ONS has ‘limited utility’ in assessing current, post-pandemic travel patterns.
- 5.3.10 In addition, the mode share analysis undertaken by the Appellant is based on the Haywards Heath 009 Census Middle Super Output Area. This is not the Census area in which the Appeal Site is located.
- 5.3.11 Instead the Appellant has assessed the mode share of Census area to the east of the Appeal Scheme which includes Haywards Heath town centre, Haywards Heath railway station and multiple frequent bus services and is therefore a significantly more accessible and sustainable location than the Appeal Site. **FIGURE 5.2** below shows the geographical area covered by Middle Super Output Area of Haywards Heath 009, which has been used to assess mode share by the Appellant.



Figure 5-2: Census Middle Super Output Area Haywards Heath 009



- 5.3.12 In summary, the mode share analysis undertaken by the Appellant is based on Census Data that was collected during Pandemic travel restriction and a Census Output Area which is not the location of the Appeal Scheme. On that basis the mode share analysis presented in Table 2.1 of the Appellant Technical Transport Note #11 dated May 2025 (**CD10.10**) is not considered to provide an accurate assessment of the likely mode share of future residents of the Appeal Scheme.
- 5.3.13 To calculate the likely bus mode share that may be achieved by the Appeal Scheme, if it is served by new bus services, I have undertaken an analysis of bus mode share across each Census Middle Super Output Area in Mid Sussex. As set out above, Census data from the 2021 census is not considered a reliable assessment of mode share as this would have been affected by the travel and working restrictions associated with the COVID-19 pandemic. As such, data from the 2011 Census has been utilised. Whilst this is older data than the 2021 Census, it is considered a more accurate assessment of mode share. This is presented at **TABLE 5.1** below.



Table 5-1: Mid-Sussex – Bus Mode Share by Mid Super Output Area

MIDDLE SUPER OUTPUT AREA	BUS MODE SHARE
Mid-Sussex 001	1.8%
Mid-Sussex 002	1.8%
Mid-Sussex 003	1.2%
Mid-Sussex 004	1.3%
Mid-Sussex 005	2.7%
Mid-Sussex 006	1.9%
Mid-Sussex 007	0.9%
Mid-Sussex 008	1.3%
Mid-Sussex 009	1.7%
Mid-Sussex 010	1.8%
<b>Mid-Sussex 011 (Site Location)</b>	<b>1.5%</b>
Mid-Sussex 012	1.1%
Mid-Sussex 013	2.5%
Mid-Sussex 014	2.1%
Mid-Sussex 015	1.4%
Mid-Sussex 016	1.7%
Mid-Sussex 017	1.5%
<b>Average</b>	<b>1.7%</b>

- 5.3.14 The data presented at **TABLE 5.1** demonstrates that the average bus mode share across Mid-Sussex is 1.7% of trips. The Appeal Site is located within Census Middle Super Output Mid-Sussex 011 and **TABLE 5.1** demonstrates that the bus mode share within this area is current 1.5% of trips.
- 5.3.15 In contrast, the analysis presented by the Appellant, shown at **FIGURE 5.1** above, asserts that 14.4% of trips associated with the Appeal Scheme will be undertaken by public transport.
- 5.3.16 The highest levels of bus mode share achieved within all of Mid-Sussex is Middle Super Output Area 005 which has a bus mode share of 2.7%. This Middle Super Output Area is located around Crawley Down which benefits from frequent and convenient bus connections to Crawley.
- 5.3.17 Based on the existing Census Mode Shares across the District. I consider that a realistic mode share of 1.5% to 2% of trips being undertaken by bus is reasonable.

### BUS SERVICE COST

- 5.3.18 Appendix A of the Appellants document “Technical Transport Note #13 (Bus Strategy)” (**CD2.31**) is a document prepared by MCL Transport Consultant entitled “Potential Bus Service to Ansty Garden Community Development” which is dated 28 September 2023.
- 5.3.19 That report provides options for buses services to access the Ansty site and includes estimated costs for operating those bus services, based on the frequency of those routes. **Figure 5.3** below is an extract from the MCL report (**APPENDIX A** of **CD2.31**) and summaries the costs of operating bus routes to Haywards Heath and Burgess Hill.



