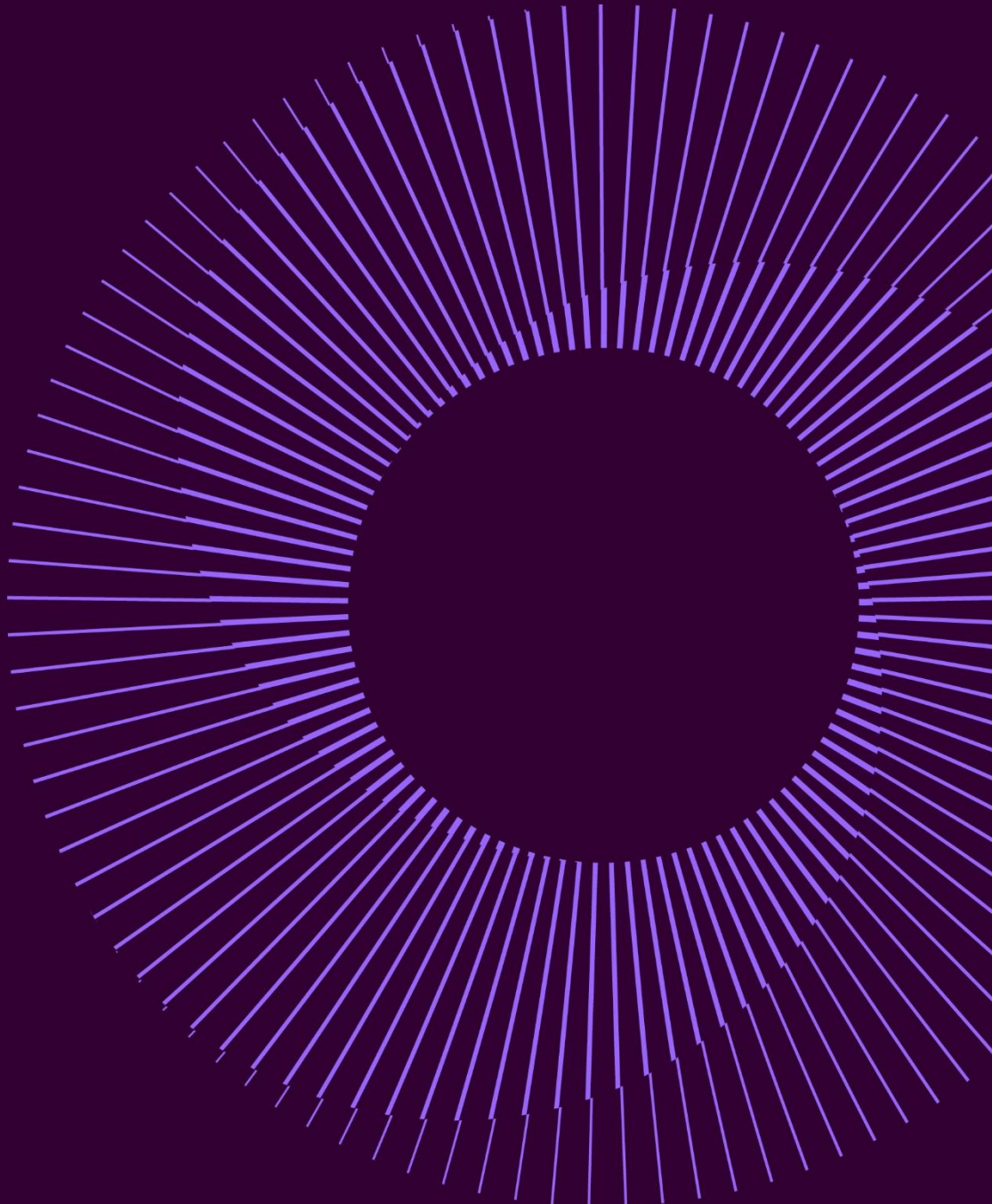


Colwell Farm, Haywards Heath

Appeal Reference: 6005786

LPA Planning Reference: DM/25/0445 / AP/26/0023



Project Reference

Ref: NM/ITL19597-012c

Date: 29 June 2026

Client: Miller Homes Limited

Quality Management

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ITL19597-012a	2nd draft	25/06/2026	NM	NM
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1 Introduction

1.1 Qualification and Experience

- 1.1.1 My name is Neil Simon Marshall. I am a Chartered Transport Planner, being a Chartered Member of the Chartered Institute of Logistics and Transport and a Fellow of the Chartered Institution of Highways and Transportation. I have an honours degree (BSc) in Geography from the University of Southampton. I am a Partner at i-Transport LLP, a specialist transport and highways planning consultancy of 33 Queen Street, London, EC4R 1AP.
- 1.1.2 I have worked in the transport, highways, and infrastructure fields for nearly 25 years, all in private practice in a development planning role. I am responsible for managing a wide variety of transport, environmental, and infrastructure planning projects across the UK. My experience covers transport impact and accessibility studies for residential, commercial, educational, retail, hotel, and leisure developments. I am experienced in giving evidence at public inquiries (including those decided by the Secretary of State ('SoS')). A summary of my relevant experience is attached at Appendix A.
- 1.1.3 I have worked on numerous development sites across the southeast.
- 1.1.4 I have been involved in this project since March 2026. My colleagues at i-Transport have been working on the site since 2023. I have worked closely with my colleagues to ensure that I am fully in agreement with their positions, and subsequently have been involved in providing additional information and support in relation to this Appeal including being the author of the topic specific Statement of Common Ground, concluded with the Local Highways Authority, and which forms the basis of a further Statement of Common Ground to be concluded with the Rule 6 Party. I am fully familiar with the Appeal site and the surrounding transport network having visited on a number of occasions at different times of the day, week, and year. I have travelled to and around the site variously by private car, walking, and cycling.

1.2 Appeal Scheme

- 1.2.1 My evidence relates to the transport and highways matters of this application by Miller Homes Limited with the following description:
- “Outline application with all matters reserved except for access, for up to 80 dwellings with associated landscaping, open space, infrastructure and vehicular and pedestrian accesses”***
- 1.2.2 The Appeal scheme is located on land south of the A272 Lewes Road, to the southeast of the town centre, and west of Slugwash Lane. It is wholly within the planning jurisdiction of Mid Sussex District Council (MSDC). The local highway authority responsible for the surrounding network is West Sussex County Council (WSCC).

1.3 Overview of Transport Issues

- 1.3.1 MSDC's Decision Notice originally included 5 Reasons for Refusal. The only Reasons for Refusal referring to Transport and Highways matters are Reasons for Refusal 2 and 5.

1.3.2 Following the CMC, the Inspector identified Main Issue 1 as:

“Whether the proposal would comply with the development strategy for housing with regard to access to services and facilities.”

1.3.3 On 2 June 2026, MSDC indicated that it would not defend any of the Reasons for Refusal and would not offer evidence to the inquiry, given the decision to include the Site within the long list for Sites proposed for allocation in the Mid Sussex District Plan Review.

1.3.4 The Rule 6 Party indicated by its Updated Statement of Case (dated 19 May 2026) that it would call evidence in respect of transport and accessibility matters, but not highways capacity or safety matters. By an e-mail dated 15th June 2026, it confirmed that it would continue to call a witness on the topic of transport. No further update has been provided since 19 May 2026. The Rule 6 Party have been asked to comment on the THSoCG concluded with the Local Highway Authority through a further Topic-Specific SoCG.

1.3.5 The transport issues to which my Proof of Evidence will focus can be summarised as follows:

- The site is already located in a sustainable location, and that location can be made even more sustainable through improvements delivered by the Appeal scheme, particularly accounting for the Appeal site's location;
- Sufficient information has been submitted to demonstrate that the Appeal scheme will have no material impact on the safe operation of the local network; and
- Alongside an independent Stage 1 Road Safety Audit, that alterations to the highway network to mitigate and facilitate the Appeal scheme will ensure that the safe operation of the network will be maintained.

1.3.6 My evidence will demonstrate how the Appeal scheme is fully compliant with all relevant transport policies at the national, regional, and local level, and therefore all the transport issues raised by MSDC are in fact not relevant, and why no refusal on these grounds could be substantiated.

1.3.7 As I have set out above, on 2nd June 2026, MSDC gave “notice to the Inspector and the other main parties that it will not be defending the reasons for refusal and will not be submitting evidence to the Inquiry on those matters”. This was as a direct result of MSDC having shortlisted the site for potential allocation for housing.

1.4 Scope and Nature of Evidence

1.4.1 To assist the Inspector, this proof of evidence summarises the various items of transport work that have been undertaken, as well as the consultation responses of MSDC and WSCC to provide a comprehensive review of the transport acceptability of the Appeal scheme. This will assist the Inspector to understand whether the proposal will comply with the development strategy for housing with regard to access to services and facilities, as raised at the Case Management Conference.

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- 1.4.2 In particular, it brings together the various strands of transport analysis and comment to identify that the Appeal scheme complies with the four key transport tests that are identified in paragraph 115 of the National Planning Policy Framework (NPPF) (Core Document (CD) 5.1), i.e.:
- (1) Taking into account the vision for the site, the type of development and its location, that sustainable transport modes are prioritised (NPPF 115(a));
 - (2) Safe and suitable access to the site is achieved for all users (NPPF 115(b); and
 - (3) Significant impacts from the Appeal scheme on capacity, congestion, and highway safety, are cost effectively mitigated to an acceptable degree through a vision led approach (NPPF 115(d)
 - (4) There is a fourth test relating to the internal design of streets and parking areas that is not relevant to this outline Appeal whereby all matters are reserved except for access (NPPF 115(c)).
- 1.4.3 On the basis that the three relevant tests in NPPF paragraph 115 are met, my evidence demonstrates that (1) there is not an unacceptable impact on highway safety, (2) there is no severe residual cumulative impact on the road network following mitigation, taking into account all reasonable future scenarios. Therefore, the Appeal scheme should not be prevented or refused on highways grounds, as set out in paragraph 116 of the NPPF (CD 5.1).
- 1.4.4 Following a detailed analysis of how the Appeal site meets the overarching aims of ensuring sustainable travel opportunities are met, considering each of the main tests in the NPPF (CD 5.1) in turn, I will review the original highways and transport Reason for Refusal, as well as the Rule 6 Party's Updated Statement of Case (19 May 2026) (paragraphs 3.14-3.20) (all references hereafter are to the Updated SoC).
- 1.4.5 I will demonstrate how the points in the Reason for Refusal were unfounded and accordingly the Council were correct not to defend it or provide any evidence upon it. Equally, I shall demonstrate how the Rule 6 Party's position as recorded in the Statement of Case is not justified and is not based on an objective analysis of the relevant distances, or a correct application of the relevant guidance. I shall demonstrate the lack of impact of the Appeal proposal on the transport and highway networks, to ensure that the Inspector can be fully satisfied that all matters have been covered.
- 1.4.6 Chapters 2-8 shall address the application, policy and relevant topics for MSDC's stated position in Reason for Refusal 2 (no longer defended). Those Chapters demonstrate that all of the points have been fully considered as part of the planning application and subsequent assessments, alongside relevant mitigation measures. Chapter 9 then reviews the concerns of the Rule 6 Party, and determines them all to be unfounded.
- 1.4.7 My evidence should be read in conjunction with the Planning Proof of Evidence of Mr Nick Billington.

1.5 Summary of Evidence

1.5.1 Overall, I will demonstrate in my evidence that:

- The Appeal site prioritises travel to the site for future occupiers by sustainable modes taking account of the site's location;
- The site provides safe and suitable access for all users, including active travel, public transport and vehicular trips, with all accesses designed in accordance with local and national policies; and
- The transport impact, when compared to the existing operation of the network, and when the mitigation measures are implemented, is not anticipated to result in a 'severe' impact on highway operation or safety.

1.5.2 Overall, I will conclude that the robust technical evidence put forward in support of the Appeal scheme, as further explained in this Proof, demonstrates that there are no transport or highways reasons for rejecting the Appeal in accordance with NPPF paragraph 116 (CD 5.1).

1.5.3 From a qualified transport perspective, my view is that the Council were correct not to defend RfR2. The Rule 6 Party's position, by contrast, is not based on an objective analysis of the relevant guidance and distances.

1.6 Statement

1.6.1 The evidence that I have prepared and provide for the Appeal in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I can confirm that the opinions expressed are my true and professional opinions.

2 Policy Context

Introduction

NPPF (2024) (CD 5.1)

- 2.1.1 The National Planning Policy Framework (NPPF), most recently updated in December 2024 sets out the key national policy for determination as to what constitutes an acceptable scheme in transport and highways terms. Paragraph 110 states:

“... 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”

- 2.1.2 The Framework therefore directs development to locations that are sustainable (or can be made so). The need to travel should be reduced, and there should be a choice of travel modes available to people. The Framework also acknowledges that not all places are equal, and whilst sustainable travel opportunities should be maximised, this requirement has to be seen in the context of the location, with urban and rural locations having differing expectations over what is reasonable.

- 2.1.3 This point is emphasised at paragraph 115, which sets out the three key transport tests which can be summarised as follows:

- Will sustainable transport be prioritised taking account of the vision for the site, the proposed land use, and its location? (NPPF 115(a))
- Will safe and suitable access be provided for all users? (NPPF 115(b))
- Will the cumulative traffic impacts be acceptable? (NPPF 115(d))

- 2.1.4 The opportunity to travel via sustainable modes should be prioritised, whilst accounting for the site's vision and its location. A judgement is therefore required to ensure that the site's location is accounted for when assessing whether sustainable transport modes are prioritised, with safe and suitable access for all modes and for all users to be provided to ensure the sustainable travel opportunities can be realised.

2.1.5 The Framework deliberately set a high bar for preventing development from coming forward for transport highways reasons, with paragraph 116 confirming that ***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”***. Such transport reasons for preventing development from coming forward should only be used when the impact, cumulative with other developments, following mitigation, and accounting for all reasonable future scenarios is severe or has an unacceptable impact on highway safety. This is to follow the test in paragraph 115, relating to sustainable locations, safe and suitable access, and using a vision led approach to mitigate impacts.

2.1.6 There is no definition in the Framework of what level ‘severe’ is. The DCLG letter dated 23 August 2016 in Appendix B of this statement identifies that there is no national definition of severe because the NPPF is designed to be interpreted and applied locally. This has been accounted for in various appeal decisions over the years.

Local Policy

2.1.7 NPPF paragraph 115’s considerations are reflected in relevant transport policy as listed in the Transport and Highways Statement of Common Ground (HTSoCG) (CD 8.5)) particularly:

- Mid Sussex District Plan 2014–2031 (adopted 28 March 2018) (CD5.3) – hereafter the MSDP
 - DP20 (Securing Infrastructure) – referenced within Reason for Refusal 5
 - DP21 (Transport) – referenced within Reason for Refusal 2.

2.1.8 Mr Billington’s Proof of Evidence assesses the proposal against the specific provisions of DP21 in terms of its location, and DP20 in terms of infrastructure.

2.1.9 In short, Policy DP21 covers the same range of factors in NPPF 110 and 115. A development that is sustainably located, will comply with DP21 and NPPF 110 and 115.

2.1.10 It is also important to note the District Plan’s Policy DP6 which places Haywards Heath as a Category 1 settlement, which are defined as “Settlement[s] with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements”. Policy D6 is reviewed in greater detail in the Planning evidence of Mr Billington. He also confirms that DP6 establishes that where a development is proposed outside of the Built Up Area Boundary (BUAB) it is acceptable when, amongst other factors, it is “demonstrated to be sustainable, including by reference to the settlement hierarchy”. This is a clear link back to paragraph 110 of the Framework.

2.1.11 The following is other guidance relevant to highways matters:

- MSDC Local Cycling and Walking Infrastructure Plan (LCWIP) 2023 (CD 6.16)
- WSCC Active Travel Strategy 2024-2036 (CD 19.4)

-
- WSCC Transport Plan 2022-2036 (CD 19.5)
 - Haywards Heath Town Centre Masterplan (2021) (CD 19.6)

2.2 Summary

- 2.2.1 National transport policies are led by paragraph 110 of the Framework. This seeks to ensure new development is in a location that is, or can be made, sustainable whilst offering a genuine choice of transport modes. This is further detailed within the three key transport tests in paragraph 115(a), (b) and (d) of the NPPF, which include prioritising active and sustainable travel opportunities accounting for a site's location, ensuring safe and suitable access for all, and that the cumulative impacts are acceptable. Ultimately paragraph 116 seeks to ensure that development does not have a 'severe' impact on the local highway network or give rise to unacceptable impacts on safety. MSDC's and WSCC's local policies are aligned with these key tests also.
- 2.2.2 In line with national and local policy, the planning application and subsequent submissions was accompanied by a number of reports that set out how the Appeal scheme complies with each of these four key transport tests, as well as a range of local policies.
- 2.2.3 The remainder of my evidence demonstrates how the Appeal scheme meets the key local, and national, transport and highways policies.

