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planning

**TOWN AND COUNTRY PLANNING ACT 1990
SECTION 78 (AS AMENDED)**

**LAND TO THE EAST OF ANSTY, CUCKFIELD BYPASS,
CUCKFIELD**

Appeal against the decision of Mid Sussex District Council (“the Council”) to refuse an outline application (“the Application”) 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.

**PLANNING REBUTTAL
TO
THE EVIDENCE SUBMITTED BY C SALISBURY (obo MSDC); and
THE EVIDENCE SUBMITTED BY P JARVIS (obo MSDC)**

**Prepared by:
Steven Brown BSc Hons DipTP MRTPI**

On behalf of:

Fairfax Acquisitions Ltd and the Norris Family

PINS Ref: 6002030

LPA Ref: DM/23/2866

WBP Ref: SB/9161

June 2026



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Contents

1.	INTRODUCTION AND EXECUTIVE SUMMARY	2
2.	RESPONDING TO CHLOE SALISBURY’S EVIDENCE: THE EMERGING LOCAL PLAN.....	3
3.	RESPONDING TO PHILIPPA JARVIS’S EVIDENCE: PLANNING BALANCE	7

Documents

Appendix 1 Highway Technical rebuttal Note (M Stevens) (June 2026)

1. INTRODUCTION AND EXECUTIVE SUMMARY

- 1.1. This Planning Rebuttal has been prepared in response to the evidence submitted by C Salisbury (**CD9.3**) and P Jarvis (**CD9.1**) on behalf of Mid Sussex District Council (“MSDC”).
- 1.2. My Rebuttal should be read alongside my Proof of Evidence at **CD8.1**. It should also be read alongside the Rebuttals prepared on behalf of the Appellant as follows:
 1. Mr M Stevens – Highways (**CD8.8**); and
 2. Mrs C Brockhurst – Landscape (**CD8.9**).

2. RESPONDING TO CHLOE SALISBURY'S EVIDENCE: THE EMERGING LOCAL PLAN

Scope of Evidence

- 2.1. C Salisbury sets out the scope of her evidence in section 1 of her Proof, noting that it relates solely to the emerging District Plan and implications for the Appeal Scheme, in particular regard to the allegation of prematurity (Paragraphs 1.5 and 1.7 refer). As such, the overarching planning case is set out in P Jarvis's Proof, which I address in section 3 below.
- 2.2. I have addressed the allegation of prematurity in my Proof (**CD8.1**, section 4 refers), where I find the Appeal Scheme cannot be reasonably said to be premature against the approach to site selection that is being advanced by MSDC in **CD5.40** and **CD5.44**, which relies upon the identification of sites for a total of 1,192 dwellings in the National Landscape ("NL"). This strategy is in direct conflict with the NPPF and the submitted spatial strategy as set out in **CD5.18** (pages 34 and 35 refer).

Progress of the Emerging District Plan

- 2.3. C Salisbury summarises the progress with the emerging District Plan in section 4 of her Proof.
- 2.4. Paragraphs 4.7 to 4.13 refer to the emerging housing requirement to be identified through the emerging Plan.
- 2.5. It includes a 'stepped' requirement which is yet to be tested by the Local Plan Inspector. In any event, and for the purpose of this Appeal, it is agreed in the signed Housing Land Supply Statement of Common Ground ("SoCG") (**CD7.5**) that the housing need is derived from the application of the Standard Method.
- 2.6. Paragraphs 4.14 to 4.40 explain MSDC's approach to their site review, which matters I have addressed in my Proof.

Page 4

- 2.7. I note reference at paragraph 4.34 to my participation at the Local Plan Examination. That is an accurate representation of one of the many oral submissions I made at the Hearing Sessions, which I consider to be good planning practice.
- 2.8. Paragraph 4.38 refers to the 'long list of sites' being published 'without prejudice' to the final decision to be made by the Council on any further sites that it will ultimately propose for allocation, which decision, C Salisbury advises, can only be made once further in-combination assessment has been undertaken.
- 2.9. As explained in my Proof (**CD8.1**, section 4, including paragraph 4.153), the Appeal Scheme cannot be premature to an exercise that is yet to be undertaken, on an approach to site selection that is predicated on a strategy that conflicts with the NPPF and the submitted Local Plan. This approach can only fairly be described as in its infancy in relation to a Local Plan Examination process that plainly has a long way to travel.
- 2.10. In this regard, I repeat the point I made at paragraph 4.144 of my proof that paragraph 28 of **CD5.44** makes it clear that MSDC is yet to determine whether there are exceptional circumstances for sites to come forward in the National Landscape.
- 2.11. Paragraphs 4.41 to 4.57 consider the status of the Appeal Site in the context of the emerging Local Plan, noting its initial allocation in the January 2022 draft Local Plan for up to 1,600 dwellings (**CD5.9**). It is then explained that the Site was not advanced as an allocation in subsequent iterations of the Local Plan on account of purported highway impacts.
- 2.12. However, and as I explain in evidence (**CD8.1**), and which Mr Stevens also explains in his highway evidence (**CD8.8**), the Appeal Scheme has been found to be acceptable in highway terms. Accordingly, this addresses the only reason previously relied upon by MSDC for not carrying the Site forward as an allocation.
- 2.13. The alleged coalescence, landscape and prematurity arguments now relied upon by MSDC have only materialised after MSDC's professional officers recommended approval of the Appeal Scheme at Planning Committee (**CD3.1** and **CD3.2** refer), with the Planning Committee Members refusing the Scheme contrary to the evidence and recommendation before them. This now

appears to be accepted on account of the wording at paragraph 4.56 of C Salisbury's Proof.

2.14. Paragraph 4.57 suggests that the decision to omit the Appeal Site from the 'long-list' for the emerging Local Plan was arrived at by balancing the impacts/harms with the benefits. Whilst that exercise is clearly a matter for the Local Plan process, the Council's subsequent decision to identify 9 x sites for a total of 1,192 dwellings in the National Landscape in preference to the identification of the Appeal Site is curious.

Implications of the Emerging Plan for the Present Appeal

2.15. Section 5 addresses prematurity, which matters I have addressed in my Proof and/or responded to above.

2.16. As my evidence explains, including the reasoning I set out at paragraphs 4.174 to 4.205, I am of the opinion that the grant of planning permission for the Appeal Scheme would not be premature in the context of the considerations at paragraph 50 and elsewhere of the NPPF.

2.17. I note Ms Salisbury's reference to the cumulative effect of additional site allocations in highway terms. Mr Stevens has addressed this concern, and I attach his Technical Note at **Appendix 1**.

2.18. The Highway Technical Note at **Appendix 1**, addresses the prematurity argument now raised by the Council. The analysis undertaken by Mr Stevens demonstrates that granting permission for the Appeal Scheme would not prejudice or predetermine the inclusion of sites on the long-list on highway grounds.

2.19. I am unsure what point C Salisbury is seeking to make in part (B) at paragraph 5.1. The agreed five-year housing land supply position now recorded at **CD7.5** for the period 2026 to 2031 shows a shortfall of 1,758 dwellings and a supply of only 3.75 years, compared to the Council's previous position for 2025 to 2030 which showed a shortfall of 1,335 dwellings and a supply of 4.04 years (Table 1 on page 38 of my Proof refers).

2.20. I note C Salisbury's reliance on linked appeals in the Wirral, paragraph 5.17 of her evidence refers. However, those appeals were for the development of greenfield sites in the Green Belt, which

strategy was found by the Section 78 Inspector to be 'diametrically at odds' with the Council's brownfield first/regeneration strategy.

- 2.21. In that case, the Inspector concluded that the option to develop in the Green Belt would become available through the grant of planning permission such that the regeneration areas would be less attractive to developers because they are more difficult and costly to develop.
- 2.22. This situation is completely different to that under consideration for the Appeal Scheme at Ansty. That said, and conversely, granting planning permission for the Appeal Scheme now may assist the Council in not needing to develop on land within the National Landscape, which would otherwise be in conflict with the NPPF and its submitted spatial strategy.
- 2.23. As to deliverability of the Appeal Site, I addressed this matter in my Proof (**CD8.1**, paragraph 5.20). This matter can also be explored in oral evidence at the inquiry. However, and for the avoidance of doubt, I disagree with C Salisbury's findings.

3. RESPONDING TO PHILIPPA JARVIS'S EVIDENCE: PLANNING BALANCE

Scope of Evidence

- 3.1. P Jarvis sets out the scope of her evidence in section 1 of her Proof, noting that it addresses the planning merits of the Appeal Scheme and the overall planning balance.
- 3.2. I also note the errata sheet that has been submitted, correcting the policy references relied upon, including the policies at paragraph 4.1 which relate to a different Borough.
- 3.3. The Technical Note prepared by Mr Stevens at **Appendix 1** addresses issues raised by P Jarvis (and C Salisbury) relating to alleged prematurity of the Appeal Scheme in the context of the need for in-combination testing in highway terms.
- 3.4. In carrying out the overall planning balance, I note paragraph 6.36 suggests a tempering of the weight to the lack of a five year supply of deliverable housing land. However, that does not reflect the agreement reached in **CD7.1**, which is agreed as substantial. However, and in any event, the Housing Land Supply SoCG (signed with MSDC on 2 June 2026) (**CD7.5**), which post-dates the preparation and submission of the Proofs of Evidence, confirms the weight is substantial.
- 3.5. Accordingly, the benefits relied upon by P Jarvis, and the weight attributed to them, as set out at paragraphs 6.41 to 6.49, correctly rely upon the agreed position as set out in the Planning SoCG (**CD7.1**).