Figure 5-3: Extract MCL Report

Haywards Heath Options			
Option	Buses	Total per annum	Per bus per annum
Hourly	1	£230,362	£230,362
30 Minutes	2	£444,724	£222,362
20 minutes	2	£464,095	£232,048
Alt 30 Min Shuttle	1	£232,350	£232,350

Burgess Hill Options			
Option	Buses	Total per annum	Per bus per annum
Hourly	1	£240,968	£240,968
30 Minutes	2	£470,024	£235,012
20 minutes	3	£697,447	£232,482

- 5.3.20 That MCL report states that to provide 2 buses per hour (30min frequency) to Haywards Heath will cost £444,724 per annum. In addition, the MCL report states that operating an hourly service to Burgess Hill cost a further £240,968 per annum.
- 5.3.21 In summary the costs of the proposed bus services would be
- ⊙ Haywards Heath Route    £444,724 per annum
  - ⊙ Burgess Hill Route        £240,968 per annum
  - ⊙ Total                            £685,692 per annum
- 5.3.22 The MCL report (**APPENDIX A** of **CD2.31**) highlights that those estimated costs are based on September 2023 prices and the MCL report states that “*The economy is currently in a trend of high inflation, with bus operation having seen sharp increases in costs in the last two years. This is notably for fuel, staff rates of pay, insurance and bus parts*”.
- 5.3.23 It is noted that general UK inflation between 2023 and 2026 has been circa 6.5% (based on UK Government website), which would increase the cost of operating the bus services by £44,570 per annum for 2026, compared to the 2023 prices quoted in the MCL report.

## 5.4 BUS SERVICE VIABILITY

- 5.4.1 The Appellant’s document “Technical Transport Note #13 (Bus Strategy)” (**CD2.31**) sets out at Para 2.9, the basis on which the Appellant has assessed the commercial viability of the bus services proposed and the Appellant states that they have made the following assumptions:
- ⊙ “A build-out rate of 150 homes per year (a conservative assumption relative to the indicative phasing plan).
  - ⊙ The annual number of public transport trips is a product of the typical weekday number of public transport trips, multiplied by 260 working days (i.e. excludes revenue from a potential weekend service).
  - ⊙ Fares of £3 per single ticket, uplifted by the yearly inflation rates predicted by the Office for National Statistics.
  - ⊙ A yearly cost based on the provision of two buses for the route, uplifted by the yearly inflation rates predicted by the Office for National Statistics”
- 5.4.2 It is highlighted that the WSCC website confirms that “*most single bus journeys are still capped at £3, under the Governments national fare cap scheme*”.

(Source: <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-travel/plan-your-journey/bus-operators-and-fares/>) (**CD10.13**)



- 5.4.3 From January 1<sup>st</sup> 2025 single fares on most bus services have been capped at £3 and this is in place to at least March 2027. The assumption that fares will rise in line with inflation is therefore incorrect.
- 5.4.4 The analysis undertaken by the Appellant makes no consideration of concessionary fares and assumes that all bus users will pay the full fare price with no concession. The WSCC Bus Service Improvement Plan 2024 (CD10.11) confirms that in 2022/23, 30% of trips on bus services are undertaken by older or disabled concessionary bus passengers.
- 5.4.5 The Appellant's analysis makes no consideration of the proportion of bus users that would be eligible for a concessionary bus pass and would therefore not pay the full single fare price assumed in their analysis.

## 5.5 VIABILITY ANALYSIS

- 5.5.1 The Appellant has not presented full details of their bus viability analysis within Technical Transport Note #13 (Bus Strategy)" (CD2.31). I have therefore undertaken my own viability analysis to assess whether the proposed bus services will be commercially viable once the development is fully completed and this is presented at **TABLE 5.2** below. Information on daily trips, bus service operating costs and ticket prices have been based on the information provided by Appellant. The only factor I have not taken from the Appellants assumptions is the bus mode share which I have amended based on my analysis presented at Section 5.3 above.