3 Submissions to Date

3.1 Pre-Application and Planning Submission

- 3.1.1 iTransport engaged in a series of pre-application discussions and the production of Scoping reports to support the Appeal scheme, commencing in June 2024.
- 3.1.2 Following the pre-application scoping process, based on what was understood to be necessary and possible to support the submission, iTransport produced a Transport Assessment (CD .1.19) and Framework Travel Plan (CD 1.20). These are dated January 2025 and submitted alongside the planning application to MSDC.
- 3.1.3 WSCC provided an initial highway consultation response (CD 4.21) to the planning application dated 19 March 2025. In summary, WSCC raised no objection in principle to this outline application, subject to a S106 agreement. However, more information was requested surrounding the:
- TRO scheme of supporting works; and
 - A plan showing the removal of existing layby along Lewes Road A272 (near junction of Snowdrop Lane) with footway construction.
- 3.1.4 A report titled Planning Application Highways Response (CD 2.2) was submitted as part of the application responding to WSCC's comments.
- 3.1.5 WSCC provided its second highway consultation response dated 2 May 2025 (CD 4.23) providing some additional queries and comments.
- 3.1.6 WSCC also provided a Response to Local Resident note dated 2 May 2025 (CD 4.22) dealing with various comments and objections received from a local resident.
- 3.1.7 A report titled Planning Application Highways Second Response (CD 2.3) was submitted as part of the application responding to WSCC's second comments.
- 3.1.8 WSCC provided a further highway consultation response dated 7 July 2025 (CD 4.25). This confirmed no objection to the planning application subject to planning conditions and S106 obligations.
- 3.1.9 WSCC provided its final highway consultation response dated 18 August 2025 (CD 4.26) confirming its position of no objection subject to planning conditions and S106 obligations.
- 3.1.10 Despite an MSDC officer recommendation for approval, the application was refused by the Local Planning Authority with the decision notice dated 10 September 2025 (CD 3.2).

3.2 Post-Refusal

- 3.2.1 Since the planning refusal the Appellant has been discussing the two transport reasons for refusal with the Local Highway Authority.

3.2.2 Following the lodging of the Appeal for non-determination by the Appellant, iTransport continued to communicate directly with the WSCC and produce additional documents with them to seek to resolve the Reasons for Refusal where relevant and reasonable.

3.2.3 This has resulted in agreement on a further off-site highway improvements; namely surface improvements to ensure all weather access along public footpath 29CU between Lewes Road and Cobbetts Mead, to which the Appellant will contribute, but which the WSCC will deliver.

3.2.4 This improvement is discussed further in following sections of this Proof.

3.3 THSoCG

3.3.1 These ongoing discussion have enabled the Appellant and WSCC to agree a topic specific THSoCG (CD 8.5) which confirms that WSCC has determined that all transport submissions prepared by iTransport are robust and acceptable to WSCC.

3.4 Further Master SoCG with MSDC

3.4.1 MSDC is not calling any further evidence and accordingly RfR1 and the content of the Statement of Case is no longer defended by them.

3.4.2 A further Master Statement of Common Ground Addendum (MSoCGA) was concluded with MSDC on [16 June 2026] and records the following agreed position that permission should be granted:

“3.4 The parties agree that the appeal should be allowed, and planning permission be granted subject to the imposition of appropriately worded conditions and a section 106 agreement to secure the necessary affordable housing, financial contributions, off-site highway works and BNG.”

“3.12 It is agreed that the proposed development is in an appropriate location in terms of transport and accessibility.”

3.4.3 Reference is also made to the Officer’s Report to Committee which identified that the Proposal complied with policy DP21 of the MSDP relating to the accessibility of the site to facilities and services.

3.4.4 However, it is clear that MSDC’s agreement in [3.12] supports my position alongside that of Local Highways Authority that the development is in a sustainable location for the purposes of NPPF 110 and 115.

4 Position of the Local Highway Authority and the Local Planning Authority

- 4.1.1 As set out in the THSoCG (CD 8.5) WSCC is satisfied with regards to all highway and transport matters associated with the proposed development, and confirms it has no objection to the Appeal scheme subject to appropriate conditions and planning obligations to be secured in a Section 106 Agreement.
- 4.1.2 Subject to agreeing the necessary planning conditions and obligations (following the relevant tests in NPPF paragraphs 57 and 58) to ensure that the appropriate mitigation measures are secured and delivered, there are no matters of disagreement between the Appellant or WSCC on transport and highways matters.
- 4.1.3 The Local Planning Authority's position, as clarified in the MSoCGA at [3.4] and [3.12] reaches the same overall position as the LHA: the site is in a sustainable location, and permission should be granted subject to conditions and Section 106 Agreement.

5 Will Sustainable Travel Opportunities be Prioritised?

5.1 Introduction

- 5.1.1 Having established the overall policy background for development of the Appeal site, and how all policies at the regional and local level reflect the overarching transport tests in the NPPF, I now analyse how the site complies with each of the tests in turn, starting with the first test – how the appeal site prioritises travel by sustainable modes for the purposes of NPPF paragraph 115(a).
- 5.1.2 The NPPF 115(a) test reflects NPPF 110, in ensuring that the development is focused on a location which is sustainable and can be made sustainable, both through limiting the need to travel and offering a genuine choice of transport modes.
- 5.1.3 NPPF 110 further recognises that “opportunities to maximise sustainable transport solutions will vary between urban and rural areas”, where “sustainable transport modes” are defined broadly: “Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”
- 5.1.4 NPPF (paragraph 115(a) requires that “**...sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location**”. As set out above, this links back to the first key transport test at paragraph 110, where the vision for the site should establish a priority for sustainable modes, whilst retaining the need for this to reflect a site’s land use and location. Following these tests, paragraph 116 determines whether the residual impacts are acceptable, and only when severe, would a refusal on highways terms be justified.
- 5.1.5 Here, I review in detail the existing conditions surrounding the Appeal site that will ensure that future occupiers are able to travel by active and sustainable transport modes. This includes both physical infrastructure, as well the services and facilities that are available to be accessed by future occupiers by those sustainable modes.

5.2 Why do People Travel?

- 5.2.1 In prioritising sustainable transport opportunities, the starting point is to consider the reasons why future users of the Appeal scheme will make journeys and travel to and from the site. The Department of Transport’s (DfT) National Travel Survey (NTS) identifies the proportion of all trips by purpose. This is provided at Table 5.1 below.

Table 5.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	28%
Shopping	18%
Commuting / Business	15%
Education/Escort Education	13%
Personal Business	9%
Other Escort	8%
Other (Including Just Walk)	9%

Source: Table NTS0409 Average number of trips (trip rates) by purpose and main mode: England, 2024, National Travel Survey 2024

- 5.2.2 The main reasons for travelling are therefore for leisure, shopping, commuting/ business, and education. The figures shown are from the 2024 data, the most recently available last full survey at the time of writing.
- 5.2.3 The hierarchy of travel seeks to prioritise travel via various modes, with removing the need to travel being the first priority, followed by walking, cycling, public transport, shared mobility, and then private car being the lowest priority. The following parts of my evidence address connections to the relevant destinations (e.g. the journey purpose) by these modes.

5.3 **Active Travel (Walking and Cycling)**

Appropriate Distances

- 5.3.1 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, the Institute of Highways and Transportation (IHT) has published guidance that provides advice with respect to the provision of sustainable travel in conjunction with new developments. This confirms that:
- Most people will walk to a destination that is less than one mile (approx. 2km) (Planning for Walking, 2015) (CD 19.8); and
 - The bicycle is a potential mode of transport for all journeys under five miles (approximately 8km) (Planning for Cycling, 2015) (CD 19.8).
- 5.3.2 The NTS data (Table NTS0308) also identifies the mode share of journeys of different lengths. The data identifies that the vast majority (81%) of trips up to one mile (1.6km) are undertaken on foot. The data also shows that 36% of journeys between one and two miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km). The NTS suggests that average distance cycled is 4.4km.
- 5.3.3 This is broadly in line with the parameters outlined in MSDC’s LCWIP (CD 6.16). That document’s recommendation is that most people will be willing to walk up to 20 minutes (1.6km) and cycle up to 20 minutes (5.3km).

- 5.3.4 In addition, the Department for Transport's Manual for Streets (MfS) (CD 19.1) identifies the following on walkable neighbourhoods (Para 4.4.1):

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

Opportunities

- 5.3.5 The THSoCG confirms (at paragraph 5.7) that the TA (CD 1.19) provides an accurate summary of the location and routes to the existing services and facilities in the vicinity of the Appeal site at the time of its production.
- 5.3.6 The shortest distances from the site access to the relevant services and facilities that will form part of the daily destinations for future occupiers of the site are provided in Table 1 of the THSoCG (CD 8.5). All measurements are taken from the site access to the entrance to the named facility. The measurements all follow the most direct walking and/or cycling route from the site to the named location, using public highways and/or Public Rights of Way.
- 5.3.7 Image 6.1 of the submitted TA (CD 1.19) identifies the routes taken at the local level. Figure SOCG1 in the THSoCG (CD 8.5) shows this at the wider area. Where the shortest distance is not permitted by bicycle, the alternative distance is provided. The Haywards Heath Town Centre Boundary is defined in the Mid Sussex District plan 2014-2031 Policies Map (and Policy DP2) (CD 5.3).
- 5.3.8 The Appeal site is therefore within easy walking distance (within 800m) along a good network of paths and footways (as agreed in the THSoCG) to
- (1) primary education (at Northlands Wood Primary Academy),
 - (2) leisure facilities at Walnut Park,
 - (3) convenience retail at Tesco Express,
 - (4) a pharmacy and
 - (5) a GP surgery.
- 5.3.9 Although an outline application, the Appeal site itself will provide public open space, play areas and an informal kickabout area – thus ensuring adjacent leisure opportunities.
- 5.3.10 As identified from the NTS survey, 59% of trips are for leisure, education, and retail opportunities, all of which are demonstrated to be within an easy walking distance of the site.
- 5.3.11 In my professional view, such proximity to a range of everyday services (education, leisure, retail, and health – which also provide employment opportunities) is very good for a development of this type, scale, and location, and complies with the NPPF's approach as described in NPPF paragraphs 110 and 115(a).

Routes

- 5.3.12 These services and facilities are all accessible from the site, utilising the dropped kerb uncontrolled formal crossing provision incorporated into the site access drawing (as shown in Drawing No. ITL19597-GA-004H CD 1.21) to cross to the existing footway on the northern side of Lewes Road.
- 5.3.13 From here, the most direct route to those facilities is to walk along the footway on the northern side of Lewes Road for c. 45m to access Public Right of Way (PRoW) Footpath 29CU. Having walked the route on many occasions, I have found it to be attractive and suitable for purpose, providing sufficient width to pass other pedestrians, and with natural surveillance from surrounding properties.
- 5.3.14 WSCC has confirmed that PRoW Footpath 29CU is suitable for year-round use (in correspondence dated 9th September 2024 in CD 2.4, and confirmed in the THSocG). In addition, the Appellant has agreed with WSCC to enter into an obligation to fund an upgrade of the PRoW to provide all-weather use, as set out in the THSoCG (CD 8.5).
- 5.3.15 Pedestrians will then use the PRoW to walk north, across Corbetts Mead, and then continue along an existing paved and partly lit section of the PRoW towards Beech Hill. Walking west to Views Path through the well-used Walnut Park (the park) paved footway (overlooked by residential properties) towards Walnut Park (the road) to access the shop, pharmacy, and GP surgery, all in less than 10 minutes (710-750m) from the site access. It is important to note that the PRoW and pavements are all in a good condition and easily walkable.
- 5.3.16 Here, bus stops are also located which have a good provision of real time information, seating, and shelter, as confirmed in the THSoCG (CD 8.5). The routes and locations served by the buses are identified later in this Proof.
- 5.3.17 Alternatively, pedestrians can take the slightly longer route from the site access and travel east along the footway on the northern side of Lewes Road to Snowdrop Lane, and then using the traffic free link through to Marlow Drive towards Beech Hill. This route is along residential roads with overlooked footways and paths throughout. The Appellant has committed to improvements along this route including reinstating the footway on Lewes Road at the layby to the west of Snowdrop Lane, footway improvement at the junction with Snowdrop Lane and additional signage as set out in the THSoCG.
- 5.3.18 This route is also available to cyclists, who then route towards Northlands Avenue to access the same shop, pharmacy, and GP surgery (in 1200m).

- 5.3.19 Further west of the site, but accessible via the existing street-lit well-maintained footways overlooked by continuous residential development along Lewes Road, various additional services and facilities are available. The area's main hospital (Princess Royal Hospital) is located 1,100m (equivalent to a c. 15 minutes walk or 5 minutes cycle from the site's access). Not only is this a major health facility, it is also a significant source of employment in the town. Access to the hospital will also be enhanced. The Appellant will fund improvements via footways and dropped kerb uncontrolled crossings at Birch Close adjacent to Lewes Road (as set out the THSoCG). This ensures a consistency of route, ensuing there are no gaps in infrastructure between the site and the hospital entrance towards the major location for employment, therefore facilitating sustainable commuting patterns (which make up 15% of journey purposes).
- 5.3.20 Further west from the site, and still within the upper end of a reasonable walking distance, as well as being well within a reasonable cycling distance, is the defined boundary of Haywards Heath Town Centre. This is 1860m from the site, equivalent to a 23 minutes walk or 7 minutes cycles from the Appeal site's access. Continuous well maintained footways, with active frontages, are provided along the length of the route, with formal controlled crossings being more prevalent towards the town centre. The town centre includes various retail, personal business, and leisure offerings, including banks, a range of chain and independent restaurants and cafes, and many different types of shops, including national staples such as Boots, Clarks, Card Factory, Holland & Barratt, Marks and Spencer, Next, Robert Dyas, and Superdrug.
- 5.3.21 This very good range of services is reflected in MSDC's District Plan's (CD 5.3) Policy DP6 that places Haywards Heath as a Category 1 settlement. These are "Settlement[s] with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements". As I have set out above in Section 2, this is reviewed in greater detail in the Planning evidence of Mr Billington, who explains the accordance with DP6, in the light of my position on compliance with NPPF 110 and 115 and DP21 in relation to the site's sustainable location..
- 5.3.22 The Appeal site is therefore clearly able to facilitate journeys to this major town centre (the largest in Mid Sussex) via sustainable modes, and therefore provide everyday access to this major centre of retail, leisure, and employment.

5.4 Public Transport

- 5.4.1 The NPPF 110 and 115(a) refer to sustainable travel and providing a "choice of" or "opportunity for" different transport modes. The appeal site has good access to public transport and complies with national and local policy in this respect. As confirmed in the THSoCG (CD 8.5), the Appeal site is located just over 700m walk (around 9 minutes) from the bus stops on Northlands Avenue. This provides access to an hourly service from bus routes 31/31A Uckfield (Maresfield - Newick - Haywards Heath – Cuckfield). This route provides a relatively direct connection between the large settlements of Uckfield to the east and Cuckfield to the west, providing a connection through the centre of Haywards Heath, stopping at the various town centre stops, railway station, and leisure centre.

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- 5.4.2 The southbound bus stop (towards Haywards Heath town centre and beyond) includes a shelter with seating, timetable information and real time information indicating arrival times of the next bus, which is agreed as a good level of existing provision in the THSoCG (CD 8.5). A signal controlled pedestrian crossing exists adjacent to the bus stop to provide safe access to the northbound bus stop.
- 5.4.3 Further bus stops with additional services are located on the B2272 Lewes Road and on Franklyn Road, circa 1.1km from the Appeal site's access. In total there are over ten bus services available from the B2272 bus stops outside the Princess Royal Hospital, the westbound bus stop (towards Haywards Heath town centre) includes two shelters with seating, timetable information and real time information indicating arrival times of the next bus.
- 5.4.4 A full list of the bus routes, including destinations and frequencies is provided in Table 6.1 of the TA (CD 1.19). These have been checked and found to all remain broadly correct. Very minor changes include the 31A ending 10 minutes earlier on weekdays, the 89 operating Monday, Wednesday, and Friday, the 149 having a slightly later return time, the 270 having a slightly later start and finish time on weekdays, and an earlier start and end time on weekends, and the 271/272 having slightly earlier start and end times on weekdays. None of these changes make any material alterations to the level of service available. The full new timetables are provided at Appendix C.
- 5.4.5 Haywards Heath railway station is located north-west of the site, within a reasonable cycle distance (at 3.3km or a 12-13 minutes cycle from the site access). It offers regular services to a number of destinations including Brighton, Three Bridges Station in Crawley, Gatwick Airport, and London Terminals (including London Victoria, as well as Thameslink through services at London Bridge, Farringdon, London St Pancras, and on towards Bedford and Cambridge). It is on the core south coast line, and therefore has nearly 24 hour services, including up to 12 services per hour in each direction during the peaks, and 7 per hour in each direction during off-peak periods. Journey times to Gatwick Airport are as quick as 11 minutes, Brighton in 14 minutes, and both London Bridge and London Victoria in 44 minutes. This frequency of service means the station meets the Government's recent criteria of being a "well-connected" station in terms of the number of services in each direction during peak periods. I review this point further in Section 8 of my evidence.
- 5.4.6 Haywards Heath rail station features step free access to all four platforms, 312 cycle parking spaces and 1,069 car parking spaces. The station is accessible for future residents on bike, by bus or by car.
- 5.4.7 This is an exceptional level of direct, frequent and fast rail connections to a number of major towns, cities, and employment hubs. Using a bicycle from the Appeal site to park at one of the secure spaces at the station means that Brighton and Gatwick Airport can be sustainably accessed from the site via a linked trip (cycle and rail) in around 30 minutes, and central London terminals in around 1 hour.