Appendix 1



Town & Country Planning
Act 1990 (as Amended)

Appeal by Fairfax
Acquisitions Limited and
The Norris Family

Land East of Ansty Way,
Cuckfield Bypass,
Cuckfield, West Sussex
RH17 5AG

Highways Rebuttal of MSDC
Long List Sites

M Stevens MIHT on behalf of
Fairfax Acquisitions Limited and
The Norris Family

PINS Ref: 6002030
LPA Ref: DM/23/2866

June 2026

MILESTONE
TRANSPORT PLANNING

CONTENTS

1.	Introduction & Scope	1
	Introduction	1
	Scope of Report	1
2.	Existing Agreed Highways Position	3
3.	Detailed Analysis of MSDC Long List Sites	5
4.	Conclusions.....	9

Annexes

Annex MS1	2011 Census - Origin-Destination Dataset
Annex MS2	Analysis of Long List Trip Generation / Distribution Potential
Annex MS3	Extract from Systra Report (06.10.22)

1. Introduction & Scope

Introduction

- 1.1 My name is Matt Stevens. My qualifications and experience are set out within my main evidence (CD8.4).
- 1.2 As per my main evidence (CD8.4) and my rebuttal evidence (CD10.3), this TN is on behalf of Fairfax Acquisitions Limited & The Norris Family (the “Appellant”) and in respect of an Outline application with all matters reserved, except means of access to the site, for Land East of Ansty Way, Cuckfield Bypass, Cuckfield, West Sussex RH17 5AG (the “Appeal Site”).
- 1.3 This rebuttal Technical Note (TN) should be read alongside my main evidence (CD8.4), my rebuttal evidence (CD8.8), the Highways Statement of Common Ground (“HSoCG”) signed by both West Sussex County Council (“WSCC”), acting as the Local Highway Authority (“LHA”), and submitted to the Inspector as a Core Document (CD7.2); together with the technical evidence contained within the Core Documents.
- 1.4 I confirm that the opinions expressed in this rebuttal TN are true and professional.

Scope of Report

- 1.5 The purpose of this rebuttal TN is to respond to and address the highway and transport matters relating to prematurity and the progress of the emerging District Plan raised in the evidence of Ms Chloe Salisbury submitted on behalf of MSDC (CD9.1), as well as the matters identified in the Rule 6(6) evidence submitted on behalf of the Parish Councils by Mr Mark Connell (CD10.1), in respect of the Appeal Site.
- 1.6 Para. 4.41 to 4.57 of Ms Salisbury’s evidence (CD9.1) outline the Appeal Site’s relationship to the Local Plan process, its early allocation, the highway concerns raised during that process, and the subsequent work undertaken by the Appellant. With para. 4.56 of Ms Salisbury’s evidence acknowledging the acceptability of the Appeal Site in highway terms and its compliance with Policy DP21 of the District Plan.
- 1.7 However, Section 5 of Ms Salisbury’s evidence (CD9.1) advances a case that, in line with para. 50 of the NPPF, allowing the Appeal would be premature. Notably, para. 5.12 states that:

“...there is a need to undertake in-combination testing of the long list of sites to establish if the cumulative impact of bringing forward the proposed site allocations would be acceptable including in relation to highways terms. If the appeal for Ansty were to be allowed before the examination of the District Plan concludes, the site would need to be treated as a commitment and therefore added to the reference case in transport modelling terms.”

- 1.8 The above position is also broadly reflected in paras. 6.47 to 6.50 of Mr Connell’s evidence (CD10.1).
- 1.9 However, I disagree with the above conclusions and for the reasons I set out below, there is no transport evidence to support them.

2. Existing Agreed Highways Position

2.1 In my view, the exclusion of the Appeal Site from the Council's published long list of sites does not undermine the transport evidence prepared in support of the Appeal Scheme, nor does it alter the conclusions previously reached by WSCC, as Local Highway Authority.

2.2 As confirmed in para. 4.11 of the signed HSoCG (CD7.2):

"The Appellant and WSCC agree that the Appeal Site proposals are supported by detailed modelling evidence base that assesses the impact on the local highway network."

2.3 Furthermore, para. 4.12 of the signed HSoCG (CD7.2) confirms that:

"The modelling evidence is based upon a 2039 future year forecast scenario and assesses both AM and PM peak hourly periods, both 'with' and 'without' the development."

2.4 Of note, para. 6.17 of the submitted Transport Assessment (CD1.50) confirms that the Mid Sussex Strategic Highway Model (MSSHM) was used to assess the following model scenarios:

- *"2039 Reference Case"*
 - *The Reference Case represents the road network in 2039, and includes any committed highway infrastructure, development in the district and background growth to this date. This acts as a baseline when assessing the impacts of the development scenarios.*
- *2039 Scenario 4 and Scenario 4B*
 - *2039 Scenario 4 assess proposed Local Plan development and supporting infrastructure in 2039.*
 - *2039 Scenario 4B differs from Scenario 4 in that it additionally includes the development site at Ansty.*
- *2039 Scenarios 4 and 4B with Car Trip Rate Reduction*
 - *2039 Scenarios 4m1 applies the car trip rate reductions to Scenario 4*
 - *2039 Scenario 4Bm1 applies the car trip rate reductions to Scenario 4B"*

2.5 Paras. 6.20 to 6.30 of the submitted Transport Assessment (CD1.50) also detail the strategic model refinements agreed between Ardent and WSCC at pre-application stage.

2.6 With regards to these future year assessments, Technical Transport Note #10 (National Highways Response), ACE Ref. 2207280-R24A (December 2024) (CD2.38) reveals the following:

- Para. 2.36 *“...the traffic assessment of the proposed development included within the TA was based on the latest version of the MSSHM [Mid Sussex Strategic Highway Model] available at the time. As such, the committed developments included within the traffic assessment were already inherently agreed by WSCC.”*
- Para. 2.38 *“Beyond this, as detailed in the TA for the development, WSCC requested that TEMPro Growth was utilised to simulate generalised development growth within a wider Mid Sussex geographical area, utilising the ‘High Economy’ scenario...”*
- Para. 2.40 *“The use of 2039 as the future year is at the request of WSCC, as this is consistent with the end of the emerging draft Mid Sussex District Plan 2031-2039...”*

2.7 Accordingly, the Appeal Scheme has already been assessed against a robust future year scenario that incorporates all of the sites relied upon within the submitted Local Plan (CD5.18) and wider strategic growth assumptions agreed by WSCC.

2.8 Having regard to the assessment, and its identified impacts (see para. 4.13 of the signed HSoCG), para. 4.39 of the signed HSoCG (CD7.2) confirms that:

“The Appellant and WSCC agree that, subject to the planning obligations and financial contributions identified, the Appeal Site proposals will not give rise to an unacceptable impact on highway safety, nor would to severe residual cumulative impacts on the road network, having regard to the NPPF.”

2.9 In light of the above, MSDC’s current concerns are not based on any identified deficiency in the Appeal Scheme’s traffic assessment or any disagreement with WSCC’s conclusions. Rather, they relate solely to the potential implications of future testing for the emerging District Plan, the outcomes of which remain unknown.

2.10 The Council’s speculative position assumes further assessment may identify additional transport impacts and that any such impacts would be attributable to, or materially influenced by, the Appeal Site. At present, no evidence has been provided to support either assumption.

3. Detailed Analysis of MSDC Long List Sites

- 3.1 Notwithstanding the conclusions set out in Section 2, I have considered the potential cumulative effects of the long list sites for In-Combination testing, as set out on pages 14 and 15 of MSDC's Document MS-TP4: Housing Post Hearings Update dated May 2026 (CD5.40).
- 3.2 The exercise I have conducted analyses these long list sites coming forward, in full, alongside the Appeal Site on the highway network and junctions assessed by Ardent throughout the planning application process. This includes those junctions for which agreement has been reached with WSCC regarding the mitigation required to accommodate development-related traffic (see para. 4.13 of the signed HSoCG (CD7.2)).
- 3.3 To identify which of long list sites have the potential to generate vehicle movements through the agreed Appeal Site study area and therefore contribute to cumulative traffic effects within the network assessed for the Appeal Scheme, I first identified the Middle Super Output Area ("MSOA") in which each site is located. I then analysed the Census 2011 WU03EW dataset, '*Location of usual residence and place of work by method of travel to work (MSOA level)*', to determine the proportion of car-driver trips from each MSOA that would pass through the agreed Appeal Site study area (see **Annex MS1**).
- 3.4 In Table 3.1, the sites highlighted in pink are not forecast to generate any measurable increase in vehicular trips through the agreed Appeal Site study area. Accordingly, it is not considered that these long list sites would contribute to cumulative traffic effects within the assessed highway network.