**Table 5-2: Bus Service Viability Analysis**

		SOURCE
Daily Trips (All Modes)	12,993	Table 2.1 Appellants Technical Transport Note #11 (CD10.10)
Bus Mode Share	2%	Analysis presented at Section 5.3 above
Daily Bus Trips	260	Daily Trips x Bus Mode Share
Bus Fare	£3	Appellants Technical Transport Note #13 (CD2.31)
Revenue Per Day	£780	Daily Trips x Bus Fare
Operating Weekday Per Year	260	Appellants Technical Transport Note #13 (CD2.31)
Revenue Per Year	£202,800	Revenue Per Day x Operating Days Per Year
Operating Costs Per Year	£685,692	Based on MCL Report in Appellants Technical Transport Note #13 (CD2.31)
Operating Loss Per Year	£482,892	Revenue Per Year minus Operating Costs Per Year

- 5.5.2 On the basis of the above analysis, the bus services are likely to operate with a loss of £482,892 per annum. It is therefore evident that the proposed bus service is not commercial viability and will likely be withdrawn from service following any initial period of developer funding.
- 5.5.3 I consider the above analysis to be an optimistic analysis of bus service viability as it:

- ⊙ Is based on total daily person trips (throughout a day), whilst the Appellants commitment is only to operate a bus service during weekday daytime/peak periods;



- ⊙ Assumes that ticket prices and operating costs will remain unchanged. In reality, operating costs have been increasing with inflation and tickets prices have been fixed due to the fare cap;
- ⊙ Does not consider concessionary fares, which currently account for 30% of all bus trips in West Sussex.

5.5.4 I note that the WSCC Consultation response dated 9<sup>th</sup> July 2025 (**CD4.10**) states that “*the bus services would be viable / break even at a 4.9% modal share once the development is fully built out.*”

5.5.5 I do not agree that this level of bus mode share is realistically achievable at the Appeal Site, as it is significantly higher than any bus mode share achieved elsewhere in Mid-Sussex, as presented at Table 5.1 of my evidence. However, I have undertaken an additional viability analysis to assess whether the bus service would be viable should that mode share be achieved.

5.5.6 **TABLE 5.3** below shows an updated viability analysis based on a 4.9% bus mode, which WSCC asserts is required for the bus service to be viable.

**Table 5-3: Bus Service Viability Analysis (WSCC Mode Share)**

		SOURCE
Daily Trips (All Modes)	12,993	Table 2.1 Appellants Technical Transport Note #11 ( <b>CD10.11</b> )
Bus Mode Share	4.9%	WSCC Consultation Response July 2025 ( <b>CD4.10</b> )
Daily Bus Trips	637	Daily Trips x Bus Mode Share
Bus Fare	£3	Appellants Technical Transport Note #13 ( <b>CD2.31</b> )
Revenue Per Day	£1,911	Daily Trips x Bus Fare
Operating Weekday Per Year	260	Appellants Technical Transport Note #13 ( <b>CD2.31</b> )
Revenue Per Year	£496,860	Revenue Per Day x Operating Days Per Year
Operating Costs Per Year	£685,692	Based on MCL Report in Appellants Technical Transport Note #13 ( <b>CD2.31</b> )
Operating Loss Per Year	£188,832	Revenue Per Year minus Operating Costs Per Year

5.5.7 The above analysis shows that, when the development is fully built out, the bus service will operate with a loss of £188,832 per annum. This is based entirely on information provided by the Appellant and WSCC.

5.5.8 It is therefore evident that the proposed bus service is not commercial viability and will likely be withdrawn from service following any initial period of developer funding.

## 5.6 SUMMARY

5.6.1 In summary, my Evidence has demonstrated that:

- ⊙ The Appeal site is currently poorly served by public transport;
- ⊙ Limited details are provided on the proposed bus routes that will serve the development and no details of the routeing, timetable or hours of operation of the bus routes is provided. The



usefulness and benefit of the potential bus services accessing the development will be dependent on the destinations that served by the bus and the hours of operation;