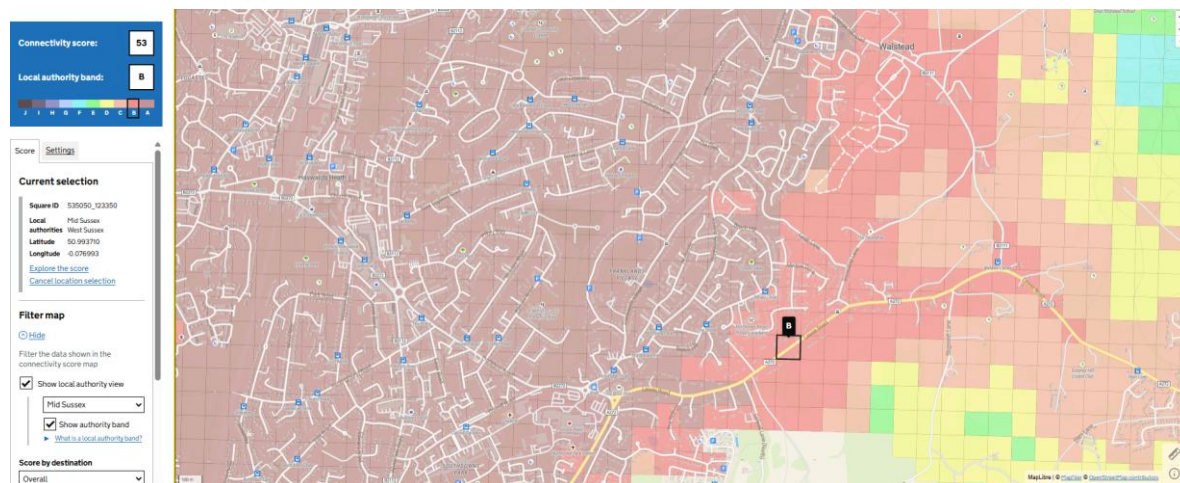
5.5 Connectivity

- 5.5.1 NPPF paragraph 115 states that development should be located where "sustainable transport modes are prioritised taking account of the vision for the site, the type of development".

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- 5.5.2 The NPPF makes an allowance that not all locations are equal. Instead, a judgement should be made to determine whether the level of sustainable travel mode uptake is prioritised in the context of the site's location. In this case, the site is situated on the edge of a major town (Haywards Heath), in proximity to a local district centre (Walnut Park), where a convenience retail (shop), pharmacy, and GP surgery, as well as primary school and park are all located within 800m (10 minutes walk).
- 5.5.3 Also located less than 15 minutes walk or 5 minutes cycle away, is the district's major hospital. This is a significant health facility and major source of local employment. The district's main town centre is located within a 25 minutes walk or 10 minutes cycle from the appeal site. Haywards Heath railway station with over 20 services per hour to a range of higher order settlements and employment destinations is available within a 20 minutes cycle or accessible via bus (from bus stops within a 10 minutes walk). Access to these locations is improved via obligations from the site, including upgrades to public rights of way, footways, and pedestrian road crossings.
- 5.5.4 Therefore, the site is sustainably located, with many everyday travel needs accommodated via existing safe walking and cycling connections from the site.
- 5.5.5 The DfT's Connectivity Tool has been referred to by the Rule 6 Party in its Statement of Case at [3.18] and [3.19]. The Connectivity Tool is not currently part of the NPPF test and has no specific policy status.
- 5.5.6 The Tool was made available in the public domain in December 2025, although it was available to local highways authorities from June 2025. The tool measures how easily (opportunity) people can reach employment, services and social activities within one hour from a chosen location (at a 100m x 100m grid selection). It assesses access to destinations across different transport modes, including walking, cycling, driving, and public transport.
- 5.5.7 The Connectivity Tool provides scores that are expressed as a percentage relative to the most connected locations in England and Wales. Unsurprisingly, those locations with the highest scores are located in city and town centres.
- 5.5.8 However, the Tool has also been designed to account for local differences, to ensure that sustainable connectivity can be determined at the local context, and not just at the national context. This is an important factor, which has not been correctly reflected in the Rule 6 Party's SoC.
- 5.5.9 The Tool can be used to determine the site's level of sustainable connections to local services and facilities.

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- 5.5.10 As a starting point, it should be noted that it is just a tool. It is not a pre-requisite for determining how well-connected a site is. The guidance for the Tool states that it ***“does not currently take into account the quality of walking, cycling or public transport routes. This includes aspects such as footway presence, footway width, surface type, and lighting. Local knowledge is therefore essential in determining which routes are suitable for use in practice, and for working out the extent to which the Connectivity score accurately reflects the situation on the ground. This is particularly important when working at a small scale, for example a particular development site or a small village. You may wish to consider how the outputs of the tool can be complemented by other evidence including walking and cycling quality audits”***. Therefore, it provides a measure of *potential* connectivity, while detailed assessment of route quality and necessary infrastructure improvements must be undertaken separately by designers and transport professionals.
- 5.5.11 The Tool can show how connected a location is on a scale between 0 (poorly connected) to 100 (highly connected), this is a percentage of the highest score in England and Wales, being 100.
- 5.5.12 However, the Tool also includes an additional filter, that allows a test of a location’s connectivity at the local level. This is possible by using the local authority band filter within the tool. Bands help to assess how well-connected a location is relative to its local authority area, by dividing the local authority into ten bands from A (high scoring) to J (low scoring). Each band represents approximately one-tenth of that local authority’s area.
- 5.5.13 In relation to larger areas, the Tool’s guidance suggests that ***“Connectivity scores are likely to differ across larger sites. To assess these sites, you should take a contextual approach, understanding the characteristics of the individual site and the wider area to appropriately assess its connectivity. To arrive at a score, you may wish to consider connectivity scores at the main accesses (existing or proposed) to the site, to measure how people will enter and leave the site.”***
- 5.5.14 As shown in Image 5.1, the site’s access has a score of 53, and (compared to rest of MSDC) a connectivity band of B for all journey purposes by all sustainable travel modes; i.e. it is in the top 20% most connected locations in all of the district.

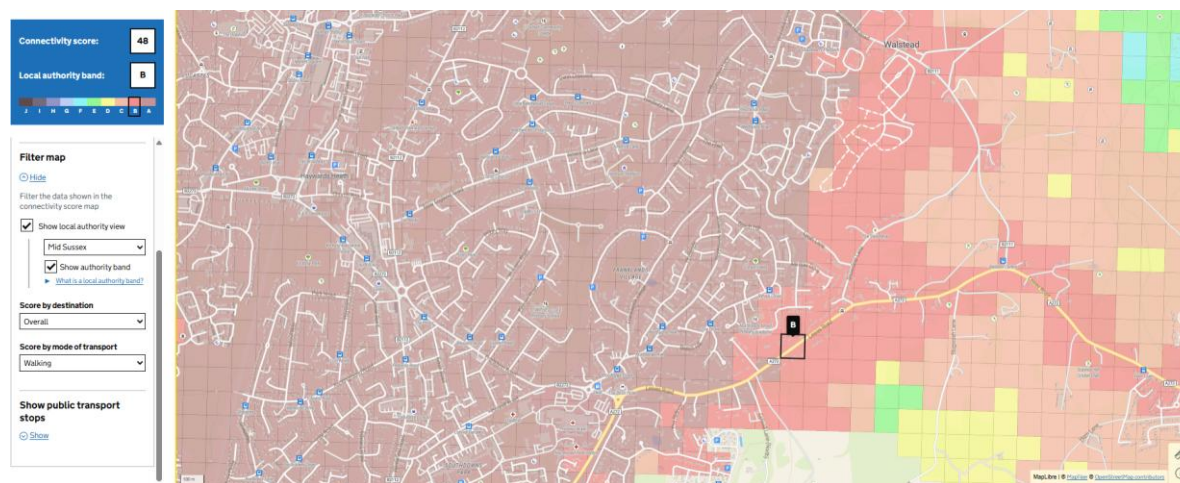
Image 5.1: Site's Local Connectivity Band (all sustainable modes/all purposes)



Source: DfT Connectivity Tool, obtained 19 June 2026

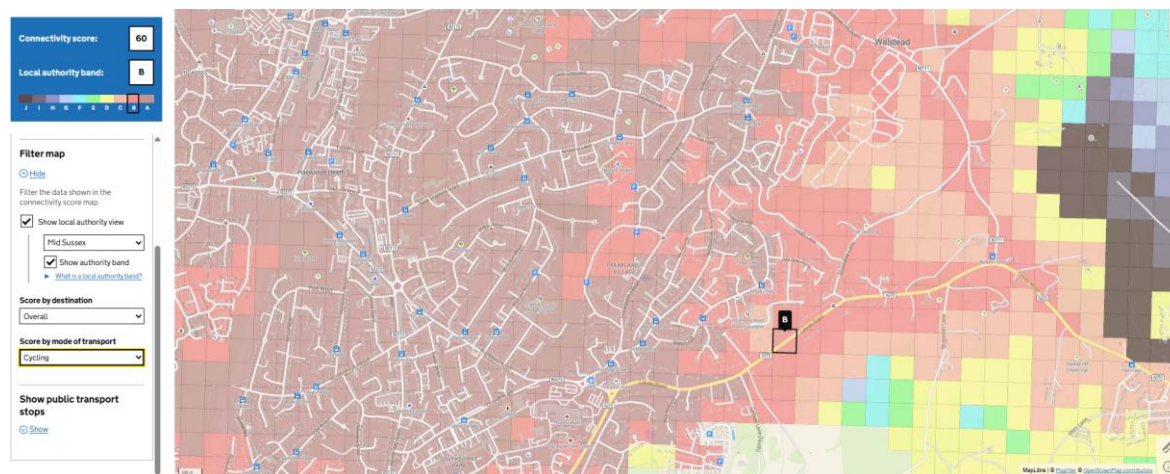
- 5.5.15 Further when considering the hierarchy of travel modes, where walking is the most important, followed by cycling, then public transport, then private travel, the site scores a banding of B for walking, cycling, and public transport (as shown in Images 5.2 to 5.4).

Image 5.2: Site's Local Connectivity Band (walking /all purposes)



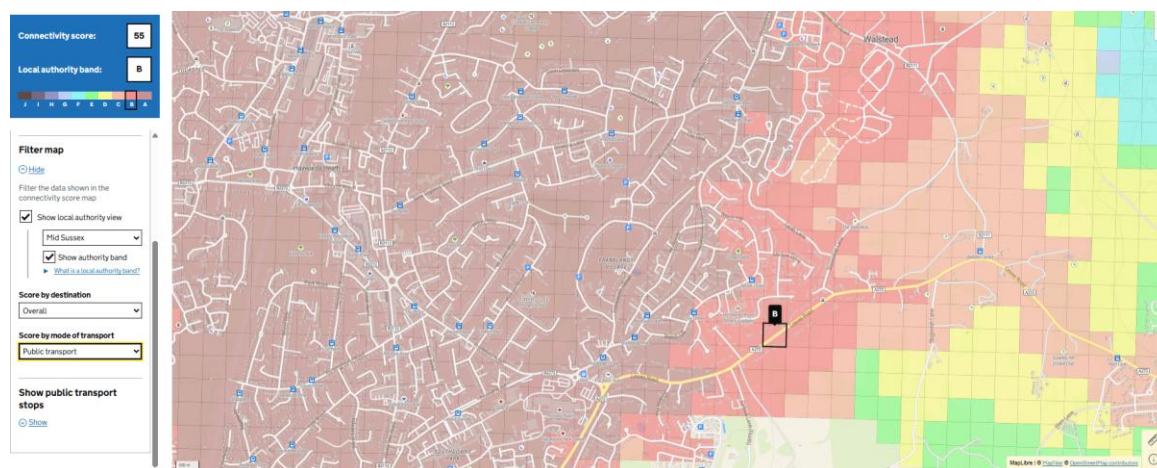
Source: DfT Connectivity Tool, obtained 19 June 2026

Image 5.3: Site's Local Connectivity Band (cycling/all purposes)



Source: DfT Connectivity Tool, obtained 19 June 2026

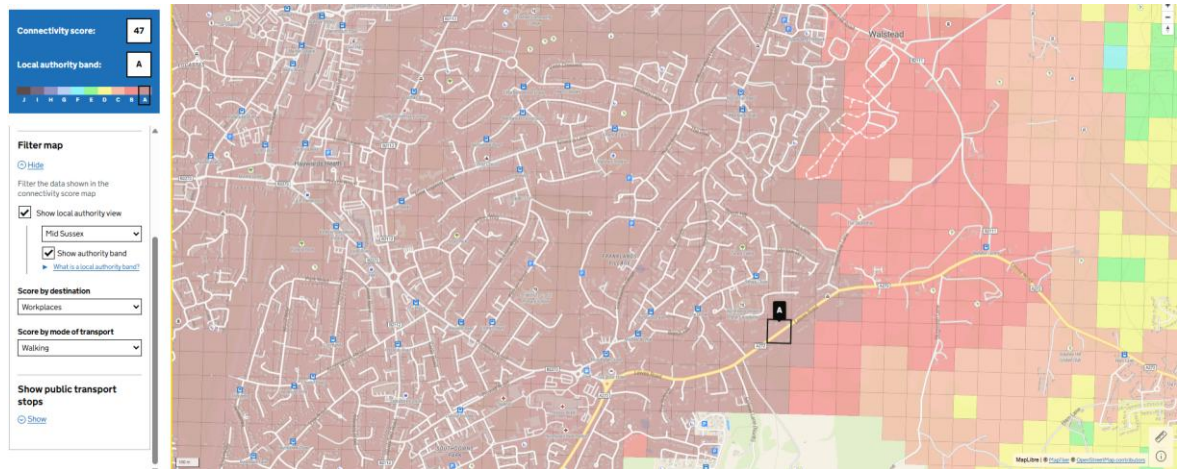
Image 5.4: Site's Local Connectivity Band (public transport/all purposes)



Source: DfT Connectivity Tool, obtained 19 June 2026

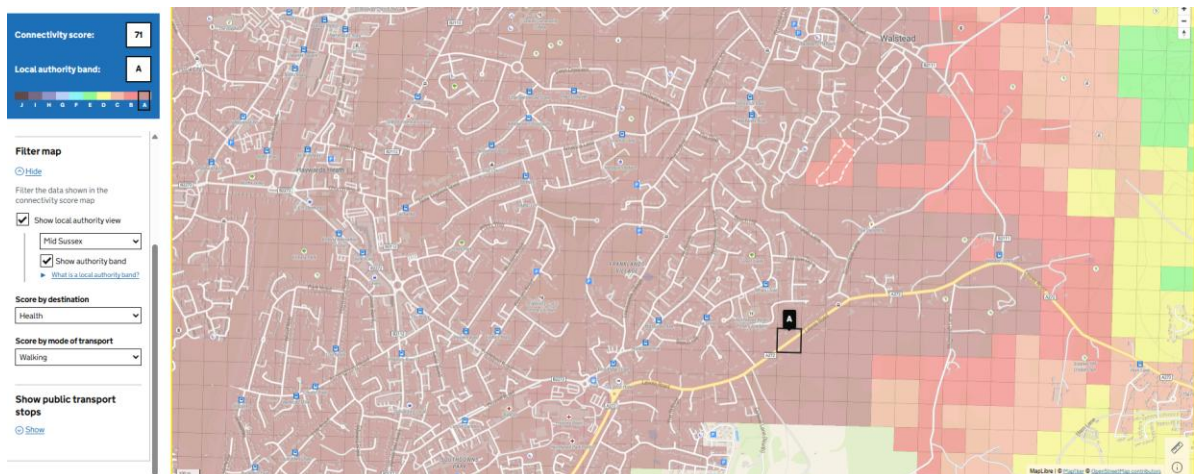
5.5.16 Further, as identified previously, the site is particularly well located to employment, health, retail, leisure, and educational needs, all well within walking distance. This is confirmed by use of the tool, that shows, in the context of MSDC, the site has the highest possible (band A) rating for walking for employment and health purposes (as shown in Images 5.5 and 5.6), and the second highest possible rating of B for walking to retail, leisure, and education opportunities (as shown in Images 5.7 to 5.9).