Table 3.1 MSDC List of Additional Site for In-Combination Testing - Filtered

Cat.	ID	Site	Settlement	Yield	MSOA
1	1105	Land east and west of Malthouse Lane	Burgess Hill	750	Mid Sussex 017
	961	1-5 Queens Walk and 22-26 London Road	East Grinstead	100	
	1024	Land at Brook House Farm, Turners Hill Road	East Grinstead	45	
	1060	Land north of Hill Place Farm, Turners Hill Road	East Grinstead	50	
	1181	Land east of West Hoathly Road	East Grinstead	20	
	680	Field rear of North Colwell Barn, Lewes Road	Haywards Heath	9	Mid Sussex 008
	844	Land at North Colwell Farm, Lewes Road	Haywards Heath	80	Mid Sussex 008
	988	Land to the North of Old Wickham Lane	Haywards Heath	49	Mid Sussex 008
	1136	Land at Lunce's Hill, Fox Hill	Haywards Heath	14	Mid Sussex 011

Table 3.1 MSDC List of Additional Site for In-Combination Testing - Filtered

Cat.	ID	Site	Settlement	Yield	MSOA
2	990	Courthouse Farm, Common Road	Cophorne	86	
	686	Land r/o The Martins (south of Hophurst Lane)	Crawley Down	150	
	1137	Land west of Ockley Lane	Hassocks	250	Mid Sussex 017
	19	Land east of College Lane	Hurstpierpoint	75	Mid Sussex 017
	582	South of Hurst Wickham Barn, College Lane	Hurstpierpoint	9	Mid Sussex 017
	1075	Land north of Willow Way & Talbot Mead, Cuckfield Road	Hurstpierpoint	150	Mid Sussex 016
	1172	Land south of Hurst Wickham Barn, College Lane	Hurstpierpoint	35	Mid Sussex 017
	575	Land northeast of Hurstpierpoint	Hurstpierpoint	150	Mid Sussex 017
	29	Land off Snowdrop Lane	Lindfield	50	Mid Sussex 008
	1006	Land to the north of Lyoth Lane	Lindfield	30	Mid Sussex 008
3	1178	Land north of Henfield Road	Albourne	20	Mid Sussex 016
	775	Grange View House, London Road	Albourne	10	Mid Sussex 016
	789	Phase 1 Swallows Yard, London Road	Albourne	46	Mid Sussex 016
	1173	Land east of London Road	Albourne	250	Mid Sussex 016
	1175	Land at Brambletye School, Lewes Road	Ashurst Wood	25	
	28	Area south of Redbridge Lane at junction with London Road	Balcombe	20	Mid Sussex 007
	165	Land south of Oldlands Avenue (Vintens Nursery)	Balcombe	40	Mid Sussex 007
	802	Foxhole Farm Buildings, Foxhole Lane	Bolney	20	Mid Sussex 007
	1191	Land north of Foxhole Farm buildings	Bolney	13	Mid Sussex 007
	181	Land west of Truggers	Handcross	105	
	1188	Land at Pease Field	Pease Cottage	196	
	603	Land to the West of Woodhurst Farm, Old Brighton Road South	Pease Cottage	700	
	818	Land north of Former Golf House, Horsham Road	Pease Cottage	41	
	1124	West House Farm, Henfield Road	Sayers Common	325	Mid Sussex 016
786	Land east of Avtrade, Reeds Lane	Sayers Common	75	Mid Sussex 016	
787	Land at Kingsland Lodge, London Road	Sayers Common	75	Mid Sussex 016	
TOTAL NO. DWELLINGS				4,063	
EXCLUDED SITES / DWELLINGS				1,518	
REMAINING SITES / DWELLINGS WITH POTENTIAL IMPACT ON NETWORK SURROUNDING APPEAL SITE				2,545	

3.5 To identify the potential trip generation of these filtered long list sites (total 2,545 dwellings), I have then taken the residential trip rates agreed with WSCC for the Appeal Site (as detailed in the ACE Transport Addendum May 2025, Appendix C, pg. 12 (CD2.11)) and derived from the latest version of the Mid Sussex Strategic Highway Model (MSSHM), which formed the basis of the highway impact assessment undertaken by Ardent.

3.6 Table 3.2 sets out the agreed trip rates which, as noted, comprised two categories, namely: a standard rate and a reduced rate for larger sites. The agreed reduced trip rate was in place to reflect the increased opportunity for internalisation and the consequent reduction in external vehicle trip generation.

Table 3.2 Appeal Site Trip Generation & Trip Rates

Peak Hour	Agreed Traffic Flows					
	Without Reduction			With Reduction		
	Arr	Dep	Total	Arr	Dep	Total
AM (08:00 - 09:00)	196	547	743	181	514	695
PM (17:00 - 18:00)	460	206	666	427	190	617
Notes: 1. Reduction agreed with WSCC on all strategic sites in Local Plan MSSHM to account for home working, internalisation (incl. primary school and / or local centre and community facilities) as well as future mode share assumptions that is then disaggregated using distance banding. 2. Total No. Dwellings on Appeal Site - 1,450						
Peak Hour	Trip Rates					
	Without Reduction			With Reduction		
	Arr	Dep	Total	Arr	Dep	Total
AM (08:00 - 09:00)	0.135	0.377	0.512	0.125	0.354	0.479
PM (17:00 - 18:00)	0.317	0.142	0.459	0.295	0.131	0.426
Notes: 3. Trip rates without reduction to be applied to sites with less than 150 dwellings 4. Trip rates with reduction to be applied to sites with more than 150 dwellings						

3.7 Based on the agreed trip rates, I have analysed the potential total traffic flows generated by each of the filtered long list sites (see Table 3.3 within **Annex MS2**) and then further examined the proportion of these traffic flows that would pass through the agreed Appeal Site study area (see Table 3.3 within **Annex MS2**).

- 3.8 As part of this exercise, I have only applied the reduced trip rate to those long list sites that have the potential to deliver 150 dwellings or more.
- 3.9 **Annex MS2** reveals that if all long list sites were delivered in addition to the Appeal Site approximately:
- 116 additional vehicle movements would pass through the study area during the weekday AM peak hour; and
 - 103 additional vehicle movements would pass through the study area during the weekday PM peak hour.
- 3.10 It is important to recognise that the additional vehicular movements associated with the long list sites identified above and in **Annex MS2** would be in addition to the substantial level of vehicular movements generated from all of the sites relied upon within the submitted Local Plan (CD5.18) and wider strategic growth assumptions agreed by WSCC, already accounted for within the agreed 2039 future year modelling scenario.
- 3.11 As confirmed in Section 2 of this rebuttal TN, the modelling evidence underpinning the Appeal Scheme was based upon a refined version of the 2039 Scenarios 4 and 4b of the MSSHM.
- 3.12 Appendix A1 of the relevant Systra report dated 6 October 2022 (see **Annex MS3**) identifies the residential developments incorporated within the modelled scenarios comprise approximately 11,329 dwellings across Mid Sussex and therefore represent a substantial level of future growth already embedded within the agreed future year modelling scenarios.
- 3.13 In light of the above, the additional vehicle movements associated with long list sites represent a negligible addition when viewed against the significant quantum of development growth already assessed within the model.
- 3.14 As such, I do not believe these additional vehicular movements will alter the conclusions previously agreed with WSCC regarding highway capacity, mitigation requirements, or residual impacts on the highway network in vicinity of the Appeal Site.
- 3.15 Consequently, there is no technical basis to conclude that inclusion of the Appeal Site as a commitment would materially affect the outcome of future strategic transport testing associated with the emerging District Plan.

4. Conclusions

- 4.1 This rebuttal TN demonstrates that the Appeal Site has been assessed through a detailed transport evidence base agreed with WSCC and tested against a 2039 future year forecast scenario.
- 4.2 The signed HSoCG (CD7.2) confirms that the residual cumulative impacts of the Appeal Scheme would not be severe and that no transport matters remain in dispute.
- 4.3 My analysis of the Council's published long list of sites demonstrates that only a proportion of those sites would generate trips through the study area agreed with WSCC for the Appeal Scheme. The resulting additional traffic passing through the assessed network would be negligible and would not materially alter the conclusions reached with WSCC within the signed HSoCG (CD7.2). The Council has presented no evidence to the contrary.
- 4.4 As such, under the requirements of para. 116 of the NPPF, it is my expert opinion that the Appeal Scheme will not lead to an unacceptable impact on highway safety and that any residual impact on the wider network as a result of the proposed mitigation, taking into account all reasonable future scenarios, will not be severe.
- 4.5 For these reasons, I respectfully conclude that there are no highways, accessibility or transport grounds which justify dismissal of the Appeal, and I therefore respectfully request that the Inspector allows the Appeal.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02006610 : Mid Sussex 007 (2011 super output area - middle layer)