- ⦿ The proposed bus services will only operate during weekday daytime/peak hours and with no service is proposed out of weekday daytime/peak periods or at weekends;
- ⦿ The Appellant has used data from the 2021 Census to assess mode share of journeys, which is considered inappropriate as this was undertaken at the time of the COVID-19 Pandemic;
- ⦿ The Appellant has used data from a differing Census zone than that in which the Appeal Site is located to assess mode share;
- ⦿ Information provided by the Appellant demonstrates that the proposed bus services will cost in the order of £685,692 per annum to operate and this will increase due to inflation;
- ⦿ My own bus viability assessment shows that the proposed bus services will operate at a significant annual loss, even with the development fully occupied and as such are not viable in the long term, after initial developer funding;
- ⦿ Based on mode share figures referenced by WSCC, the proposed bus services will operate at significant annual loss and will not be viable in the long term;
- ⦿ The viability assessment is based on total daily person trips (throughout a day), whilst the Appellants commitment is only to operate a bus service during daytime/peak periods. This will over-estimate the expected daily revenue of the bus service;
- ⦿ The Appellants viability assumes that bus fares will rise annually and does not consider the current single fare bus price cap which is in place until 2027. This will over-estimate the expected daily revenue of the bus service; and
- ⦿ The Appellants viability analysis does not consider concessionary fares, which currently account for 30% of all bus trips in West Sussex. This will over-estimate the expected daily revenue of the bus service.

5.6.2 My evidence has demonstrated that the proposed bus service is not commercially viable and will likely be withdrawn from service following any initial period of developer funding.

5.6.3 Once the service is withdrawn, the Appeal Site will be inaccessible to public transport. On that basis the proposed development will not provide a genuine choice of mode of travel, and this will result in greater reliance on private car usage and higher levels of vehicle trips will be generated.



## 6 SUMMARY AND CONCLUSIONS

- 6.1.1 This Proof of Evidence has been prepared in relation to a Planning Appeal associated with development proposals at a site known as Land East of Ansty, Cuckfield Bypass, Cuckfield, RH17 5AG.
- 6.1.2 A planning application was submitted to MSDC in November 2023 (Planning Ref DM/23/2866) for development proposals comprising:
- “Outline planning application (All matters reserved except for access) for the redevelopment of land to the east of Ansty to create a new Garden Community, comprising of the erection of up to 1,450 homes (including 30% affordable housing), up to 90 residential care units (C2 class), a primary school, a SEND school, health hub, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses together with ancillary and associated development including new and enhanced pedestrian/cycle routes, open spaces, and landscaping.”*
- 6.1.3 The planning application was refused by MSDC in October 2025. The Decision Notice states that:
- “The proposal fails to provide the infrastructure, contributions, and off-site highway works to serve the development and the required affordable housing. The application therefore conflicts with policies DP20, DP21, DP31 and DP38 of the Mid Sussex District Plan 2014 - 2031, the Mid Sussex Supplementary Planning Documents 'Affordable Housing' and 'Development Infrastructure and Contribution.’”*
- 6.1.4 My Proof of Evidence has been prepared in relation to the Planning Appeal that has been submitted against the decision of the Mid Sussex District Council (MSDC) to refuse planning permission for development proposals at a site known as Land East of Ansty, Cuckfield Bypass, Cuckfield, RH17 5AG.
- 6.1.5 My evidence is provided on behalf of Ansty & Staplefield Parish Council and Cuckfield Parish Council, referred to as 'The Parish Councils' who have been confirmed as a Rule 6 Party at the current Planning Application.
- 6.1.6 My Proof of Evidence demonstrates that:
- ⦿ the Appeal Site is not currently in a sustainable location and provides limited opportunity for future site users to undertake journeys by active and sustainable modes of travel;
  - ⦿ the Appeal Scheme does not provide appropriate pedestrian and cycle facilities to connect to key local destinations and wider settlements including Cuckfield, the Warden Park Academy, Haywards town centre and railway station and Burgess Hill;
  - ⦿ the Appeal Scheme will not provide appropriate provision for journeys by walking and cycling and therefore does not provide a genuine choice of mode of travel, and this will result in greater reliance on private car usage and higher levels of vehicle trips will be generated;
  - ⦿ the proposed bus service is not commercially viable and will likely be withdrawn from service following any initial period of developer funding; and
  - ⦿ Once the service is withdrawn, the Appeal Site will be inaccessible to public transport. On that basis the proposed development will not provide a genuine choice of mode of travel, and this will result in greater reliance on private car usage and higher levels of vehicle trips will be generated.
- 6.1.7 In conclusion, the Appeal Scheme is not in a sustainable location, and the Appellant has not demonstrated that the Appeal Scheme can be made sustainable. Furthermore, the Appeal Scheme does not provide a genuine choice of transport mode for future site users. On that basis, I am of the professional view that this Appeal should be dismissed.