Image 5.5: Site's Local Connectivity Band (walking/employment)



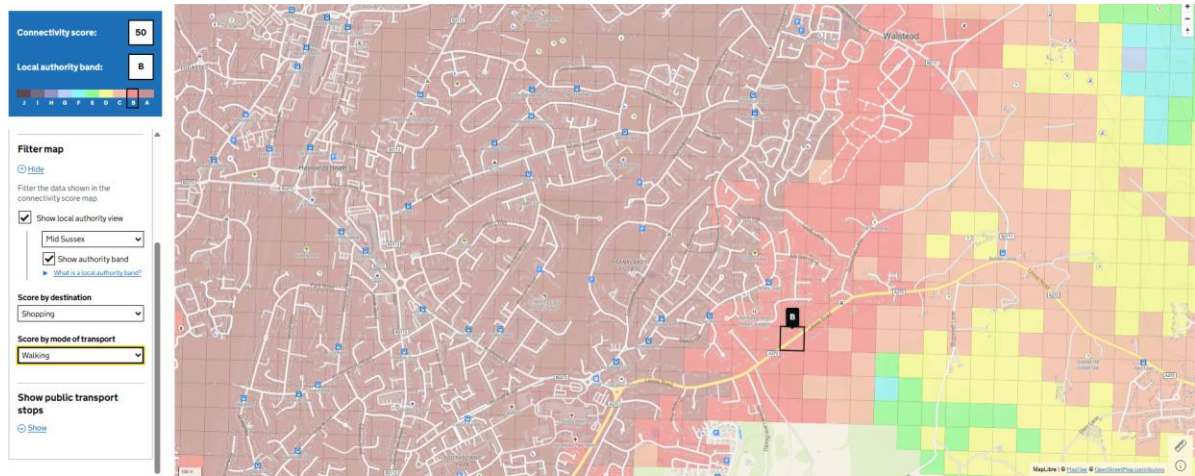
Source: DfT Connectivity Tool, obtained 19 June 2026

Image 5.6: Site's Local Connectivity Band (walking/health)



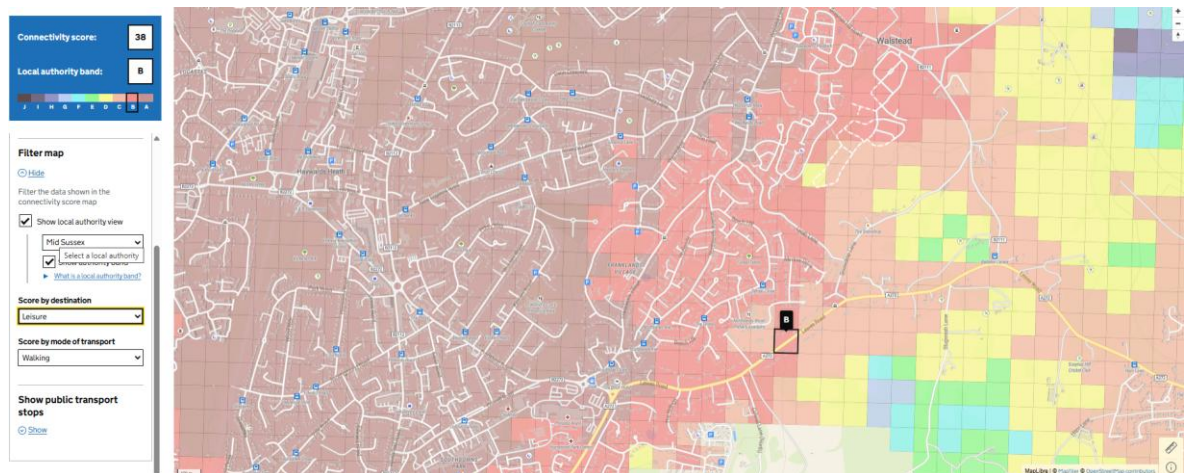
Source: DfT Connectivity Tool, obtained 19 June 2026

Image 5.7: Site's Local Connectivity Band (walking/retail)



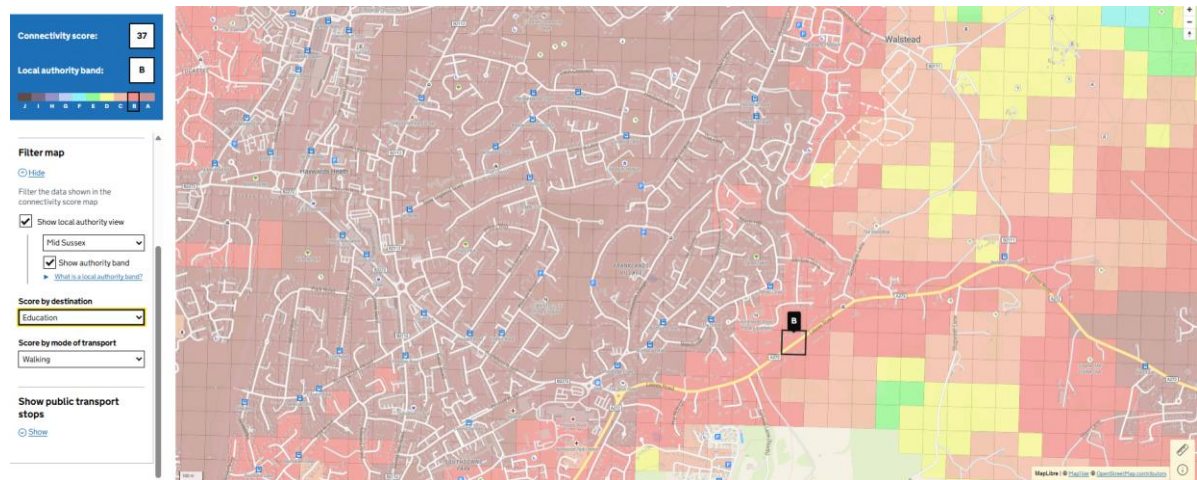
Source: DfT Connectivity Tool, obtained 19 June 2026

Image 5.8: Site's Local Connectivity Band (walking/leisure)



Source: DfT Connectivity Tool, obtained 19 June 2026

Image 5.9: Site's Local Connectivity Band (walking/education)



Source: DfT Connectivity Tool, obtained 19 June 2026

5.5.17 The Connectivity Tool therefore identifies the Appeal Site as being in one of the most highly connected locations in the District, and where development should be directed. It is in the top 20% of the most connected locations for all journey purposes in the district, and by walking to employment and health opportunities it is in the top 10% (band A), and for walking to retail, leisure, and education opportunities in the top 20% (band B) of the most well connected places. It should also be noted that this connectivity score does not account for the improved quality of the routes that will be delivered by the Appeal scheme. The Rule 6 Party's SoC, [3.19] statement that the Site is one of “the lowest performing locations across England and Wales” fails to understand or correctly apply the Tool and its purpose.

5.5.18 The site's access proposals are delivering a cohesive walking strategy, with footways and dedicated uncontrolled pedestrian crossings, to ensure the site is fully integrated into the existing pedestrian network.

5.6 Conclusions

5.6.1 In conclusion, the Appeal site prioritises sustainable travel opportunities in accordance with paragraph 110 of the NPPF and the first transport test in paragraph 115(a), taking account of the vision for the site, the type of development proposed and, importantly, its location on the edge of Haywards Heath.

5.6.2 The evidence demonstrates that the principal everyday journey purposes for future occupiers, including leisure, shopping, education, personal business and commuting, can be accommodated by a range of sustainable modes. A number of key day-to-day facilities, including (1) primary education, (2) local leisure facilities, (3) convenience retail, (4) a pharmacy and (5) a GP surgery, are located within an easy walking distance of the site, consistent with recognised walking guidance and the parameters identified in the MSDC LCWIP (CD 6.16).

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- 5.6.3 Those destinations are accessible via existing pedestrian routes, many of which will be further enhanced by improvements secured by the Appellant including enhancements to PRow 29CU to provide all-weather use, and improvements to the Lewes Road and Snowdrop Lane routes. These measures ensure that the Appeal scheme will be integrated into the existing pedestrian network and will enhance the quality and continuity of sustainable routes.
- 5.6.4 The site also benefits from access to wider destinations by cycling and public transport. Haywards Heath town centre is within a reasonable walking and cycling distance, while Princess Royal Hospital is accessible and provides both a major health facility and a significant source of employment. Bus stops on Northlands Avenue and Lewes Road provide access to local services, and Haywards Heath railway station offers frequent, direct and fast connections to Brighton, Gatwick Airport, Crawley and London.
- 5.6.5 The DfT Connectivity Tool provides further support for this assessment. It identifies the site as being within local connectivity band B for all journey purposes by all sustainable modes, placing it within the top 20% of connected locations in Mid Sussex District. The site also scores band B for walking, cycling, and public transport, and band A for walking access to employment and health facilities. While the Connectivity Tool is a measure of potential connectivity and does not assess route quality, that route-quality assessment has been undertaken separately through the TA, subsequent submissions and the THSoCG, alongside the agreed package of improvements.
- 5.6.6 Overall, the Appeal site is sustainably located in the context of its edge-of-town position and benefits from a realistic choice of walking, cycling and public transport opportunities for everyday journeys. The evidence therefore demonstrates that sustainable transport modes are prioritised in accordance with paragraph 115 of the NPPF, and that the first transport test is satisfied.
- 5.6.7 WSCC as Local Highway Authority concurred, see the THSoCG [5.2-5.5]. MSDC's Case Officer agreed in the original Committee report, see [12.52]. MSDC have further agreed this in the SoCG at [3.4] and [3.12].

6 Will Safe and Suitable Access be Provided?

6.1 Introduction

- 6.1.1 The second transport test in paragraph 115 of the NPPF (CD 5.1) relates to providing safe and suitable access for all users. The proposed access arrangements are set out in Section 5 of the TA (CD 1.19). A summary is set out below.
- 6.1.2 At the outset, I note that the MSDC did not issue any Reason for Refusal on the basis of safe or suitable access and made no reference to this in its SoC. They actually confirmed in their Statement of Case (at [7.19]) that the proposals will “...**provide a safer walking route...**” to the town centre.
- 6.1.3 The Rule 6 Party’s Updated SoC confirms at [3.20(5)]: “**The Rule 6 party does not dispute the CHA’s findings on highway safety or residual cumulative impact.**” It is stated at [3.20(1)] that the development is “**(2) Not supported by infrastructure that is safe and suitable for sustainable modes. As a consequence, few journeys will be made by sustainable modes.**”
- 6.1.4 I disagree with the Rule 6 Party’s position as set out in [3.20(1)].

6.2 Access Strategy

- 6.2.1 It is proposed that the Appeal scheme will be accessed via a new all modes simple priority junction to the A272 Lewes Road. The location, form and broad design of the proposed access to the Appeal scheme has been agreed with WSCC as set out in the THSoCG (CD 8.5).
- 6.2.2 A number of off-site highway improvements in order to further enhance sustainable access connections have also been agreed to be provided by the Appellant, as set out in the THSoCG (CD 8.5).

Site Access – A272 Lewes Road

- 6.2.3 The proposed access from the A272 Lewes Road will take the form of an all-purpose simple priority junction. Key aspects of the junction design include:
- 5.5m wide access road;
 - 6m junction radii on the east side of the access with Lewis Road and a compound curve 9m junction radii on the west side of the access with Lewes Road; and
 - 2m wide footway on the western side of the access road leading to an uncontrolled dropped kerb crossing of Lewes Road (to the north side footway) west of the site access.

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- 6.2.4 Visibility splays for the site access are shown to be achievable for the recorded 85th percentile speeds along Lewes Road (via an ATC undertaken in December 2023). These visibility splays are shown on the site access drawing ITL19597-GA-004H (CD 1.21). The visibility splay from the site access to the east includes a slither outside of the highway and red line plan. Miller Homes has an existing agreement to use this land for visibility purposes. It is suggested that the visibility splays are controlled by a condition of any planning permission on the site.
- 6.2.5 Pedestrian visibility splays with a 1.5m setback distance have been shown achievable from the proposed uncontrolled crossing across Lewes Road adjacent to the site access and are shown on the site access drawing ITL19597-GA-004H (CD 1.21).
- 6.2.6 An independent Stage 1 Road Safety Audit (RSA) of the proposed A272 Lewes Road site access has been undertaken and the recommendations incorporated into the agreed site access arrangements. This has been reviewed by WSCC and determined to ensure a safe access for all can be provided.

Off-Site Highways

Change in Speed Limit

- 6.2.7 As noted above, the proposed Lewes Road site access and visibility splays are based on existing observed speeds and therefore the proposed access is not dependent on a speed limit change and this has been agreed with WSCC (THSoCG [5.24]). The proposed development is therefore not dependent on a speed limit change.
- 6.2.8 Notwithstanding the above, through discussions with WSCC there is general support to try and achieve a relocation of the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road. Miller Homes recognises the wider public benefits of relocating the speed limit change and are content to make an appropriate financial contribution for such provision secured in any S106 Agreement as set out in the WSCC THSoCG (CD 8.5 [5.24]).

A272 Lewes Road Footway Improvements

Lay-by In-fill

- 6.2.9 There is an agreed improvement scheme to re-instate some of the lay-by on Lewes Road to footway. This is shown in drawing titled 'Potential Lewes Road footway improvements at existing Lay-by' and numbered ITL19597-GA-018 (CD 2.5) and included in the THSoCG (CD 8.5).

Snowdrop Lane

- 6.2.10 There is an agreed improvement scheme to Snowdrop Lane footway and dropped kerb and pedestrians in road signs. This is shown in drawing titled 'Proposed footway improvements at Snowdrop Lane' and numbered ITL19597-GA-021 Rev A (CD 2.6) and included in the THSoCG (CD 8.5).

Birch Close

- 6.2.11 There is an agreed improvement scheme to provide footway widening on the eastern side of Birch Close and an informal crossing with dropped kerbs and tactile paving across Lewes Road. This is shown in drawing titled 'Proposed uncontrolled crossing across Lewes Road' and numbered ITB19597-GA-011 Rev B (CD 1.22) and included in the THSoCG (CD 8.5).

Walnut Park Area Walking Improvements

- 6.2.12 Following a detailed walking audit of the existing highway network, in the locations of additional demand, a number of minor enhancements have been identified. These are summarised below and shown in the THSoCG,(CD 8.5) confirming agreement of their delivery:

- An uncontrolled crossing across Orchid Park with dropped kerbs and tactile paving linking existing Footpath CU29.
- An uncontrolled crossing across Orchid Park with dropped kerbs and tactile paving for pedestrians onto Charlesworth Park.
- Adding tactile paving to the existing crossing at the Marlow Drive/Charlesworth Park junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Marlow Drive junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Catkin Way.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Views Path.
- Adding tactile paving to the existing crossing at the Northlands Avenue/Larch Way junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Aspen Close junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians across Rowan Close for pedestrians routing between Aspen Walk and Northlands Avenue.

Public Right of Way 29CU

- 6.2.13 Surface improvements are proposed to footpath 29CU between Lewes Road and Cobbetts Mead to the north to ensure all weather access. WSCC PROW Team would be responsible for the future maintenance of this section of foot path and given its maintenance responsibilities, their preference is for a rolled stone (Limestone type 1 surface). Given this is a public right of way, WSCC has requested that the improvement scheme is delivered by way of a contribution for the works to be secured as an obligation in the Section 106 Agreement. This is agreed within the THSoCG [5.25].

6.3 Summary

- Safe and suitable access will be provided in accordance with paragraph 115 of the NPPF (CD 5.1):

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- The vehicular access arrangements have been subject to much discussion with, and detailed scrutiny by, the highway authority.
 - The access has also been assessed by an independent Road Safety Auditors, with all comments picked up as part of the proposed designs.
 - In addition, there will be additional off-site pedestrian infrastructure enhancement providing permeable access to the surrounding public rights of way network.
 - WSCC has agreed that the impact of the Appeal scheme is acceptable in the context of highway safety, as agreed in the THSoCG (CD 8.5).