place of work	Driving a car or van		Balcombe		Bolney	
E02006604 : Mid Sussex 001	25	1.4%				
E02006605 : Mid Sussex 002	23	1.2%				
E02006606 : Mid Sussex 003	6	0.3%				
E02006607 : Mid Sussex 004	11	0.6%				
E02006608 : Mid Sussex 005	6	0.3%				
E02006609 : Mid Sussex 006	29	1.6%			1.6%	
E02006610 : Mid Sussex 007	153	8.3%				
E02006611 : Mid Sussex 008	34	1.8%			1.8%	
E02006612 : Mid Sussex 009	102	5.5%	2.8%	50% via Broad St A272 B2272	5.5%	
E02006613 : Mid Sussex 010	12	0.7%	0.3%	50% via Broad St A272 B2272	0.7%	
E02006614 : Mid Sussex 011	80	4.3%	4.3%		4.3%	
E02006615 : Mid Sussex 012	27	1.5%	0.7%	50% via B2036 / A272		
E02006616 : Mid Sussex 013	3	0.2%	0.2%		0.1%	50% via B2036 / A272
E02006617 : Mid Sussex 014	34	1.8%	1.8%		0.9%	50% via B2036 / A272
E02006618 : Mid Sussex 015	21	1.1%	1.1%		0.6%	50% via B2036 / A272
E02006619 : Mid Sussex 016	46	2.5%				
E02006620 : Mid Sussex 017	11	0.6%	0.3%	50% via B2036 / A272		
Adur	12	0.7%				
Arun	8	0.4%	0.2%	50% via B2036 / A272		
Ashford	0	0.0%				
Aylesbury Vale	1	0.1%				
Basingstoke and Deane	0	0.0%				
Bracknell Forest	3	0.2%				
Brighton and Hove	74	4.0%				
Canterbury	0	0.0%				
Cherwell	0	0.0%				
Chichester	5	0.3%	0.1%	50% via B2036 / A272		
Chiltern	1	0.1%				
Crawley	443	24.0%				
Dartford	4	0.2%				
Dover	0	0.0%				
East Hampshire	2	0.1%				
Eastbourne	6	0.3%				
Eastleigh	0	0.0%				
Elmbridge	9	0.5%				
Epsom and Ewell	3	0.2%				
Fareham	0	0.0%				
Gosport	0	0.0%				
Gravesham	1	0.1%				
Guildford	14	0.8%				
Hart	0	0.0%				
Hastings	3	0.2%			0.1%	50% via A272
Havant	1	0.1%				
Horsham	153	8.3%				
Isle of Wight	0	0.0%				
Lewes	47	2.5%				
Maidstone	4	0.2%				
Medway	3	0.2%				
Milton Keynes	0	0.0%				
Mole Valley	24	1.3%				
New Forest	0	0.0%				
Oxford	0	0.0%				
Portsmouth	1	0.1%				
Reading	3	0.2%				
Reigate and Banstead	115	6.2%				
Rother	1	0.1%			0.0%	50% via A272
Runnymede	5	0.3%				
Rushmoor	6	0.3%				
Sevenoaks	6	0.3%				
Shepway	0	0.0%				
Slough	1	0.1%				
South Bucks	0	0.0%				
South Oxfordshire	0	0.0%				
Southampton	2	0.1%				
Spelthorne	3	0.2%				

Surrey Heath	1	0.1%			
Swale	1	0.1%			
Tandridge	43	2.3%			
Test Valley	0	0.0%			
Thanet	0	0.0%			
Tonbridge and Malling	10	0.5%			
Tunbridge Wells	7	0.4%		0.1%	33% via A272
Vale of White Horse	0	0.0%			
Waverley	3	0.2%			
Wealden	21	1.1%		0.6%	50% via A272
West Berkshire	1	0.1%			
West Oxfordshire	0	0.0%			
Winchester	0	0.0%			
Windsor and Maidenhead	3	0.2%			
Woking	4	0.2%			
Wokingham	1	0.1%			
Worthing	9	0.5%			
Wycombe	2	0.1%			
East	17	0.9%			
East Midlands	1	0.1%			
London	118	6.4%			
North East	2	0.1%			
North West	1	0.1%			
Northern Ireland	0	0.0%			
Scotland	2	0.1%			
South West	4	0.2%			
Wales	0	0.0%			
West Midlands	4	0.2%			
Yorkshire and The Humber	3	0.2%			
	1,845	100.0%	12.0%	16.3%	

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02006610 : Mid Sussex 008 (2011 super output area - middle layer)

place of work	Driving a car or van		Lewes Road, Haywards Heath		Lindfield	
E02006604 : Mid Sussex 001	40	1.9%				
E02006605 : Mid Sussex 002	16	0.7%				
E02006606 : Mid Sussex 003	5	0.2%				
E02006607 : Mid Sussex 004	16	0.7%				
E02006608 : Mid Sussex 005	4	0.2%				
E02006609 : Mid Sussex 006	95	4.4%				
E02006610 : Mid Sussex 007	46	2.1%	2.1%	via Broad St A272 B2272		
E02006611 : Mid Sussex 008	146	6.8%				
E02006612 : Mid Sussex 009	292	13.6%				
E02006613 : Mid Sussex 010	56	2.6%				
E02006614 : Mid Sussex 011	146	6.8%	6.8%		6.8%	
E02006615 : Mid Sussex 012	26	1.2%				
E02006616 : Mid Sussex 013	3	0.1%				
E02006617 : Mid Sussex 014	66	3.1%				
E02006618 : Mid Sussex 015	55	2.6%				
E02006619 : Mid Sussex 016	46	2.1%	2.1%	via A272	1.1%	50% via A272
E02006620 : Mid Sussex 017	15	0.7%				
Adur	13	0.6%	0.3%	50% via A272	0.3%	50% via A272
Arun	6	0.3%	0.1%	50% via A272	0.3%	via A272
Ashford	0	0.0%				
Aylesbury Vale	0	0.0%				
Basingstoke and Deane	0	0.0%				
Bracknell Forest	1	0.0%	0.0%	50% via Broad St A272 B2272		
Brighton and Hove	128	6.0%				
Canterbury	0	0.0%				
Cherwell	1	0.0%	0.0%	50% via Broad St A272 B2272		
Chichester	9	0.4%	0.4%	via A272	0.4%	via A272
Chiltern	0	0.0%				
Crawley	296	13.8%	13.8%	via Broad St A272 B2272		
Dartford	1	0.0%				
Dover	0	0.0%				
East Hampshire	0	0.0%				
Eastbourne	7	0.3%				
Eastleigh	2	0.1%	0.1%	via Broad St A272 B2272	0.0%	50% via A272
Elmbridge	2	0.1%	0.0%	50% via Broad St A272 B2272		
Epsom and Ewell	2	0.1%	0.0%	50% via Broad St A272 B2272		
Fareham	1	0.0%	0.0%	via A272	0.0%	via A272
Gosport	0	0.0%				
Gravesham	0	0.0%				
Guildford	13	0.6%	0.3%	50% via Broad St A272 B2272	0.3%	50% via A272
Hart	0	0.0%				
Hastings	4	0.2%				
Havant	1	0.0%	0.0%	via A272	0.0%	via A272
Horsham	86	4.0%	4.0%	via Broad St A272 B2272	2.0%	50% via A272
Isle of Wight	0	0.0%				
Lewes	101	4.7%				
Maidstone	4	0.2%				
Medway	4	0.2%	0.1%	50% via Broad St A272 B2272		
Milton Keynes	1	0.0%	0.0%	50% via Broad St A272 B2272		
Mole Valley	11	0.5%	0.3%	50% via Broad St A272 B2272		
New Forest	0	0.0%				
Oxford	0	0.0%				
Portsmouth	2	0.1%	0.1%	via A272	0.1%	via A272
Reading	1	0.0%	0.0%	50% via Broad St A272 B2272		
Reigate and Banstead	66	3.1%	1.5%	50% via Broad St A272 B2272		
Rother	1	0.0%				
Runnymede	3	0.1%	0.1%	50% via Broad St A272 B2272		
Rushmoor	4	0.2%	0.1%	50% via Broad St A272 B2272		
Sevenoaks	7	0.3%				
Shepway	0	0.0%				
Slough	0	0.0%				
South Bucks	0	0.0%				
South Oxfordshire	1	0.0%	0.0%	50% via Broad St A272 B2272		
Southampton	1	0.0%	0.0%	via A272	0.0%	via A272
Spelthorne	3	0.1%	0.1%	50% via Broad St A272 B2272		
Surrey Heath	1	0.0%	0.0%	50% via Broad St A272 B2272		
Swale	2	0.1%				

Tandridge	21	1.0%				
Test Valley	0	0.0%				
Thanet	0	0.0%				
Tonbridge and Malling	9	0.4%				
Tunbridge Wells	14	0.7%				
Vale of White Horse	0	0.0%				
Waverley	6	0.3%	0.1%	50% via Broad St A272 B2272	0.3%	via A272
Wealden	81	3.8%				
West Berkshire	3	0.1%	0.1%	50% via Broad St A272 B2272		
West Oxfordshire	0	0.0%				
Winchester	3	0.1%	0.1%	via A272	0.1%	50% via A272
Windsor and Maidenhead	2	0.1%	0.0%	50% via Broad St A272 B2272		
Woking	5	0.2%	0.1%	50% via Broad St A272 B2272		
Wokingham	1	0.0%	0.0%	50% via Broad St A272 B2272		
Worthing	18	0.8%	0.8%	via A272	0.4%	50% via A272
Wycombe	3	0.1%	0.1%	50% via Broad St A272 B2272		
East	7	0.3%	0.2%	50% via Broad St A272 B2272		
East Midlands	0	0.0%				
London	94	4.4%	4.4%	via Broad St A272 B2272		
North East	0	0.0%				
North West	4	0.2%	0.2%	via Broad St A272 B2272		
Northern Ireland	0	0.0%				
Scotland	4	0.2%	0.2%	via Broad St A272 B2272		
South West	1	0.0%				
Wales	3	0.1%	0.1%	via Broad St A272 B2272		
West Midlands	2	0.1%	0.1%	via Broad St A272 B2272		
Yorkshire and The Humber	3	0.1%	0.1%	via Broad St A272 B2272		
	2,143	100.0%	39.5%		12.2%	