7 Will the Traffic Impacts be Acceptable?

- 7.1.1 The final transport test under NPPF paragraph 116 relates to traffic impact. This has been assessed in detail in Section 7 of the TA (CD 1.19).
- 7.1.2 There was no RfR on this basis in the Decision Notice. This never formed any part of MSDC's case prior to its decision, as confirmed in MSoCGA, that it would not offer any evidence. MSDC now supports the grant of planning permission, as explained in the MSoCGA, [3.4].
- 7.1.3 Equally, the Rule 6 Party confirm at [3.20(5)] that they do not dispute the CHA's findings in terms of either highway safety or residual cumulative impact (as set out above).
- 7.1.4 At the request of, and in agreement with, WSCC, assessments cover the proposed site access and the existing junction of the A272 Lewes Road/Rocky Lane/B2272 Birch Hotel Roundabout.
- 7.1.5 Assessments have been undertaken for the following scenarios as requested by WSCC during the AM (08:00-09:00) and PM (17:00-18:00) peak hours:
- 2023 base traffic flows – taken directly from the traffic surveys (flows and speeds) commissioned by the Appellant, that covered a seven day period in December 2023 (not during school or public holidays);
 - 2030 future year baseline traffic flows – calculated as the 2023 observed traffic flows multiplied by the network traffic growth factor to 2030 plus committed development traffic; and
 - 2030 with development traffic flows – the 2030 future year baseline traffic flows plus development generated traffic.
- 7.1.6 The results of the assessment demonstrate that the Appeal scheme (based on 80 residential dwellings) is likely to generate around 40 two-way vehicle trips in the morning and evening peak hours. These trips are assigned to the local network, such that 82% will travel west from the site access on A272 Lewes Road, and 18% will travel east.
- 7.1.7 The results demonstrate that the site access will work with minimal impacts on operation, and no queueing of vehicles on either the main carriageway or on the site access.
- 7.1.8 For the Birch Hotel roundabout, the results demonstrate that the junction will continue to operate within capacity and no additional vehicle queueing on any of the arms.
- 7.1.9 The results for both locations show that the construction of the new site access, and the addition of development traffic on the existing network will have no discernible impact on the safe operation of the network in the future. This also means that bus passengers on the buses routing through these locations will not be inconvenienced by additional journey times as a result of the Appeal scheme.

Summary

- 7.1.10 Overall, the analysis shows that the appeal scheme will not have a noticeable impact on the operation of the local highway network. The impact is below a level that could be considered reasonably to be 'severe' in terms of the high-bar test set by paragraph 116 of the Framework. As set out in the THSoCG (CD 8.5), this position is agreed by WSCC.

8 Reasons for Refusal

8.1 Introduction

- 8.1.1 MSDC has now determined it is no longer defending the Appeal, and this is confirmed in their letter of 2nd June and reaffirmed in the MSoCGA with MSDC. In this, they have confirmed:

“3.4 The parties agree that the appeal should be allowed, and planning permission be granted subject to the imposition of appropriately worded conditions and a section 106 agreement to secure the necessary affordable housing, financial contributions, off-site highway works and BNG.”

“3.12 It is agreed that the proposed development is in an appropriate location in terms of transport and accessibility.”

“3.13 The Officer’s Report to Committee identified that the Proposal complied with policy DP21 of the MSDP relating to the accessibility of the site to facilities and services and accessibility.”

- 8.1.2 The Appeal site has therefore been confirmed to be acceptable in both transport and highways terms, by the LPA and LHA.
- 8.1.3 In this section, for completeness, I consider the relevant Reasons for Refusal (RfR) in more detail, explaining, with reference to the various submission documents and plans, as well as the various positions put forward in earlier sections of my Proof, why none of the parts of the Reasons are reasonable.

8.2 Reason for Refusal 2

“The site is considered to be an unsustainable countryside location where pedestrian access to the town centre would not be convenient or attractive for future residents, and this could not be sufficiently mitigated by the proposed off site works in this application. Therefore, the proposal would result in heavy reliance on the private car to address basic day to day needs from local services and shops. The proposal therefore conflicts with policy DP21 of the Mid Sussex District Plan 2014-2031 and the provisions of the NPPF which seeks to actively managing [sic] patterns of growth to make the fullest possible use of public transport.”

- 8.2.1 This original RfR relating to transport and highways matters was not supported by WSCC as the LHA, as the relevant statutory consultee on transport matters. Neither the LPA nor the LHA objected during the planning application stage in support of such a position. The MSDC report to Planning Committee confirmed that permission should be granted and did not suggest any concerns relating to the sustainability of the Appeal site’s location. The RfR was purely the Planning Committee’s decision, contrary to Officers’ clear recommendation and in the absence of any supporting evidence.
- 8.2.2 The RfR asserted that the site is in an unsustainable countryside location, along with pedestrian connectivity not being convenient, attractive, or sufficiently mitigated, leading to reliance on private car travel.

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- 8.2.3 As explored above in this Proof of Evidence, this RfR was not justified when considered against the sustainable characteristics of the site, the applicable policy tests and the application documentation. The evidence submitted with the application and the collective professional position of the Local Highway Authority, WSCC, and the Officer's Report (CD 3.3) all confirmed that the site benefits from proximity to local services, schools, and healthcare facilities.
- 8.2.4 Policy DP21 seeks to ensure development is sustainably located and provides opportunities for walking, cycling, and public transport. The NPPF (paragraphs 110 and 115) recognises that opportunities to maximise sustainable transport will vary between urban and rural areas and requires decision-makers to take a proportionate approach. The appeal site meets these objectives as agreed by WSCC who raised no objection to the application (CD 4.26) subject to appropriate conditions and obligations. Their consultation responses confirm that the proposed access arrangements, visibility splays, and pedestrian improvements are acceptable and that the development will not result in any severe or otherwise unacceptable highway safety impacts.
- 8.2.5 The professional judgment of the Highways Authority carries substantial weight in accordance with well-established principle. Any departure from those views would require cogent and compelling reasons. RfR2's assertion that the site is "unsustainable" has always been contrary to the LHA's position.
- 8.2.6 As has been demonstrated in this evidence the Appeal site is within a reasonable walking distance (accessed by a safe walking route(s)) from a number of local amenities and facilities including primary education, convenience retail, parks, a pharmacy, and a doctors' surgery. In addition, it is within the upper realms of acceptable walking, and well within reasonable cycle distance to the major Princess Royal hospital, other education establishments, and Haywards Heath town centre.
- 8.2.7 A wide range of everyday services and facilities (including those within Haywards Heath town centre) are therefore all within either walking or cycling distance of the Appeal site. These are all accessible via the existing walking and cycling infrastructure, the former of which is to have a series of upgrades to complete all of the identified existing gaps in provision, to ensure the consistency of the route.
- 8.2.8 The draft NPPF (December 2025) (CD 5.2) has been the subject of consultation in late 2025 and early 2026. The weight to be accorded this document and any questions of interpretation are for Mr Billington, as the Appellant's Planning Witness. I will however refer to one draft policy which is of particular relevance.
- 8.2.9 The Draft NPPF (CD 5.2) proposes a decision-making policy (Policy S5) that applies the presumption in favour of sustainable development to sites within a reasonable walking distance of well-connected railway stations. Footnote 45 explains that well connected rail stations are: "...those in a top 60 Travel to Work Area located partially or fully within England by Gross Value Added (GVA) and which, in the normal weekday timetable, are served (or have a reasonable prospect of being served due to planned upgrades or through agreement with the rail operator) throughout the daytime by four trains or trams per hour overall, or two trains or trams per hour in any one direction".
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- 8.2.10 The site and Haywards Heath site in the Crawley Travel to Work Area (Travel to Work Areas, United Kingdom, 2011: E30000196 – Crawley). Crawley is within the top 60 Travel to Work Areas (sitting at no 16).
- 8.2.11 Haywards Heath railway station provides regular services to a number of higher order destinations including Brighton, Gatwick Airport, and London terminals. It is served by up to 12 services per hour in each direction.
- 8.2.12 The station therefore meets the Travel to Work area / train frequency “well connected” criteria. Whilst the station is at the upper end of the distances that most people will walk, the station is still accessible for future residents on cycle, by bus, or by car (thus still reducing the need to travel by car over longer distances).
- 8.2.13 In addition, the DfT’s Connectivity Tool confirms the site to be in a highly sustainable and well connected location, being in a local authority band of B (the top 20%) in MSDC. It is also graded A (the highest level of connectivity) for walking to employment and health opportunities.

8.3 Conclusion

- 8.3.1 While the RfR asserted that the site is “not sustainably located”, this assessment did not reflect the actual evidence of proximity to Haywards Heath and its local amenities and facilities, including the town centre, existing and proposed connectivity, and the Local Highway Authority’s no objection to the scheme. The site is well-related to Haywards Heath, benefits from existing infrastructure, and will deliver targeted improvements to enhance pedestrian safety and accessibility.

8.4 Reason for Refusal 5

“The proposal fails to provide the required affordable housing, the infrastructure contributions, off site highway works and the biodiversity net gain requirements. The application therefore conflicts with policies DP20, DP21, DP31 and DP38 of the Mid Sussex District Plan and the Mid Sussex Supplementary Planning Documents ‘Affordable Housing’ and ‘Development Infrastructure and Contributions’”.

- 8.4.1 RfR 5 cites non-compliance with policy DP21 (Transport), amongst others. The Officer’s Report confirms that off-site highway works, including uncontrolled pedestrian crossings, footway improvements along Lewes Road and Snowdrop Lane, and a Travel Plan monitoring fee will all be secured.
- 8.4.2 The extent of these has been agreed with WSCC, and that these are necessary to ensure the development is acceptable. This is confirmed in the THSoCG (CD 8.5).
- 8.4.3 This RfR (in transport terms) is able to be fully addressed through the s106 obligations proposed.

9 Rule 6 Party

9.1 Introduction

- 9.1.1 Protect Colwell Farm Action Group (PCFAG) has registered as a Rule 6 party as part of this appeal and stated that they intend to call a transport witness. To date, the Appellant has not been informed of their identity (in response to its requests) or received any direct correspondence from them. A THSoCG was shared with the Rule 6 Party but has not yet received a response.
- 9.1.2 PCFAG has raised a number of areas that are concerning them in their Statement of Case (CD 11.2). The SoC section on transport is at [3.14] and [3.20] and is relatively brief.
- 9.1.3 In relation to Transport and Highways, the PCFAG state that the site is not in a sustainable location.
- 9.1.4 The PCFAG SoC confirms that the Appellant has been consulted on matters relating to highway safety and residual cumulative impact with WSCC, in respect of which it holds statutory duties and responsibilities, and in relation to these matters the Appeal site is policy compliant. On this basis PCFAG does not dispute WSCC's conclusions that there is no highway safety or residual cumulative impact from the Appeal scheme.
- 9.1.5 This section of my evidence considers each of the factors raised by PCFAG under the headings of:
- Location of facilities and amenities (Section 9.2 below)
 - Sustainable travel distances and routes to these locations and amenities (Section 9.3)
 - Review of sources of active travel calculations (Section 9.4)
 - Review of DfT's Connectivity Tool (Section 9.5)
- 9.1.6 There is some overlap between these points and the original RfR2 on MSDC Decision Notice, which is no longer defended. However, there are some nuances, whereby the Rule 6 Party makes wider points. All of their submissions are without merit.
- 9.1.7 I review the points in turn within this section of my evidence. Where I consider these have been addressed in previous sections of my evidence, I do not repeat the reasoning again, but cross reference the relevant response.

9.2 Location of Facilities and Amenities

- 9.2.1 At [3.14], the Rule 6 Party's SoC states that the development is "not well integrated with Haywards Heath's facilities and amenities". The Appeal site is not wholly reliant on the services and facilities available within central Haywards Heath. As identified in Section 5 of this Proof, many more facilities are located in close proximity to the site, including Northlands Primary Academy School on Beech Hill, and a Tesco Express, pharmacy, and GP surgery on Northlands Avenue to the north of the site.

9.2.2 In addition, to the west of the site, the Princess Royal hospital provides a major health facility and source of employment, whilst other retail and education opportunities are available in broad proximity of the hospital. Whilst Haywards Heath is slightly further west and north west from here, the range of services and facilities (from both chain and independent providers) it provides are unparalleled elsewhere in the District. On the opposite side of the town centre, the area's main leisure centre and railway station are both also located.

9.2.3 The reasons people travel have been summarised earlier in my Proof as being for leisure, retail, education, commuting, and personal business. A large amount of this travel demand can be accommodated locally through a range of existing services. Table 7.3 of the TA (CD 1.19) also confirms that over a third (c.34%) of commuting trips in the local area are retained within Haywards Heath, which in part is due to it being a Category 1 settlement as identified in Policy DP6 of the MSDC District Plan (CD 5.3).

9.2.4 It is therefore clear that most everyday needs to travel can be resourced locally, either from the area around Walnut Park to the north, around the Princess Royal Hospital to the west, and within and around the town centre to the northwest.

9.3 Routes and Distances to the Services and Facilities

9.3.1 The PCFAG SoC [3.14]-[3.15] refers to "guidance regarding the distances and travel" and [3.21(1)] refers to "Excessive in terms of travel distance in particular when actual walking distances measured on the ground along safe and suitable routes are applied."

9.3.2 I disagree with this statement, which is notably not supported by any reference to any specific destination or route. It is wholly unsupported by any specific evidence or analysis, and with respect, is vague, generalised and/or inaccurate. They are also apparently not based on objective analysis of the relevant distances.

9.3.3 In section 5 of my Proof, I supplemented the information provided originally in Section 3 of the TA (CD 1.19) setting out the distances to the listed services and facilities.

9.3.4 These have been measured along actual available walking and cycling routes. They are not straight line distances (i.e. distances that cannot actually be realised), but the accurate distance that pedestrians and cyclists will travel from the site access via existing footways, footpaths, and carriageways. These have been measured through a combination of an on-site measuring wheel and using Google Maps' measuring tool. Section 5 of my Proof describes the routes over which these measurements are taken.

9.3.5 These distances have been agreed with WSCC as an accurate reflection of the location and distances to the facilities through the THSoCG (CD 8.5). The Rule 6 Party's assertions are therefore wrong, and at odds with the agreed position of the LHA, as the relevant expert.

9.3.6 The site is situated on the edge of a major town (Haywards Heath), in proximity to a local district centre (Walnut Park), where a convenience retail (shop), pharmacy, and GP surgery, as well as primary school and park are all located within 800m (10 minutes walk). In less than 15 minutes walk or 5 minutes cycle, the district's major hospital is located, provided a significant health facility and major source of local employment. The district's main town centre is located within a 25 minutes walk or 10 minutes cycle from the appeal site. Haywards Heath railway station with over 20 services per hour to a range of higher order settlements and employment destinations is available within a 20 minutes cycle or accessible via bus (from bus stops within a 10 minutes walk). Access to these locations is improved via obligations from the site, including upgrades to public rights of way, footways, and pedestrian road crossings.

9.4 Review of Sources of Metrics

9.4.1 PCFAG's SoC identifies 10 documents which are said to recommend walking and cycling distances are quoted. I disagree with the characterisation of the entire list as "clear and well-established guidance". The documents have a number of different authors. None have specific policy status, in the same manner as the PPG. Whilst one was authored by MHCLG (the National Design Guide) and 4 were authored by DfT and its predecessors, it is incorrect to assert that there is a "clear and well-established" position in "guidance". The whole thrust of NPPF and PPG is to allow for a site-specific and location-specific assessment. As I shall set out below, I have had regard to the documents, but the suggestion that the entire list of 10 documents sets out a body of "clear and well-established guidance" mis-states and exaggerates the position considerably.

9.4.2 In any event, as I shall set out below, there is no significant conflict with most of the documents, when one reads them properly and not in the narrow way suggested by the PCFAG SoC.