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02006610 : Mid Sussex 011 (2011 super output area - middle layer)

place of work	Driving a car or van		Lunces Hill	
E02006604 : Mid Sussex 001	39	1.7%		
E02006605 : Mid Sussex 002	14	0.6%	0.3%	50% via Broad St A272 B2272
E02006606 : Mid Sussex 003	9	0.4%		
E02006607 : Mid Sussex 004	13	0.6%		
E02006608 : Mid Sussex 005	4	0.2%		
E02006609 : Mid Sussex 006	89	3.8%		
E02006610 : Mid Sussex 007	57	2.5%	2.5%	via Broad St A272 B2272
E02006611 : Mid Sussex 008	99	4.3%		
E02006612 : Mid Sussex 009	308	13.3%		
E02006613 : Mid Sussex 010	65	2.8%		
E02006614 : Mid Sussex 011	167	7.2%	7.2%	
E02006615 : Mid Sussex 012	25	1.1%		
E02006616 : Mid Sussex 013	10	0.4%		
E02006617 : Mid Sussex 014	99	4.3%		
E02006618 : Mid Sussex 015	51	2.2%		
E02006619 : Mid Sussex 016	58	2.5%		
E02006620 : Mid Sussex 017	17	0.7%		
Adur	24	1.0%		
Arun	5	0.2%		
Ashford	0	0.0%		
Aylesbury Vale	0	0.0%		
Basingstoke and Deane	0	0.0%		
Bracknell Forest	3	0.1%	0.1%	50% via Broad St A272 B2272
Brighton and Hove	149	6.4%		
Canterbury	0	0.0%		
Cherwell	0	0.0%		
Chichester	5	0.2%	0.1%	50% via A272
Chiltern	0	0.0%		
Crawley	338	14.6%	14.6%	via Broad St A272 B2272
Dartford	2	0.1%	0.0%	50% via Broad St A272 B2272
Dover	0	0.0%		
East Hampshire	1	0.0%	0.0%	via A272
Eastbourne	5	0.2%		
Eastleigh	3	0.1%	0.1%	50% via A272
Elmbridge	4	0.2%	0.1%	50% via Broad St A272 B2272
Epsom and Ewell	7	0.3%	0.2%	50% via Broad St A272 B2272
Fareham	1	0.0%	0.0%	50% via A272
Gosport	0	0.0%		
Gravesham	0	0.0%		
Guildford	12	0.5%	0.3%	50% via A272
Hart	0	0.0%		
Hastings	1	0.0%		
Havant	0	0.0%		
Horsham	107	4.6%	4.6%	via A272
Isle of Wight	0	0.0%		
Lewes	118	5.1%		
Maidstone	3	0.1%		
Medway	2	0.1%		
Milton Keynes	1	0.0%	0.0%	50% via Broad St A272 B2272
Mole Valley	17	0.7%	0.7%	via Broad St A272 B2272
New Forest	1	0.0%	0.0%	50% via A272
Oxford	0	0.0%		
Portsmouth	1	0.0%	0.0%	50% via A272
Reading	3	0.1%	0.1%	50% via Broad St A272 B2272
Reigate and Banstead	64	2.8%	1.4%	50% via Broad St A272 B2272
Rother	0	0.0%		
Runnymede	5	0.2%	0.1%	50% via Broad St A272 B2272
Rushmoor	3	0.1%	0.1%	50% via Broad St A272 B2272
Sevenoaks	6	0.3%		
Shepway	0	0.0%		
Slough	2	0.1%	0.0%	50% via Broad St A272 B2272
South Bucks	0	0.0%		
South Oxfordshire	1	0.0%	0.0%	50% via Broad St A272 B2272
Southampton	0	0.0%		
Spelthorne	2	0.1%	0.0%	50% via Broad St A272 B2272
Surrey Heath	0	0.0%		
Swale	0	0.0%		

Tandridge	34	1.5%	0.7%	50% via Broad St A272 B2272
Test Valley	0	0.0%		
Thanet	0	0.0%		
Tonbridge and Malling	5	0.2%	0.1%	50% via Broad St A272 B2272
Tunbridge Wells	8	0.3%		
Vale of White Horse	0	0.0%		
Waverley	4	0.2%	0.1%	50% via Broad St A272 B2272
Wealden	67	2.9%		
West Berkshire	2	0.1%	0.0%	50% via Broad St A272 B2272
West Oxfordshire	1	0.0%	0.0%	50% via Broad St A272 B2272
Winchester	0	0.0%		
Windsor and Maidenhead	2	0.1%	0.0%	50% via Broad St A272 B2272
Woking	1	0.0%	0.0%	50% via Broad St A272 B2272
Wokingham	1	0.0%	0.0%	50% via Broad St A272 B2272
Worthing	16	0.7%		
Wycombe	1	0.0%	0.0%	50% via Broad St A272 B2272
East	20	0.9%	0.4%	50% via Broad St A272 B2272
East Midlands	1	0.0%	0.0%	50% via Broad St A272 B2272
London	107	4.6%	2.3%	50% via Broad St A272 B2272
North East	1	0.0%	0.0%	50% via Broad St A272 B2272
North West	5	0.2%	0.1%	50% via Broad St A272 B2272
Northern Ireland	0	0.0%		
Scotland	2	0.1%	0.0%	50% via Broad St A272 B2272
South West	9	0.4%	0.2%	50% via Broad St A272 B2272
Wales	1	0.0%	0.0%	50% via Broad St A272 B2272
West Midlands	4	0.2%	0.1%	50% via Broad St A272 B2272
Yorkshire and The Humber	1	0.0%	0.0%	50% via Broad St A272 B2272
	2,313	100.0%	37.0%	

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02006619 : Mid Sussex 016 (2011 super output area - middle layer)

place of work	Driving a car or van		Albourne & Sayers Common		Hurstpierpoint (North)	
E02006604 : Mid Sussex 001	8	0.4%			0.1%	33% via B2036 A272
E02006605 : Mid Sussex 002	1	0.0%				
E02006606 : Mid Sussex 003	3	0.1%			0.0%	33% via B2036 A272
E02006607 : Mid Sussex 004	5	0.2%			0.1%	33% via B2036 A272
E02006608 : Mid Sussex 005	3	0.1%				
E02006609 : Mid Sussex 006	21	1.0%	0.5%	50% via A272	1.0%	Via B2036 A272
E02006610 : Mid Sussex 007	36	1.7%	0.6%	33% via A272	0.6%	33% via B2036 A272
E02006611 : Mid Sussex 008	24	1.1%	0.6%	50% via A272	1.1%	Via B2036 A272
E02006612 : Mid Sussex 009	96	4.5%	2.2%	50% via A272	4.5%	Via B2036 A272
E02006613 : Mid Sussex 010	15	0.7%	0.7%	Via A272	0.7%	Via B2036 A272
E02006614 : Mid Sussex 011	75	3.5%	3.5%		3.5%	
E02006615 : Mid Sussex 012	35	1.6%				
E02006616 : Mid Sussex 013	12	0.6%				
E02006617 : Mid Sussex 014	130	6.0%				
E02006618 : Mid Sussex 015	60	2.8%				
E02006619 : Mid Sussex 016	226	10.5%				
E02006620 : Mid Sussex 017	81	3.8%				
Adur	46	2.1%				
Arun	16	0.7%				
Ashford	0	0.0%				
Aylesbury Vale	1	0.0%				
Basingstoke and Deane	2	0.1%				
Bracknell Forest	2	0.1%				
Brighton and Hove	396	18.4%				
Canterbury	0	0.0%				
Cherwell	0	0.0%				
Chichester	10	0.5%				
Chiltern	0	0.0%				
Crawley	230	10.7%				
Dartford	3	0.1%				
Dover	0	0.0%				
East Hampshire	1	0.0%				
Eastbourne	15	0.7%				
Eastleigh	2	0.1%				
Elmbridge	8	0.4%				
Epsom and Ewell	4	0.2%				
Fareham	1	0.0%				
Gosport	0	0.0%				
Gravesham	0	0.0%				
Guildford	8	0.4%				
Hart	1	0.0%				
Hastings	1	0.0%				
Havant	1	0.0%				
Horsham	163	7.6%				
Isle of Wight	0	0.0%				
Lewes	108	5.0%				
Maidstone	3	0.1%				
Medway	1	0.0%				
Milton Keynes	1	0.0%				
Mole Valley	16	0.7%				
New Forest	0	0.0%				
Oxford	0	0.0%				
Portsmouth	0	0.0%				
Reading	1	0.0%				
Reigate and Banstead	37	1.7%				
Rother	0	0.0%				
Runnymede	2	0.1%				
Rushmoor	3	0.1%				
Sevenoaks	5	0.2%				
Shepway	0	0.0%				
Slough	2	0.1%				
South Bucks	0	0.0%				
South Oxfordshire	1	0.0%				
Southampton	1	0.0%				
Spelthorne	1	0.0%				

Surrey Heath	3	0.1%			
Swale	0	0.0%			
Tandridge	11	0.5%			
Test Valley	1	0.0%			
Thanet	0	0.0%			
Tonbridge and Malling	1	0.0%			
Tunbridge Wells	7	0.3%			
Vale of White Horse	0	0.0%			
Waverley	3	0.1%			
Wealden	32	1.5%		0.7%	50% via B2036 A272
West Berkshire	0	0.0%			
West Oxfordshire	0	0.0%			
Winchester	2	0.1%			
Windsor and Maidenhead	1	0.0%			
Woking	0	0.0%			
Wokingham	2	0.1%			
Worthing	44	2.0%			
Wycombe	0	0.0%			
East	9	0.4%			
East Midlands	2	0.1%			
London	78	3.6%			
North East	0	0.0%			
North West	14	0.6%			
Northern Ireland	0	0.0%			
Scotland	2	0.1%			
South West	13	0.6%			
Wales	1	0.0%			
West Midlands	1	0.0%			
Yorkshire and The Humber	3	0.1%			
	2,154	100.0%	8.0%		12.3%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02006620 : Mid Sussex 017 (2011 super output area - middle layer)

place of work	Driving a car or van		Hurstpierpoint (East)	Hassocks	Burgess Hill (Malthouse Lane)	
E02006604 : Mid Sussex 001	17	0.8%	0.3%	33% via B2036 A272		
E02006605 : Mid Sussex 002	1	0.0%				
E02006606 : Mid Sussex 003	4	0.2%	0.1%	50% via B2036 A272		
E02006607 : Mid Sussex 004	8	0.4%	0.1%	33% via B2036 A272		
E02006608 : Mid Sussex 005	4	0.2%		0.1%	50% via B2036 A272	
E02006609 : Mid Sussex 006	20	0.9%	0.9%	via B2036 A272		
E02006610 : Mid Sussex 007	15	0.7%	0.4%	50% via B2036 A272	0.7%	via B2036 A272
E02006611 : Mid Sussex 008	35	1.6%	1.6%	via B2036 A272		
E02006612 : Mid Sussex 009	138	6.5%	6.5%	via B2036 A272		
E02006613 : Mid Sussex 010	16	0.7%	0.7%	via B2036 A272		
E02006614 : Mid Sussex 011	69	3.2%	3.2%		3.2%	
E02006615 : Mid Sussex 012	39	1.8%				
E02006616 : Mid Sussex 013	12	0.6%				
E02006617 : Mid Sussex 014	172	8.1%				
E02006618 : Mid Sussex 015	104	4.9%				
E02006619 : Mid Sussex 016	133	6.2%				
E02006620 : Mid Sussex 017	121	5.7%				
Adur	44	2.1%				
Arun	13	0.6%				
Ashford	1	0.0%				
Aylesbury Vale	0	0.0%				
Basingstoke and Deane	5	0.2%				
Bracknell Forest	1	0.0%				
Brighton and Hove	384	18.0%				
Canterbury	0	0.0%				
Cherwell	0	0.0%				
Chichester	14	0.7%				
Chiltern	0	0.0%				
Crawley	187	8.8%				
Dartford	1	0.0%				
Dover	0	0.0%				
East Hampshire	1	0.0%				
Eastbourne	11	0.5%				
Eastleigh	1	0.0%				
Elmbridge	1	0.0%				
Epsom and Ewell	2	0.1%				
Fareham	0	0.0%				
Gosport	0	0.0%				
Gravesham	0	0.0%				
Guildford	10	0.5%				
Hart	1	0.0%				
Hastings	3	0.1%				
Havant	1	0.0%				
Horsham	121	5.7%		2.8%	50% via B2036 A272	
Isle of Wight	0	0.0%				
Lewes	176	8.2%				
Maidstone	1	0.0%				
Medway	1	0.0%				
Milton Keynes	2	0.1%				
Mole Valley	8	0.4%				
New Forest	2	0.1%				
Oxford	0	0.0%				
Portsmouth	2	0.1%				
Reading	0	0.0%				
Reigate and Banstead	28	1.3%				
Rother	4	0.2%				
Runnymede	3	0.1%				
Rushmoor	2	0.1%				
Sevenoaks	3	0.1%				
Shepway	0	0.0%				
Slough	3	0.1%				
South Bucks	0	0.0%				
South Oxfordshire	0	0.0%				
Southampton	1	0.0%				
Spelthorne	1	0.0%				
Surrey Heath	0	0.0%				
Swale	0	0.0%				
Tandridge	11	0.5%				
Test Valley	0	0.0%				
Thanet	0	0.0%				
Tonbridge and Malling	4	0.2%				
Tunbridge Wells	3	0.1%				
Vale of White Horse	0	0.0%				
Waverley	2	0.1%				
Wealden	45	2.1%				
West Berkshire	0	0.0%				
West Oxfordshire	0	0.0%				
Winchester	0	0.0%				
Windsor and Maidenhead	0	0.0%				
Woking	0	0.0%				
Wokingham	1	0.0%				
Worthing	45	2.1%				
Wycombe	0	0.0%				
East	15	0.7%				
East Midlands	1	0.0%				
London	48	2.2%				
North East	0	0.0%				
North West	3	0.1%				
Northern Ireland	0	0.0%				
Scotland	1	0.0%				

South West	7	0.3%					
Wales	0	0.0%					
West Midlands	2	0.1%					
Yorkshire and The Humber	1	0.0%					
	2,136	100.0%	13.8%		6.9%		3.9%

Annex MS1

Annex MS2

Analysis of Trip Generation from Sites / Dwellings with Potential Impact on Network Surrounding Appeal Site

Table 3.3 Total Flows Generated by Each Site

ID	Site	Settlement	Yield	MSOA	Trip Rate Applied	AM Peak (08:00-09:00) Total Trips			PM Peak (17:00-18:00) Total Trips		
						Arr	Dep	Total	Arr	Dep	Total
1105	Land east and west of Malthouse Lane	Burgess Hill	750	Mid Sussex 017	With Reduction	94	266	359	221	98	320
680	Field rear of North Colwell Barn, Lewes Road	Haywards Heath	9	Mid Sussex 008	Without Reduction	1	3	5	3	1	4
844	Land at North Colwell Farm, Lewes Road	Haywards Heath	80	Mid Sussex 008	Without Reduction	11	30	41	25	11	37
988	Land to the North of Old Wickham Lane	Haywards Heath	49	Mid Sussex 008	Without Reduction	7	18	25	16	7	22
1136	Land at Lunce's Hill, Fox Hill	Haywards Heath	14	Mid Sussex 011	Without Reduction	2	5	7	4	2	6
1137	Land west of Ockley Lane	Hassocks	250	Mid Sussex 017	With Reduction	31	89	120	74	33	107
19	Land east of College Lane	Hurstpierpoint	75	Mid Sussex 017	Without Reduction	10	28	38	24	11	34
582	South of Hurst Wickham Barn, College Lane	Hurstpierpoint	9	Mid Sussex 017	Without Reduction	1	3	5	3	1	4
1075	Land north of Willow Way & Talbot Mead, Cuckfield Road	Hurstpierpoint	150	Mid Sussex 016	With Reduction	19	53	72	44	20	64
1172	Land south of Hurst Wickham Barn, College Lane	Hurstpierpoint	35	Mid Sussex 017	Without Reduction	5	13	18	11	5	16
575	Land northeast of Hurstpierpoint	Hurstpierpoint	150	Mid Sussex 017	With Reduction	19	53	72	44	20	64
29	Land off Snowdrop Lane	Lindfield	50	Mid Sussex 008	Without Reduction	7	19	26	16	7	23
1006	Land to the north of Lyoth Lane	Lindfield	30	Mid Sussex 008	Without Reduction	4	11	15	10	4	14
1178	Land north of Henfield Road	Albourne	20	Mid Sussex 016	Without Reduction	3	8	10	6	3	9
775	Grange View House, London Road	Albourne	10	Mid Sussex 016	Without Reduction	1	4	5	3	1	5
789	Phase 1 Swallows Yard, London Road	Albourne	46	Mid Sussex 016	Without Reduction	6	17	24	15	7	21
1173	Land east of London Road	Albourne	250	Mid Sussex 016	With Reduction	31	89	120	74	33	107
28	Area south of Redbridge Lane at junction with London Road	Balcombe	20	Mid Sussex 007	Without Reduction	3	8	10	6	3	9
165	Land south of Oldlands Avenue (Vintens Nursery)	Balcombe	40	Mid Sussex 007	Without Reduction	5	15	20	13	6	18
802	Foxhole Farm Buildings, Foxhole Lane	Bolney	20	Mid Sussex 007	Without Reduction	3	8	10	6	3	9
1191	Land north of Foxhole Farm buildings	Bolney	13	Mid Sussex 007	Without Reduction	2	5	7	4	2	6
1124	West House Farm, Henfield Road	Sayers Common	325	Mid Sussex 016	With Reduction	41	115	156	96	43	138
786	Land east of Avtrade, Reeds Lane	Sayers Common	75	Mid Sussex 016	Without Reduction	10	28	38	24	11	34
787	Land at Kingsland Lodge, London Road	Sayers Common	75	Mid Sussex 016	Without Reduction	10	28	38	24	11	34
TOTALS						325	916	1241	766	341	1106