9.4.3 The PCFAG SoC (CD 11.2) notes at [3.16] that ***"Distance and travel times thresholds vary by mode and journey purpose. While the guidance does not prescribe a single fixed value, it consistently identifies reasonable ranges within which sustainable travel is likely to occur. This guidance is underpinned by robust, evidence-based research published by UK Government departments and professional institutions. Although expressed as ranges, the guidance demonstrates broad consistency in defining the maximum distances and travel times that most people are willing to undertake for specific journey purposes by each mode."***

9.4.4 A review of the document sources in the PCFAG SoC is provided in Table 9.1, as well as a number of additional relevant sources:

Table 9.1: Review of Selected Relevant Policy/Guidance

Guidance	Walking	Cycling	Public Transport	Notes
(1) National Design Guide, MHCLG, 2021 (19.9)	10 minutes (800m) (pg 20, within the definition of “Walkable”)	na	na	
(2) Planning for Walking, CIHT, 2015 (CD 19.7)	10 minutes (800m) (pg8, within the “Land use planning for pedestrians” paragraph)	na	na	It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive (pg 4, within the “Walking Characteristics, Behaviour and Trends” section)
(3) Planning for Cycling, CIHT, 2014 (CD 19.8)	na	na	na	The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (pg4, within the “Who Cycles Where and Why” section)
(4) Guidelines for Providing Journeys on Foot, CIHT, 2000 (CD 19.10)	town centre - desirable 200m, acceptable 400m, preferred max 800m, commuting/school - desirable 500m, acceptable 1000m, preferred maximum 2000m Elsewhere desirable 400m, acceptable 800m, preferred maximum 1200m (Table 3.2)	na	na	

Guidance	Walking	Cycling	Public Transport	Notes
(5) LTN 1/20, DfT, 2020 (CD19.3)	na	5 miles (achievable) (para 2.2.2 pg 16)	5 or 10 minute is traditional walking distance (para 11.6.5 pg 138)	An average speed of 10mph provides a baseline for calculating cycle journey times but this needs to be modified to take account of any steep or long hills on a route (para 13.6.3 pg 147)
(6) MfS, DfT, 2007 (CD19.1)	10 minutes (800m) (para 4.4.1)	na	na	However, not an upper limited and walking offers the greatest potential to replace short car trips up to 2km (para 4.4.1)
(7) MfS 2, CIHT, 2010 (CD19.2)	na	na	na	Refers back to MfS (para 5.1.3)
(8) NTS, DfT, various)				see earlier section 5
(9) Inclusive Mobility, DfT, 2021 (CD19.11)	na	na	400m (para 9.1)	Section 3.4 provides walking distances without a rest stop for those with limited mobility. The main purpose of this guidance is to provide good access for disabled people, designs that satisfy their requirements also meet the needs of many other people (para 1.3)
(10) 20 minute Neighbourhoods, TCPA, 2021 (CD19.12)	20 minutes (section 1.1, pg 7)	20 minutes (section 1.1, pg 7)	20 minutes (section 1.1, pg 7)	
Connectivity Tool	1 hour	1 hour	1 hour	
LCWIP, MSDC, (2023) (CD6.16)		na	na	Paragraph 6.1.2 describes a potential catchment from Haywards Heath based on a 20 minute walk or cycle time measured from an arbitrary centre of the town at the junction of South Road / Orchards Shopping Centre
Third Cycling and Walking Investment Strategy, ATE, 2026 (CD19.13)	na	na	na	Target of 55% of all trips in towns and cities to be by active travel for journeys under 5 miles (quoted in the Foreword)

- 9.4.5 PCFAG's SoC [3.16] accepts that there is no specific "correct" example of what is an exact or reasonable walking and cycling distances to services and facilities, with various factors at play, including the ability/mobility of the individual and the quality of the route. The guidance documents almost all allow for a range, or acknowledge that specific personal or local circumstances will play a part in what is appropriate in each case.
- 9.4.6 I have therefore applied my own professional approach, which has regard to certain of the documents, but which is also grounded in my broader professional experience and having visited the appeal site and many other similar sites throughout my career.
- 9.4.7 Overall, in my view, the starting point for a walkable neighbourhood is around 800m to 1600m, based on various parameters from the CIHT's Planning for Walking, Manual for Streets and the TCPA's 20 minutes Neighbourhood guidance. For cycling, I have used 8km/5 miles in line with the broad recommendation, in the CIHT's Planning for Cycling, LTN1/20, and the TCPA's 20-minute neighbourhood guidance. Access to bus stop is between 400m to 800m from DfT's Inclusive Mobility and LTN1/20.
- 9.4.8 As set out in the THSoCG, and in Section 5 of my Proof, a wide range of services and facilities are located within the distances. In Table 9.2 below I summarise the relevant distances, based on distances measured from the site access. In addition, whilst the application is in outline (and therefore internal layouts are not fixed), I have also presented the results based on where future residents may reside, with the first dwelling anticipated to be 130m from the site access and the furthest being 480m based on the indicative masterplan layout (CD 1.6).

Table 9.2: Active Travel Distance to Services and Facilities – Guidance Check

Land Use	Name	Walking Distance (metres)			Cycle Distance (metres)		
		Access	1 st Dwelling	Last Dwelling	Access	1 st Dwelling	Last Dwelling
Education	Northlands Wood Primary Academy	✓	✓	✓	✓	✓	✓
	St Wilfrid's CofE Primary School	✓	✓	✓	✓	✓	✓
	St Joseph's Catholic Primary School	x	x	x	✓	✓	✓
	Oathall Community College (secondary)	x	x	x	✓	✓	✓

Land Use	Name	Walking Distance (metres)			Cycle Distance (metres)		
Leisure	Walnut Park and Forest Fields Play Area	✓	✓	x	✓	✓	✓
	Post box	✓	✓	✓	✓	✓	✓
	Haywards Heath FC	x	x	x	✓	✓	✓
	Dolphin Leisure Centre	x	x	x	✓	✓	✓
Retail	Tesco Express	✓	✓	✓	✓	✓	✓
	Shell Petrol Garage Shop	✓	✓	✓	✓	✓	✓
	The Co-op	✓	x	x	✓	✓	✓
	Boundary of Haywards Heath Town Centre	x	x	x	✓	✓	✓
Health	Kamsons Pharmacy	✓	✓	✓	✓	✓	✓
	Northlands Wood Practice (GP)	✓	✓	✓	✓	✓	✓
	Princess Royal Hospital and Emergency Room (also employment)	✓	✓	✓	✓	✓	✓
	Dentalessence Dental Surgery	x	x	x	✓	✓	✓
Public Transport	Bus stop (Northlands Avenue)	✓	✓	✓	✓	✓	✓
	Haywards Heath Railway Station	x	x	x	✓	✓	✓

Key: ✓ Within one of the parameters (excluding Connectivity Tool) x = beyond all parameters

9.4.9 The review demonstrates that all services and facilities across the town are available within recommended cycle distances from all parts of the Appeal site.

9.4.10 For walking, it is clear that primary education (non-faith and faith) is within a recommended walking distance from all parts of the site, as are leisure facilities, convenience retail, a pharmacy, health facilities, and the bus stops. In addition, the Princess Royal Hospital is also a major local employer, and also within walking distance from the site.

9.4.11 A recent Inspector's decision in Horsham, West Sussex confirms this approach to distances, confirming that there is not a fixed upper limit, and broad location plays an important factor. In Horsham Golf Club, Denne Park, Horsham, RH13 0AX (Appeal ref 3355546 – CD 12.20)) where Inspector Young confirms at DL39-41, why distances cannot be applied rigidly and how the NPPF recommends a more flexible approach, recognising differences between locations:

“39. When sustainable travel is properly considered in the round, I conclude that future residents of the development would be able to conveniently access local facilities through non-car modes of transport particularly cycling and public transport. This is not therefore a location where future residents would be overly reliant on car journeys. Accordingly, I conclude there would be no conflict with NPPF paragraphs 108, 109, 114, 115 and 119 and HDPF Policy 40.

40. In coming to that view, I consider the Council has placed far too much emphasis on the 800m walk distance recommended in Manual for Streets and other related guidance. As the Appellant argued, such distances should not be construed as hard and fast rules and should be applied with a degree of flexibility which recognises that the opportunities to promote sustainable transport rather than just active travel modes will be determined by the type of development and its location. In that vein, outside of central London and other major cities, there will be very few residential sites that are able to meet the 800m recommended walk distance in all cases.

41. Those principles apply with equal or greater force here because greenfield sites on the edge of Horsham and other top tier settlements will need to come forward if housing needs are going to be met. By virtue of their peripheral location, very few, if any, of these sites will score highly across all aspects of sustainable travel. Some, may be better located for walking and others, as is the case here, for public transport and cycling. If one were to take the Council's approach in this case, which was to rigidly apply 'recommended' walk distances to some destinations and failing to balance that against the availability of other sustainable travel modes, there is very little prospect of the country meeting its ambitious housing targets.”

9.4.12 I agree with this approach and the interpretation of the NPPF. Mr Billington addresses this further in his Proof of Evidence Section 4.

9.4.13 In summary, I note that PCFAG has not explained precisely which parts of the documents are relied upon. However, the various assertions in [3.20] are incorrect in respect of alleging “Excessive ... travel distance” and the attempt to contrast PCFAG's own intended position as “grounded in established and consistently applied industry and Government guidance in contrast to the Appellant's evidence to date which has sought to establish bespoke, unsupported assessment criteria”. The Appellant's position as set out in the TA and as confirmed in my evidence is robust and has proper regard to relevant documents within the list. Fundamentally, it is based on my own detailed assessment of the Site and location, which matches that of my colleagues at iTransport who have worked on this Site since 2023. It is also clearly in line with the position of WSCC as LHA and now MSDC as the LPA.

9.5 Connectivity Tool

- 9.5.1 PCFAG SoC [3.18]-[3.19] refers to the Connectivity Tool as a means to provide a consistent and evidence based framework for assessing connectivity. They have utilised the Tool to suggest that it demonstrates the appeal site performs amongst the lowest performing locations across England and Wales in terms of transport sustainability.
- 9.5.2 As I explained in Section 7 of my Evidence, to focus on the connectivity score compared to the rest of England and Wales is limited in value, and does not allow a comparison of a locations outside of major towns and cities. The NPPF is clear that a broader approach should be taken to site sustainability. As Mr Billington will set out in the Planning Proof of Evidence, it also relevant to note that housing (and other) needs arise locally and are required to be met at an LPA level.
- 9.5.3 Because of the NPPF's position on different locations, the Connectivity Tool includes a filter, to enable the connectivity of a location to be judged against other locations within the same authority. Using this test, it is shown that rather than being poorly connected (as suggested by PCFAG), the Appeal site is actually one of the most highly connected locations in all of the district. It has a local authority banding of B for all journey purposes and by all sustainable travel modes, putting it in the top 20% of locations. When considering it against the need to travel, and mode, it is classed as the most connected location in the district (with a band of A) for walking to employment and health facilities, and the second highest band of B for walking to retail, education, and leisure.
- 9.5.4 I therefore disagree with the way in which the Connectivity Tool has been described and presented by the SoC at [3.18]-[3.19].
- 9.5.5 Therefore, using this consistent and evidence-based framework for determining connectivity, the Appeal site is located in a highly connected location, particularly in the local context.

9.6 Summary

- 9.6.1 In summary, my evidence demonstrates that journeys to and from the Appeal Site for most everyday purposes are not excessive in travel distance, particularly where the actual walking distances measured on the ground along available safe and suitable routes are applied. The section also demonstrates that there is no single fixed walking or cycling distance that determines whether a site is sustainable. The relevant guidance identifies ranges and recognises that acceptability depends on local circumstances, route quality, journey purpose and individual ability. Primary education, local leisure opportunities, convenience retail, pharmacy, and GP services are all within a realistic walking distance, while the Princess Royal Hospital, Haywards Heath town centre, bus services and the railway station are accessible by walking, cycling and/or public transport.

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- 9.6.2 Those journeys are supported by existing infrastructure and by the agreed package of improvements, including the site access crossing, enhancements to Public Right of Way 29CU, footway and crossing improvements on Lewes Road, Snowdrop Lane, Birch Close and within the Walnut Park area. This provides a safe and suitable network for sustainable modes and, as a consequence, will enable many everyday trips by future residents to be made on foot, by cycle or by public transport rather than by private car.
- 9.6.3 The DfT Connectivity Tool further supports this conclusion when applied in the appropriate local context. Although PCFAG relies on national comparisons, the Tool itself allows locations to be assessed relative to their local authority area. On that basis, the Appeal site is within local authority band B for all journey purposes and all sustainable modes, placing it within the top 20% of locations in MSDC. It also achieves band A for walking access to employment and health facilities, and band B for walking access to retail, education and leisure opportunities.
- 9.6.4 Accordingly, the evidence in this section demonstrates that journeys to and from the Appeal site for most everyday purposes are not excessive, particularly where actual measured walking distances along safe and suitable routes are applied. As a result, future residents will have a realistic opportunity to make many everyday journeys by walking, cycling and public transport.
- 9.6.5 Therefore, when assessed in the context of its edge-of-town location and the actual sustainable travel opportunities available, the Appeal Site can be considered a sustainable location for new development. It prioritises sustainable transport modes and provides safe and suitable access for all users, thereby complying with the requirements of paragraphs 110 and 115 of the NPPF.

10 Summary and Conclusions

10.1 Introduction

- 10.1.1 My evidence relates to the transport and highways matters of the Miller Homes Limited proposal at Colwell Farm, Haywards Heath. This Chapter also stands as my Summary Proof of Evidence.
- 10.1.2 My evidence demonstrates how the Appeal scheme is fully compliant with all relevant transport policies at the national, regional, and local level, and therefore all the transport issues originally raised by MSDC's Decision Notice (in particular RfR2) are in fact not relevant, and why no refusal on these grounds could be substantiated. MSDC has now confirmed that it will not call any evidence on these matters and from a qualified transport perspective, I consider that that was the correct decision.
- 10.1.3 The Rule 6 Party, PCFAG, have set out at [3.14]-[3.20] a series of intended submissions in respect of the Appeal Proposal. I strongly disagree with a number of those statements. Most are the statements are brief, without specific references to the evidence, and there has been no attempt to reference specific destinations or distances. At the outset, I consider that their position appears to be vague, generalised and inaccurate in a number of respects. It also appears not to be based in objective analysis.

10.2 Policy Background

- 10.2.1 National policies seek to ensure new development is directed to sustainable locations (paragraph 110) and meets the three key transport tests at NPPF paragraph 115 which can be summarised as follows:
- Will sustainable transport be prioritised taking account of the vision for the site, the proposed land use, and its location? (NPPF 115(a))
 - Will safe and suitable access be provided for all users? (NPPF 115(b))
 - Will the cumulative traffic impacts be acceptable? (NPPF 115(d))
- 10.2.2 Following assessment against those tests, paragraph 116 sets out that development can only be refused on transport terms if the residual impact is severe.
- 10.2.3 MSDC's and WSCC's local policies (notably DP20 and DP21) are also aligned with these key tests.
- 10.2.4 In line with national and local policy, the planning application and subsequent submissions were accompanied by a number of reports that set out how the Appeal scheme complies with each of these key transport tests, as well as a range of local policies.

10.3 Will Sustainable Travel Opportunities be Prioritised?

- 10.3.1 The Appeal site prioritises sustainable travel opportunities in accordance with paragraph 110 and the first transport test in paragraph 115 of the NPPF, taking account of the vision for the site, the type of development proposed and its location on the edge of Haywards Heath.

- The principal everyday journey purposes for future occupiers, including leisure, shopping, education, personal business and commuting, can be accommodated by a range of sustainable modes.
- Primary education, local leisure facilities, convenience retail, a pharmacy and a GP surgery are located within an easy walking distance of the site.
- Those destinations are accessible via existing pedestrian routes, many of which will be further enhanced by improvements secured by the Appellant including enhancements to PRoW 29CU, and improvements to the Lewes Road and Snowdrop Lane routes.
- Haywards Heath town centre is within a reasonable walking and cycling distance, while Princess Royal Hospital is accessible and provides both a major health facility and a significant source of employment.
- Bus stops on Northlands Avenue and Lewes Road provide access to local services, and Haywards Heath railway station offers frequent, direct and fast connections to Brighton, Gatwick Airport, Crawley and London.
- The DfT Connectivity Tool provides further support for this assessment. It identifies the site as being within local authority band B for all journey purposes by all sustainable modes, placing it within the top 20% of connected locations in Mid Sussex District. It also achieves band A for walking access to employment and health facilities, and band B for walking access to retail, education, and leisure opportunities.

10.4 Will Safe and Suitable Access be Provided?

10.4.1 Safe and suitable access will be provided in accordance with paragraph 115 of the NPPF:

- The Appeal scheme will be accessed via a new all modes simple priority junction to the A272 Lewes Road.
- The location, form, and broad design of the proposed access to the Appeal scheme has been agreed with WSCC as set out in the THSoCG.
- Visibility splays for the site access are shown achievable for the recorded 85th percentile speeds along Lewes Road.
- An independent Stage 1 Road Safety Audit of the proposed A272 Lewes Road site access has been undertaken and the recommendations incorporated into the agreed site access arrangements.
- A number of off-site highway improvements have been agreed to further enhance sustainable access connections, including improvements at Lewes Road, Snowdrop Lane, Birch Close, Walnut Park and PRoW 29CU.

10.5 Will the Traffic Impacts be Acceptable?

- 10.5.1 The final transport test relates to traffic impact. This has been assessed in detail in Section 7 of the TA.
- 10.5.2 The results of the assessment demonstrate that the Appeal scheme is likely to generate around 40 two-way vehicle trips in the morning and evening peak hours. The results demonstrate that the site access will work with minimal impacts on operation, and no queueing of vehicles on either the main carriageway or on the site access. For the Birch Hotel roundabout, the results demonstrate that the junction will continue to operate within capacity and no additional vehicle queueing on any of the arms.
- 10.5.3 Overall, the analysis shows that the Appeal scheme will not have a noticeable impact on the operation of the local highway network. The impact is below a level that could be considered reasonably to be severe in terms of the high-bar test set by paragraph 116 of the Framework. As set out in the THSoCG, this position is agreed by WSCC. It is also not contested by the Rule 6 Party, PCFAG.

10.6 Reasons for Refusal and Rule 6 Party Matters

- 10.6.1 Although MSDC has now determined it is no longer defending the Appeal, my evidence considers the relevant Reasons for Refusal 2 and 5 for completeness. RfR 2 is not justified when considered against the sustainable characteristics of the site, the evidence submitted with the application, and the collective professional position of WSCC and the Officer's Report. In my view, from a qualified transport perspective, MSDC were correct to withdraw RfR2 and offer no evidence on it.
- 10.6.2 RfR 5, in transport terms, is able to be fully addressed through the Section 106 obligations proposed. The extent of the off-site highway works has been agreed with WSCC and is confirmed in the THSoCG.
- 10.6.3 In relation to the Rule 6 Party matters, PCFAG's four intended submissions (as summarised in Chapter 9 above) are incorrect in multiple respects, and not based in a correct application of the relevant policy. It also makes assertions about the evidence base (including routes) that are inaccurate and at odds with the agreed position of the LHA.
- 10.6.4 I have set out my position on:
- (1) The location of facilities and amenities (Section 9.2 above)
 - (2) Sustainable travel distances and routes to these locations and amenities (Section 9.3)
 - (3) The Rule 6 Party's 10 documents (Section 9.4)
 - (4) The correct use of the DfT's Connectivity Tool (Section 9.5)
- 10.6.5 On all of these matters, I consider that PCFAG SoC does not provide any basis for reaching a different view to that of (1) the LHA, (2) the LPA's Case Officer in the Report to Committee and, now (3) the LPA in their decision not to defend RfR2.
- 10.6.6 PCFAG does not dispute WSCC's conclusions that there is no highway safety or residual cumulative impact from the Appeal scheme.

10.6.7 In summary, my evidence demonstrates that journeys to and from the Appeal site for most everyday purposes are appropriate. They are not “excessive” at [3.20(1)], in PCFAG’s terms, particularly where actual measured walking distances along safe and suitable routes are applied. The Appeal site can therefore be considered a sustainable location for new development.

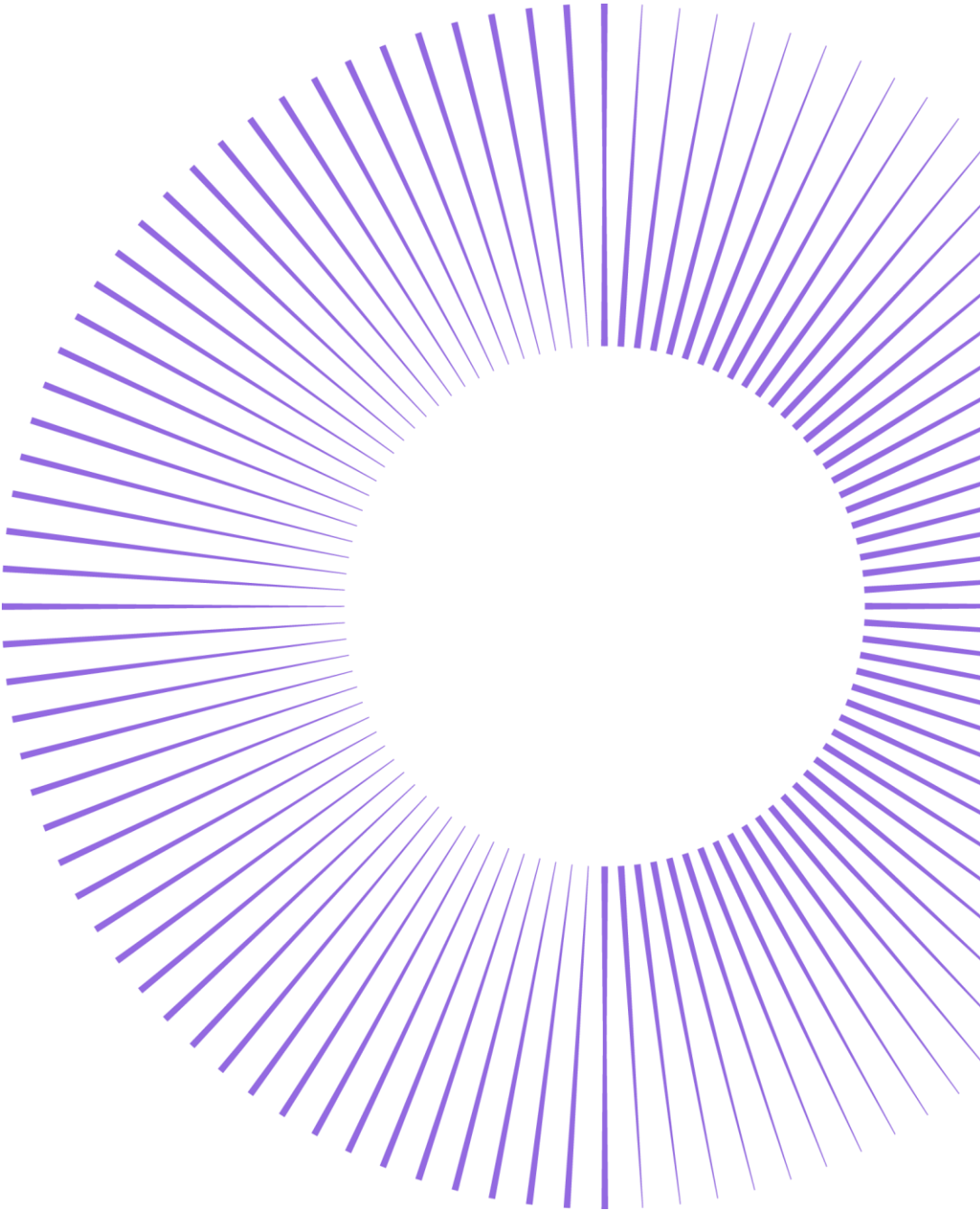
10.7 Conclusion

10.7.1 My professional judgement is that the Appeal scheme is acceptable in transport terms:

- i. The Appeal site prioritises travel to the site for future occupiers by sustainable modes taking account of the site's location, and benefits from a realistic choice of walking, cycling and public transport opportunities for everyday journeys.
- ii. The site provides safe and suitable access for all users, including active travel, public transport and vehicular trips, with the location, form, and broad design of the proposed access agreed with WSCC.
- iii. The proposed access arrangements have been subject to independent Stage 1 Road Safety Audit, with recommendations incorporated into the agreed site access arrangements.
- iv. The traffic generation of the Appeal scheme will be limited and will not have a severe impact on the local highway network. The impact falls well below the high bar identified by paragraph 116 of the NPPF.
- v. Subject to agreeing the necessary planning conditions and obligations to ensure that the appropriate mitigation measures are secured and delivered, there are no matters of disagreement between the Appellant and WSCC on transport and highways matters.

10.7.2 Overall, I conclude that the robust technical evidence put forward in support of the Appeal scheme and as further explained in this Proof demonstrates that there are no transport or highways reasons for rejecting the Appeal in accordance with NPPF paragraphs 110, 115 and 116.

APPENDICES



APPENDIX A. List of Appeal Experience

I have been / am involved in the following relevant projects (inter alia)

Planning Appeals

- Columba Park, Sandon, Chelmsford, Essex – appeared as highways witness at the appeal for an outline application with all matters reserved except for access for a commercial development of up to 46,605sqm of mixed employment, logistics, storage and distribution uses.
- Gomm Valley, High Wycombe, Buckinghamshire – appeared as highways witness at the appeal for a hybrid application for c. 700 homes, schools, and employment provision on an allocated site in March 2024.
- A3 Buriton Interchange, Petersfield, Hampshire – appeared as highways witness at the appeal for a recharge centre of EVs, alongside holiday accommodation and food and retail uses. Inquiry held in February 2023.
- Broadwater Gardens, Welwyn Garden City, Hertfordshire – appeared as highways witness at this appeal for 289 residential dwellings in the town centre. Inquiry held in July 2022. Appeal allowed.
- Hindsland, Polegate, East Sussex – Technical Note submitted in support of Appeal and appeared to defend the Appellant's position on the inappropriate Grampian condition proposed. Inquiry held in July 2022.
- Land at Appledore Road, Tenterden, Kent - appeared as highways witness at this appeal for 141 homes and a country park in Tenterden, Kent. The appeal was allowed in April 2022.
- Vale Avenue, Borehamwood, Hertfordshire – appeared as highways witness on accessibility matters for deregistration and exchange of Common Land in Borehamwood. Inquiry held in January and March 2022 – Application granted.
- Land at Sweeneybridge Road, Hillborough, Kent – appeared as highways witness at the SoS recovered appeal for 900 new homes on greenfield land in Herne Bay. SoS agreed with all matters of the case, and appeal was allowed in November 2021.
- Catford Timber Yard, Lewisham – appeared as highways witness on a mixed use scheme of 42 flats and commercial space in the centre of Catford. Appeal allowed.
- Land at Cockaynes Lane, Alresford, Essex – appeared as highways witness on behalf of appellant on a 145 dwellings scheme on greenfield land in Essex. Appeal allowed.
- Land at Sewardstone, Epping Forest, Essex – appeared as highways witness on behalf of the appellant on a 45 unit and community centre scheme on greenfield land. Appeal dismissed, but highways not a reason.
- Land at Bentfield Green, Stansted Mountfitchet, Essex – appeared as highways witness on behalf of appellant on a 160 unit scheme on greenfield land. Inspector agreed with the transport and highways case, but appeal dismissed on conservation area matters.
- Equity Point Hotel, Westminster – appeared as a highways witness on behalf of the appellant on an enforcement appeal related to whether the premises operated as a hotel or a hostel.

APPENDIX B. DCLG Letter



Department for
Communities and
Local Government

*Department for Communities and Local
Government*

3rd Floor,
Fry Building
2 Marsham Street
London SW1P 4DF

Mr G D P Owen
31 Gatland Lane
Maidstone
Kent
ME16 8PJ

Email:
Correspondence.pesp@communities.gsi.gov.uk

www.gov.uk/dclg

Our Ref:2643552
Your Ref:

Date: 23 August 2016

Dear Mr Owen

Thank you for your letter of 15 August 2016 to the Rt Hon Sajid Javid seeking clarification of the word "severe" in the National Planning Policy Framework, in the context of the impact of development on the road system. We have been asked to reply on his behalf, as our Team has responsibility for national planning policy on transport.

We are sorry to learn that your county highways department has been unable to assist you with this matter. The reason and that term "severe", and other terms used in the National Planning Policy Framework, are not defined nationally, is that the Framework is designed to be interpreted and applied locally. Therefore local authorities are best placed to decide whether the particular impacts of a development on the road system will be severe, taking into account local circumstances. For example, a large development in a rural area which is poorly served by transport links is likely to have a greater impact on the road network than a similar development in an area that has a more developed network of roads and other infrastructure.

However, paragraph 32 of the Framework sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. This should help local authorities to decide on a case by case basis whether the impacts of particular developments on the road network are likely to be severe at a local level.

Thank you, once again, for writing.

Yours sincerely

PPKD -DCLG

PLANNING POLICY AND REFORM DIVISION

APPENDIX C. Updated Bus Timetables

Uckfield - Maresfield - Newick - Haywards Heath - Cuckfield

31
31A
31B

Mondays to Fridays (except Public Holidays)

	31	31	31 Sch	31 H	31A	31	31A	31	31A	31	31 Sch	31A H	31	31	31
Uckfield, Bus Station			0730	0730	0840	0940	1040	1140	1240	1340	1435	1440	1550	1650	1750
Maresfield, Church			0739	0739	0849	0949	1049	1149	1249	1349	1444	1449	1559	1659	1759
Ashdown Business Park			0741	0741	0851	0951	1051	1151	1251	1351	1446	1451	1601	1701	1801
Newick, The Green	0556	0656	0748	0748	0857	0957	1057	1157	1257	1357	1452	1457	1607	1707	1807
North Chailey, Kings Head	0600	0700	0754	0754	0902	1002	1102	1202	1302	1402	1457	1502	1612	1712	1812
Scaynes Hill, Farmers	0605	0705	0800	0800	0907	1007	1107	1207	1307	1407	1502	1507	1617	1717	1817
Northlands Wood, Shop	0611	0711	0806	0806	0913	1013	1113	1213	1313	1413	A272	1513	1623	1723	1823
Princess Royal Hospital	0614	0714	0810	0809	0916	1016	1116	1216	1316	1416	1508	1516	1626	1726	1826
Haywards Heath, South Road	0616	0716	0813	0812	0919	1019	1119	1219	1319	1419	1511	1519	1629	1729	1829
Haywards Heath, Perrymount Rd	0619	0719	0817	0816	0923	1023	1123	1223	1323	1423	▼	1523	1633	1733	1833
Haywards Heath, Sainsburys	0621	0721	▼	0825#	0925	1025	1125	1225	1325	1425	▼	1525	1635	1735	
Harlands Road	▼	▼	▼	▼	0926	▼	1126	▼	1326	▼	▼	1526	▼	▼	
Penlands Green, Penland Rd	▼	▼	▼	▼	0928	▼	1128	▼	1328	▼	▼	1528	▼	▼	
Warden Park School	▼	▼	0828	▼	▼	▼	▼	▼	▼	▼	1523	▼	▼	▼	
Cuckfield Broad Street	0628	0728	0832	0832	▼	1032	▼	1232	▼	1432		▼	1642	1742	
Cuckfield Longacre Crescent	0630	0730	0835	0835	0931	1035	1131	1235	1331	1435		1531	1645	1745	
			A	A	C	A	C	A	C	A		C	A		

	31	31	31A	31	31A	31	31A	31	31A	31B Sch	31B H	31A	31	31
Cuckfield Longacre Crescent	0634	0734	0838	0934	1038	1134	1238	1334	1438		1534	1648	1747	
Cuckfield High Street	0637	0737	▼	0937	▼	1137	▼	1337	▼		1537	▼	1750	
Warden Park School	▼	▼	▼	▼	▼	▼	▼	▼	▼	1525	▼	▼	▼	
Penlands Green, Penland Rd	▼	▼	0841	▼	1041	▼	1241	▼	1441	▼	▼	1651	▼	
Harlands Road	▼	▼	0843	▼	1043	▼	1243	▼	1443	▼	▼	1653	▼	
Bolnere Village, Market Square	▼	▼	▼	▼	▼	▼	▼	▼	▼	1535	▼	▼	▼	
Haywards Heath, Sainsburys	0644	0744	0844	0944	1044	1144	1244	1344	1444	1545	1544	1654	1757	
Haywards Heath, Perrymount Rd (arr)	0646	0746	0846	0946	1046	1146	1246	1346	1446	1547	1546	1656	1759	
Haywards Heath, Perrymount Rd (dep)	0648	0751	0849	0949	1049	1149	1249	1349	1449	1553	1553	1659	1759	1835
Haywards Heath, South Road	0651	0755	0853	0953	1053	1153	1253	1353	1453	1557	1557	1703	1803	1839
America Lane, Shops	▼	▼	▼	▼	▼	▼	▼	▼	▼	1603	1603	▼	▼	
Princess Royal Hospital	0654	0758	0856	0956	1056	1156	1256	1356	1456	1608	1608	1706	1806	1842
Northlands Wood, Shop	▼	▼	0859	0959	1059	1159	1259	1359	1459	1612	1612	1709	1809	R
Scaynes Hill, Farmers	0700	0803	0905	1005	1105	1205	1305	1405	1505	1618	1618	1715	1815	1848
North Chailey, Kings Head	0705	0808	0910	1010	1110	1210	1310	1410	1510	1623	1623	1720	1820	1853
Newick, The Green	0710	0813	0915	1015	1115	1215	1315	1415	1515	1628	1628	1725	1825	1858
Ashdown Business Park	0716	0819	0921	1021	1121	1221	1321	1421	1521	1634	1634	1731	1831	1903
Maresfield, Church	0718	0821	0923	1023	1123	1223	1323	1423	1523	1636	1636	1733	1833	1905
Uckfield, Bus Station	0725	0828	0930	1030	1130	1230	1330	1430	1530	1643	1643	1740	1840	1912