Table 3.4 Flows through Network Surrounding Appeal Site

ID	Site	Settlement	Yield	MSOA	% through Network (see Annex MS1)	AM Peak (08:00-09:00) Total Trips			PM Peak (17:00-18:00) Total Trips		
						Arr	Dep	Total	Arr	Dep	Total
1105	Land east and west of Malthouse Lane	Burgess Hill	750	Mid Sussex 017	3.9%	4	10	14	9	4	12
680	Field rear of North Colwell Barn, Lewes Road	Haywards Heath	9	Mid Sussex 008	39.5%	0	1	2	1	1	2
844	Land at North Colwell Farm, Lewes Road	Haywards Heath	80	Mid Sussex 008	39.5%	4	12	16	10	4	15
988	Land to the North of Old Wickham Lane	Haywards Heath	49	Mid Sussex 008	12.2%	1	2	3	2	1	3
1136	Land at Lunce's Hill, Fox Hill	Haywards Heath	14	Mid Sussex 011	37.0%	1	2	3	2	1	2
1137	Land west of Ockley Lane	Hassocks	250	Mid Sussex 017	6.9%	2	6	8	5	2	7
19	Land east of College Lane	Hurstpierpoint	75	Mid Sussex 017	13.8%	1	4	5	3	1	5
582	South of Hurst Wickham Barn, College Lane	Hurstpierpoint	9	Mid Sussex 017	13.8%	0	0	1	0	0	1
1075	Land north of Willow Way & Talbot Mead, Cuckfield Road	Hurstpierpoint	150	Mid Sussex 016	12.3%	2	7	9	5	2	8
1172	Land south of Hurst Wickham Barn, College Lane	Hurstpierpoint	35	Mid Sussex 017	13.8%	1	2	2	2	1	2
575	Land northeast of Hurstpierpoint	Hurstpierpoint	150	Mid Sussex 017	13.8%	3	7	10	6	3	9
29	Land off Snowdrop Lane	Lindfield	50	Mid Sussex 008	12.2%	1	2	3	2	1	3
1006	Land to the north of Lyoth Lane	Lindfield	30	Mid Sussex 008	12.2%	0	1	2	1	1	2
1178	Land north of Henfield Road	Albourne	20	Mid Sussex 016	8.0%	0	1	1	1	0	1
775	Grange View House, London Road	Albourne	10	Mid Sussex 016	8.0%	0	0	0	0	0	0
789	Phase 1 Swallows Yard, London Road	Albourne	46	Mid Sussex 016	8.0%	0	1	2	1	1	2
1173	Land east of London Road	Albourne	250	Mid Sussex 016	8.0%	3	7	10	6	3	9
28	Area south of Redbridge Lane at junction with London Road	Balcombe	20	Mid Sussex 007	12.0%	0	1	1	1	0	1
165	Land south of Oldlands Avenue (Vintens Nursery)	Balcombe	40	Mid Sussex 007	12.0%	1	2	2	2	1	2
802	Foxhole Farm Buildings, Foxhole Lane	Bolney	20	Mid Sussex 007	16.3%	0	1	2	1	0	1
1191	Land north of Foxhole Farm buildings	Bolney	13	Mid Sussex 007	16.3%	0	1	1	1	0	1
1124	West House Farm, Henfield Road	Sayers Common	325	Mid Sussex 016	8.0%	3	9	12	8	3	11
786	Land east of Avtrade, Reeds Lane	Sayers Common	75	Mid Sussex 016	8.0%	1	2	3	2	1	3
787	Land at Kingsland Lodge, London Road	Sayers Common	75	Mid Sussex 016	8.0%	1	2	3	2	1	3
TOTALS						30	85	116	72	32	103

Annex MS3

checked

Town / Parish (NP Area)	Ward	Site Address (sites of 6+ units)	Overall Total (Gross)	Overall Losses (Gross)	Overall Cmpltns (Net)	Total Remaining (Net)	PP Ref #	PP Lapse Date	SHLAA ID#
Ansty & Staplefield		Bridge Hall, Cuckfield Road, Burgess Hill	35	0	0	35	DM/21/1524	commenced	570
Ansty & Staplefield		Woodfield House, Isaacs Lane Burgess Hill	30	1	0	29	DM/19/3769	11/09/2022	840
Ansty & Staplefield		Ansty Cross Garage Ansty	12	0	0	12	SA allocation		644
Ardingly		The Oak Inn Street Lane Ardingly Haywards Heath West Sussex RH17 6UA	5	0	1	4	DM/19/0084	commenced	1009
Ardingly		Land west of Selsfield Road Ardingly	35	0	0	35	SA allocation		832
Ashurst Wood		Wealden House, Lewes Road, Ashurst Wood	54	0	0	54	DM/19/1025	11/11/2023	470
Ashurst Wood		LIC, Wealden House, Lewes Road, Ashurst Wood	25	0	0	25	NP allocation		757
Ashurst Wood		Mount Pleasant Nursery Cansiron Lane Ashurst Wood	6	1	0	5	DM/18/3242	22/07/2022	208
Ashurst Wood		Land south of Hammerwood Road Ashurst Wood	12	0	0	12	SA allocation		138
Balcombe		Land to north of Barnfield Cottages, Haywards Heath Road, Balcombe	16	0	5	11	DM/18/4541	commenced	191
Balcombe		Land adjacent Balcombe House Haywards Heath Road Balcombe	17	0	0	17	DM/21/4235	Pending s 106	150
Balcombe		Land opposite Newlands, London Road, Balcombe	14	0	0	14	NP allocation		188
Bolney	Bolney	G&W Motors London Road Bolney	10	0	0	10	NP allocation		82
Bolney		Land opposite Queens Head (near cricket club), Bolney	30	0	0	30	DM/17/4392	commenced	953
Bolney		Bolney House, Cowfold Road, Bolney	5	0	0	5	NP allocation		711
Bolney		Site of Former Little Orchards London Road Bolney	5	0	0	5	DM/19/0001	29/05/2022	978
Burgess Hill		Northern Arc, Burgess Hill	3040	0	0	3040	DM/18/5114	04/10/2022	493
Burgess Hill		Land west of Freeks Lane Burgess Hill	460	0	0	460	DM/19/3845	commenced	969
Burgess Hill	Chanctonbury Ward	Station yard/car park Burgess Hill	150	0	0	150	NP allocation		83
Burgess Hill	Franklands Ward	The Oaks Centre Junction Road Burgess Hill	12	0	0	12	LP Allocated		84
Burgess Hill	Leylands Ward	North of Faulknors Way Burgess Hill	20	0	0	20	NP allocation		88
Burgess Hill	Leylands Ward	Former Sewage Treatment Works	307	0	0	307	DM/19/1895	29/06/2024	45
Burgess Hill		Keymer Tile Works Nye Road Burgess Hill phase 2	170	0	122	48	DM/16/2718	Commenced	91
Burgess Hill		Keymer Tile Works Nye Road phase 3	180	0	85	95	DM/16/5617	Commenced	91
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill, Phase 1	78	0	76	2	14/03208/REM	Commenced	233
Burgess Hill		Land East of Kingsway Burgess Hill Phase 3b	39	0	19	20	DM/19/3144	commenced	233
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill, Phase 4	237	0	0	237	DM/20/0886	Pending s106	233
Burgess Hill	Town Ward	Open air market Burgess Hill	25	0	0	25	LP Allocated		92
Burgess Hill		Land at Victoria Road (north), Burgess Hill	54	0	0	54	NP allocation		544
Burgess Hill		Burgess Hill Town Centre, Civic Way, Burgess Hill	142	0	0	142	DM/19/3331	02/07/2025	528
Burgess Hill		The Brow, Burgess Hill	100	0	0	100	NP allocation		756
Burgess Hill		Land rear of 88 Folders Lane, Burgess Hill	73	0	57	16	14/4492/FUL	Commenced	534
Burgess Hill		1 Cyprus Road Burgess Hill	10	0	0	10	DM/20/2740	Commenced	447
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (Part GF - part overlap)	2	0	0	2	DM/19/4670	03/01/2023	117
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (GF)	3	0	0	3	DM/20/2157	22/04/2024	117
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (2nd floor extension)	3	0	0	3	DM/21/0338	15/07/2024	117
Burgess Hill		Flat 5 and Flat 12 subdivision Prospect House 1 -11 Junction Road Burgess Hill	4	2	0	2	DM/21/3487	30/11/2024	117
Burgess Hill		The Weald Inn Royal George Road Burgess Hill West Sussex RH15 9SJ	10	1	0	9	DM/20/2381	20/11/2023	1088
Burgess Hill		87 Junction Road Burgess Hill West Sussex RH15 0JL	6	0	0	6	DM/18/3102	Commenced	974
Burgess Hill		Americas House 273 London Road Burgess Hill	6	0	0	6	DM/21/0688	20/04/2021	1089
Burgess Hill		66 Church Walk Burgess Hill	6	0	0	6	DM/21/0111	21/04/2021	1108
Burgess Hill		60 - 64 Church Walk Burgess Hill	15	0	0	15	DM/19/4077	20/09/2024	1109
Burgess Hill		Land south 96 Folders Lane Burgess Hill	40	0	0	40	SA allocation		827
Burgess Hill		Land south of Folders lane and East Keymer Road Burgess Hill	300	0	0	300	SA allocation		976
Burgess Hill		Land south of Selby Close Burgess Hill	12	0	0	12	SA allocation		904
Burgess Hill		St Wilfrids School Burgess Hill	200	0	0	200	SA allocation		345
Burgess Hill		Land south of Southway Burgess Hill	30	0	0	30	SA allocation		594
Cuckfield		Land at Hanlye Lane east of Ardingly Road Cuckfield	55	0	0	55	SA allocation		479
Cuckfield	Cuckfield	The Manor House, 14 Manor Drive, Cuckfield	15	0	0	5	NP allocation		177
Cuckfield	Cuckfield	Courtmeadow School, Hanlye Lane, Cuckfield	10	0	0	10	NP allocation		480
Cuckfield		Horsgate House, Hanlye Lane, Cuckfield	5	0	0	0	NP allocation		649
East Grinstead	North Ward	Stonequarry Woods East Grinstead	30	0	0	30	LP Allocated		96
East Grinstead	West Ward	Junction of Windmill Lane/London Road East Grinstead	40	5	0	0	Allocated		102
East Grinstead		Superdrug, 78 London Road, East Grinstead	10	0	0	0	DM/21/2992	15/02/2025	773
East Grinstead		Martells Store 1 - 4 Normans Road East Grinstead	129	0	128	1	DM/15/5067	commenced	768
East Grinstead		Ashtatts House, Holye Road, East Grinstead	30	1	0	29	DM/19/1613	10/12/2022	723
East Grinstead		Imberhorne School, Windmill Lane, East Grinstead	200	0	0	200	NP allocation		81
East Grinstead		67 - 69 Railway Approach, East Grinstead	7	0	0	0	NP allocation		441
East Grinstead		Imberhorne Lane Car Park, Imberhorne Lane, East Grinstead	18	0	0	18	NP allocation		510
East Grinstead		Delivery Office, 76 London Road, East Grinstead	12	0	0	12	NP allocation		559
East Grinstead		Phoenix House, 53 -59 Lingfield Road, East Grinstead	9	0	0	9	DM/19/1256	05/05/2023	369
East Grinstead		15 and 39 Crawley Down Road, Felbridge	63	0	0	63	DM/20/1078	Commenced	197
East Grinstead		Queensmere House, 49 Queens Road, East Grinstead	14	0	0	14	DM/17/2725	Commenced	923
East Grinstead		Hill Place Farm, Turners Hill Road, East Grinstead	200	0	0	200	DM/19/1067	commenced	562
East Grinstead		17 Cophorne Road, East Grinstead	26	0	4	22	DM/16/5502	Commenced	548
East Grinstead		Sussex House London Road East Grinstead	8	0	0	8	13/04040/FUL	Commenced	409
East Grinstead		Vision Express 53 - 59 London Road East Grinstead	8	2	0	4	DM/19/3284	20/03/2023	1011
East Grinstead		Tower Car Sales Tower Close East Grinstead	8	0	0	8	DM/21/3543	Pending S106	759
East Grinstead		Bell Hammer East Grinstead	35	0	0	35	DM/18/1762	Commenced	696
East Grinstead		11a Crawley Down Road Felbridge	32	1	0	31	DM/18/3022	commenced	21
East Grinstead		Boots 30 - 34 London Road East Grinstead	17	0	0	17	DM/19/2311	17/12/2022	968
East Grinstead		Vacant plot 70 - 72 London Road East Grinstead	7	0	0	6	DM/19/0303	13/10/2023	1084
East Grinstead		Brockhurst Furze Lane East Grinstead	7	0	0	7	DM/19/5211	29/09/2023	596
East Grinstead		Oakhurst Maypole Road East Grinstead	10	0	0	10	DM/20/0015	Commenced	980
East Grinstead		Block B East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU	60	0	0	60	DM/20/1369	03/08/2023	872
East Grinstead		Block F And G East Grinstead House Wood Street East Grinstead West Sussex	67	0	0	67	DM/20/1370	04/06/2023	872
East Grinstead		Block D East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU	40	0	0	40	DM/20/1361 and DM	Commenced	872
East Grinstead		Block E Floor G - 4 East Grinstead House Wood Street East Grinstead West Sussex	69	0	0	69	DM/21/0401	24/03/2024	872
East Grinstead		Block E Fifth Floor East Grinstead House Wood Street	15	0	0	15	DM/21/0386	17/03/2024	872
East Grinstead		Pikfield Engineering factory Durkings road EG	8	0	0	8	DM/20/1516	19/05/2024	1110
East Grinstead		Former East Grinstead Police Station East Grinstead	22	0	0	22	SA Allocation		847
East Grinstead		Land south Crawley Down Road Felbridge	200	0	0	200	SA Allocation		196
East Grinstead		Land south and west of Imberhorne Upper School East Grinstead	550	0	0	550	SA Allocation		770
Hassocks	Hassocks Stonepound	Station Goods Yard Hassocks	54	0	0	54	SCHAD Allocated		106
Hassocks		Land adjacent to Station Goods Yard Hassocks	16	0	0	16	SCHAD Allocated		36
Hassocks		Hassocks Golf Club, London Road, Hassocks	165	0	80	85	DM/18/2616	Commenced	690
Hassocks		Land north of Clayton Mills, Hassocks	500	0	0	500	DM/18/4979	16/03/2023	753
Hassocks		land to rear of Friars Oak London Road Hassocks	130	0	0	130	DM/19/1897	16/10/2022	221
Hassocks		4 Hassocks Road Hassocks	10	0	0	10	DM/20/4426	30/06/2024	1111
Haywards Heath	Ansty and Staplefield	Rookery Farm Rocky Lane Haywards Heath	320	0	194	126	DM/17/4190	Commenced	94+496
Haywards Heath	Ansty and Staplefield	Land South of Rocky Lane, Haywards Heath (Phase 2)	134	0	125	9	DM/16/1312	Commenced	485
Haywards Heath	Franklands Ward	North of 99 Reed Pond Walk Franklands Village Haywards Heath	24	0	0	24	DM/18/4118	26/04/2022	531
Haywards Heath	Lucastes Ward	Penland Farm, Balcombe Road, Hayward Heath	210	0	150	60	DM/16/1803	Commenced	247
Haywards Heath		Land at Gamblemead, Fox Hill, Haywards Heath	170	0	130	40	DM/17/0331 and DM	Commenced	57
Haywards Heath		Hurst Farm, Hurstwood Lane, Haywards Heath	350	0	0	350	NP allocation		246
Haywards Heath		Caru Hall, Bolnore Road, Haywards Heath	12	0	0	0	NP allocation		507
Haywards Heath		Land rear of Devon Villas, Western Road, Haywards Heath	9	0	0	9	DM/20/0840	15/12/2023	597
Haywards Heath		Beech Hurst Depot, Bolnore Road, Haywards Heath	18	0	6	12	DM/19/3619	Commenced	619
Haywards Heath		NCP Car Park, Harlands Road, Haywards Heath	40	0	0	40	DM/17/2384	14/02/2023	744
Haywards Heath		The Priory, Syresham Gardens, Haywards Heath	9	0	0	9	DM/18/2237	Commenced	732
Haywards Heath		The Priory, Syresham Gardens, Haywards Heath	2	0	0	2	DM/18/2251	Commenced	732
Haywards Heath		37 - 39 Perrymount Road, Haywards Heath	145	0	41	104	DM/18/4837	Commenced	843
Haywards Heath		Central House 25 -27 Perrymount Road Haywards Heath	48	0	0	48	DM/21/1819	15/06/2024	1091
Haywards Heath		Chester House Harlands Road Haywards Heath	76	0	0	76	DM/21/0187	04/03/2023	1092
Haywards Heath		Maxwellton House 41 - 43 Boltro Road Haywards Heath West Sussex	54	0	0	54	DM/20/3516	20/12/2024	1090
Haywards Heath		Red Cross Hall 29 Paddockhall Road Haywards Heath West Sussex RH16 1HH	8	0	0	8	DM/18/4841	19/06/2023	618
Haywards Heath		25 Boltro Road Haywards Heath	7	1	0	6	DM/17/0865	Commenced	1102
Haywards Heath		Workshop and Garges North Road Haywards Heath	6	0	0	6	DM/20/1470	13/01/2025	1112
Haywards Heath		Linden House Southdowns Park Haywards Heath	14	0	0	14	DM/18/0421	02/06/2024	1113
Haywards Heath		2 - 6 The Broadway Haywards Heath	19	0	0	19	DM/20/1388	09/08/2024	1114
Haywards Heath		Lloyds Bank 31-33 Perrymount Road Haywards Heath	38	0	0	38	DM/21/2679	13/09/2024	1115
Haywards Heath		1 and 2 Heath Square Boltro Road Haywards Heath	15	0	0	15	DM/21/3676	13/12/2024	1116
Haywards Heath		90 - 92 South Road Haywards Heath	5	0	0	5	DM/21/1881	13/12/2024	1117
Haywards Heath		14 - 16 Sussex Road Haywards Heath	8	0	0	8	DM/20/1881	17/12/2024	1118
Haywards Heath		Land at Rogers Farm Haywards Heath	25	0	0	25	SA Allocation		783
Horsted Keynes		Land south of The Old Police House Horsted Keynes	25	0	0	25	SA Allocation		807
Horsted Keynes		Land south of St Stephens Church Horsted Keynes	30	0	0	30	SA Allocation		184
Hurstpierpoint and Sayers Common	Hurst & Downs	Land to north of Little Park Farm, Hurstpierpoint	140	0	136	4	SA/15/4736	Commenced	238
Hurstpierpoint and Sayers Common		Kingsland Laines Reeds Lane Sayers Common Hassocks West Sussex BN6 9JG	133	0	24	109	DM/19/1148 and DM	Commenced	220
Hurstpierpoint and Sayers Common		Land south of White Horse Lodge, Sayers Common	9	0	0	9	DM/19/3952	02/06/2023	613
Hurstpierpoint and									



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