A - Continues to Haywards Heath via Penland Road as service 31A

C - Continues to Haywards Heath via Cuckfield High Street as service 31

Sch - Operates schooldays only

H - Operates school holidays only

A272: via A272 not Walstead

- Arrives 0818 and waits 7 mins

R - Serves Northlands Wood and Walstead if requested by passengers already on the bus

	31	31	31A	31	31A	31	31A	31	31A	31	31A	31
Uckfield , Bus Station	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	
Maresfield, Church	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	
Ashdown Business Park	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	
Newick, The Green	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	
North Chailey, Kings Head	0727	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802
Scaynes Hill, Farmers	0732	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
Northlands Wood, Shop	0738	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813
Princess Royal Hospital	0741	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Haywards Heath, South Road	0744	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819
Haywards Heath , Perrymount Rd	0748	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
Sainsbury's		0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	
Harlands Road		▼	0926	▼	1126	▼	1326	▼	1526	▼	1726	
Penlands Green, Penland Road		▼	0928	▼	1128	▼	1328	▼	1528	▼	1728	
Cuckfield Broad Street	0832	▼	1032	▼	1232	▼	1432	▼	1632	▼		
Cuckfield Longacre Crescent	0835	0931	1035	1131	1235	1331	1435	1531	1635	1731		
	A	C	A	C	A	C	A	C	A	C		

	31	31A	31	31A	31	31A	31	31A	31	31A	31	31
Cuckfield Longacre Crescent	0838	0934	1038	1134	1238	1334	1438	1534	1638	1734		
Cuckfield High Street		▼	0937	▼	1137	▼	1337	▼	1537	▼	1737	
Penlands Green, Penland Road	0841	▼	1041	▼	1241	▼	1441	▼	1641	▼		
Harlands Road	0843	▼	1043	▼	1243	▼	1443	▼	1643	▼		
Haywards Heath, Sainsburys	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744		
Haywards Heath , Perrymount Rd (arr)	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746		
Haywards Heath , Perrymount Rd (dep)	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1825
Haywards Heath, South Road	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1829
Princess Royal Hospital	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1832
Northlands Wood, Shop	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	R
Scaynes Hill, Farmers	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1839
North Chailey, Kings Head	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1843
Newick, The Green	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1848
Ashdown Business Park	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1853
Maresfield, Church	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1855
Uckfield , Bus Station	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1902

A - Continues to Haywards Heath via Penland Road as service 31A

C - Continues to Haywards Heath via Cuckfield High Street as service 31

R - Serves Northlands Wood and Walstead if requested by passengers already on the bus

Wayne Gander MCIAT - Chartered Architectural Technologist

Building plans prepared for all forms of property alterations, conversion and new-build projects including submissions to the local authority for planning permission and building regulations consent

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Chartered Institute of
Architectural Technologists

Horsham - Warninglid - Cuckfield - Haywards Heath - Franklands Village

Includes 62 between Cuckfield, Haywards Heath and Franklands Village

89

Mondays to Fridays (except Public Holidays)

	Sch 89	H 89	Tu/Th 62	MWF 89	Tu/Th 62	MWF 89	Tu/Th 62	H 89
Horsham , Bus Station, Bay E	0725	0800		1051		1306		1630
Horsham, Carfax, stop J	▼	0802		1053		1308		1632
Horsham, Station	▼	0805		1056		1311		1635
Horsham, Merryfield Drive, Cootes Avenue	0728	▼		▼		▼		▼
Horsham, Redford Avenue, Saxon Crescent	0730	▼		▼		▼		▼
Horsham, Pondtail Road Rising Sun	0733	▼		▼		▼		▼
Horsham, Holbrook Corner	0737	▼		▼		▼		▼
Horsham, North Heath Lane, Wimblehurst Rd	0740	▼		▼		▼		▼
Horsham, Parsonage Road	0743	▼		▼		▼		▼
Horsham, Millais School	0751	▼		▼		▼		▼
Horsham, Forest School	0753	▼		▼		▼		▼
Mannings Heath, Stores	0759	0814		1105		1320		1644
Lower Beeding, Old Post House	0804	0819		1110		1325		1649
Warninglid, Half Moon	0810	0825		1116		1331		1655
Warninglid, Five Cross Roads	0813	0828		1119		1334		1658
Bolney, The Street	0820	0833		1124		1339		1703
Ansty Cross	0825	0838		1129		1344		1708
Cuckfield, High Street	0829	0841	B	1132	C	1347	C	1711
Cuckfield, Warden Park School Grounds	0834	▼	▼	▼	▼	▼	▼	▼
Haywards Heath , Sainsbury's		0847	0924	1138	1138	1353	1353	1717
Haywards Heath, Perrymount Road			0926	1140	1140	1355	1355	1719
Haywards Heath, South Road			0930	1143	1143	1358	1358	1722
Haywards Heath, Princess Royal Hospital			0934	1146	1146	1401	1401	1725
Haywards Heath, Franklands, Reed Pond Walk			0938	1150	1150	1405	1405	

	MWF 89	Tu/Th 62	MWF 89	Tu/Th 62	MWF 89	Tu/Th 62	Sch 89	H 89	H 89
Haywards Heath, Franklands, Reed Pond Walk	0940	0940	1155	1155	1410	1410			
Haywards Heath, Princess Royal Hospital	0945	0945	1200	1200	1415	1415		1520	1730
Haywards Heath, South Road	0948	0948	1203	1203	1418	1418		1523	1733
Haywards Heath, Perrymount Road	0952	0952	1207	1207	1422	1422		1527	1737
Haywards Heath , Sainsbury's	0954	0954	1209	1209	1424	1424		1529	1739
Cuckfield, Warden Park School Grounds	▼	▼	▼	▼	▼	▼	1515	▼	▼
Cuckfield, Broad Street	1000	1000	1215	1215		1430	1520	1535	1745
Ansty Cross	1003	C	1218	C		B	1523	1538	1748
Bolney, The Street	1008		1223				1528	1543	1753
Warninglid, Half Moon	1016		1231				1536	1551	1801
Lower Beeding, Old Post House	1022		1237				1542	1557	1807
Mannings Heath, Stores	1027		1242				1547	1602	1812R
Horsham, Station	1036		1251				1556	1611	1821R
Horsham , Bus Station, Bay E	1041		1256				1601	1616	1826R

B - Operates to or from Balcombe (see 62 service)

C - Operates to or from Balcombe & Crawley (see 62 service)

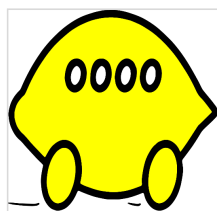
MWF - Operates Mondays, Wednesdays & Fridays only

Tu/Th - Operates Tuesdays & Thursdays only

Sch - Operates Schooldays only

H - Operates School Holidays only

R - Serves this point only if requested by passengers already on the bus



The Big Lemon

Monday-Friday (school days only)

149 Morning Journey

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

Route 149:

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

149 Afternoon Journey

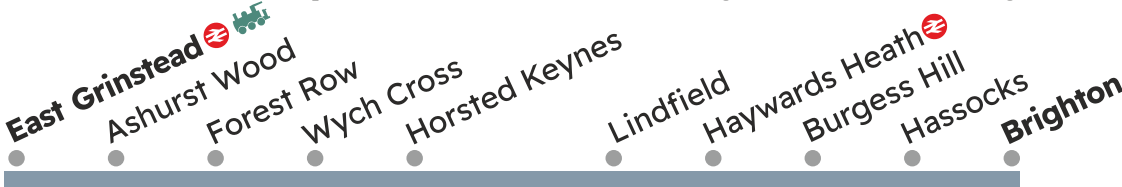
South Chailey, County Secondary School	14:55
Plumpton Crossways, The Plough	15:00
Wivelsfield Green, Downsview Drive	15:05
Wivelsfield Green, Coppards Close	15:06
Wivelsfield, Playing Fields	15:07
Haywards Heath, Fox and Hounds	15:10
Haywards Heath, Weald Rise	15:10
Haywards Heath, Fox Hill	15:11
Haywards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



East Grinstead • Haywards Heath • Burgess Hill • Brighton



Daily
from 10th May 2025



Horsted Keynes Station Certain Weekend journeys only

Mondays to Fridays

East Grinstead Station	0615	0717	0813	0915	1005	1105	1205	1305	1405	1515	1625	1740	1900
East Grinstead High Street, Stop H.....	0618	0721	0818	0920	1010	1110	1210	1310	1410	1520	1631	1745	1905
Ashurst Wood Three Crowns.....	0622	0727	0823	0925	1015	1115	1215	1315	1415	1526	1637	1750	1910
Forest Row Brambletye.....	0626	0731	0828	0929	1019	1119	1219	1319	1419	1531	1642	1755	1914
Wych Cross The Roebuck.....	0630	0737	0833	0934	1024	1124	1224	1324	1424	1536	1647	1800	1919
Chelwood Gate Red Lion.....	0632	0739	0835	0936	1026	1126	1226	1326	1426	1538	1649	1802	1921
Danehill School Lane.....	0638	0746	0842	0943	1033	1133	1233	1333	1433	1545	1656	1809	1928
Horsted Keynes Church Lane.....	0643	0752	0847	0948	1038	1138	1238	1338	1438	1550	1701	1814	1933
Lindfield High Street.....	0651	0802	0856	0957	1047	1147	1247	1347	1447	1559	1710	1823	1941
Haywards Heath Perrymount Road (arr).....	0655	0807	0901	1002	1052	1152	1252	1352	1453	1605	1715	1828	1945

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep).....	0657	0809	0903	1004	1054	1154	1254	1354	1455	1607	1717	1830	1945
Haywards Heath South Road.....	0701	0813	0907	1009	1059	1159	1259	1359	1500	1612	1722	1835	1948
Haywards Heath Princess Royal Hospital.....	0705	0818	0913	1013	1103	1203	1303	1403	1504	1616	1726	1839	1951
Leylands Road Wivelsfield Station	0714	0827	0922	1022	1112	1212	1312	1412	1513	1625	1735	1848	....
Burgess Hill Church Road.....	0719	0832	0929	1029	1119	1219	1318	1418	1520	1631	1741	1853	....
Hassocks Stone Pound.....	0728	0842	0939	1039	1129	1229	1328	1428	1530	1641	1753	1902	....
Pyecombe Garage.....	0732	0847	0943	1043	1133	1233	1332	1432	1535	1646	1758	1907	....
Patcham Place.....	0736	0851	0947	1047	1137	1237	1336	1436	1540	1650	1802	1911	....
Preston Road Harrington Road.....	0740	0856	0951	1051	1141	1241	1340	1440	1544	1654	1806	1915	....
Brighton Old Steine, Stop S2.....	0755	0911	1005	1105	1155	1255	1354	1454	1558	1708	1821	1926	....
Brighton Churchill Square.....	0759	....	1010	1110	1200	1300	1359	1459	1603	1713	1825	1930	....

CODE: Heritage Railway Station

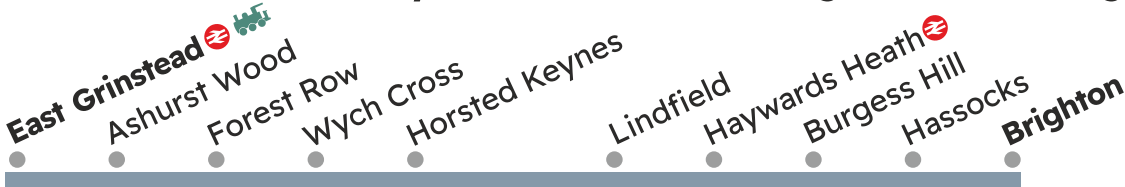
East Grinstead • Haywards Heath • Burgess Hill • Brighton

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 Talking bus

Daily

from 10th May 2025



Horsted Keynes Station  Certain Weekend journeys only

Saturdays

East Grinstead Station	....	0725	0819	0911	1005	1105	1205	1305	1405	1505	1605	1725	1900
East Grinstead High Street, Stop H.....	....	0728	0823	0916	1011	1111	1211	1311	1411	1510	1610	1729	1905
Ashurst Wood Three Crowns.....	....	0732	0828	0921	1016	1116	1216	1316	1416	1515	1615	1734	1910
Forest Row Brambletye.....	....	0736	0832	0925	1020	1120	1220	1320	1420	1519	1619	1738	1914
Wych Cross The Roebuck.....	....	0740	0836	0930	1025	1125	1225	1325	1425	1524	1624	1742	1919
Chelwood Gate Red Lion.....	....	0742	0838	0932	1027	1127	1227	1327	1427	1526	1626	1744	1921
Danehill School Lane.....	....	0748	0844	0939	1034	1134	1234	1334	1434	1533	1633	1751	1928
Horsted Keynes Church Lane.....	....	0753	0849	0944	1039	1139	1239	1339	1439	1538	1638	1756	1933
Horsted Keynes Station	....	↓	↓	↓	1043	1143	1243	1343	1443	1542	1642	1800	↓
Lindfield High Street.....	....	0801	0858	0953	1053	1153	1253	1353	1453	1552	1652	1809	1941
Haywards Heath Perrymount Road  (arr).....	....	0805	0903	0958	1058	1158	1258	1358	1458	1557	1657	1813	1945

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road  (dep).....	0717	0807	0905	1000	1100	1200	1300	1400	1500	1559	1659	1815	1945
Haywards Heath South Road.....	0720	0810	0909	1005	1105	1205	1305	1405	1505	1604	1703	1818	1948
Haywards Heath Princess Royal Hospital.....	0724	0814	0913	1009	1109	1209	1309	1409	1509	1608	1707	1822	1951
Leylands Road Wivelsfield Station 	0731	0822	0921	1018	1118	1218	1318	1418	1517	1616	1715	1829	....
Burgess Hill Church Road.....	0736	0827	0926	1024	1124	1224	1324	1424	1523	1622	1721	1835	....
Hassocks Stone Pound.....	0744	0835	0935	1035	1135	1235	1334	1434	1533	1631	1729	1843	....
Pyecombe Garage.....	0748	0839	0939	1039	1139	1239	1338	1438	1537	1635	1733	1847	....
Patcham Place.....	0752	0843	0943	1043	1143	1243	1342	1442	1541	1639	1737	1851	....
Preston Road Harrington Road.....	0756	0847	0947	1047	1147	1247	1346	1446	1545	1643	1741	1855	....
Brighton Old Steine, Stop S2	0806	0859	1000	1101	1201	1301	1400	1500	1559	1657	1755	1907	....
Brighton Churchill Square.....	0810	0903	1005	1106	1206	1306	1405	1505	1604	1702	1800	1911	....

Sundays and Public Holidays

East Grinstead Station  	0925	1125	1420	1620
East Grinstead High Street, Stop H.....	0930	1130	1425	1624
Ashurst Wood Three Crowns.....	0935	1135	1430	1629
Forest Row Brambletye.....	0939	1139	1434	1633
Wych Cross The Roebuck.....	0944	1144	1439	1637
Chelwood Gate Red Lion.....	0946	1146	1441	1639
Danehill School Lane.....	0953	1153	1448	1646
Horsted Keynes Church Lane.....	0958	1158	1453	1651
Horsted Keynes Station 	1002	1202	1457	1655
Lindfield High Street.....	1012	1212	1507	1704
Haywards Heath Perrymount Road  (arr).....	1017	1217	1512	1708

Guaranteed connection; passengers do not need to change vehicles

Haywards Heath Perrymount Road  (dep).....	1019	1219	1514	1709
Haywards Heath South Road.....	1023	1223	1518	1712
Haywards Heath Princess Royal Hospital.....	1027	1227	1522	1716
Leylands Road Wivelsfield Station 	1035	1235	1530	1723
Burgess Hill Church Road.....	1041	1241	1536	1728
Hassocks Stone Pound.....	1050	1250	1545	....
Pyecombe Garage.....	1054	1254	1549	....
Patcham Place.....	1058	1258	1553	....
Preston Road Harrington Road.....	1102	1302	1557	....
Brighton Old Steine, Stop S2.....	1117	1316	1609	....
Brighton Churchill Square.....	1122	1321	1614	....

CODE:  Heritage Railway Station



Daily
from 10th May 2025

Brighton • Burgess Hill • Haywards Heath • East Grinstead



Horsted Keynes Station Certain Weekend journeys only

Mondays to Fridays

Brighton Churchill Square, Stop C1 .....	....	....	0813	....	1022	1122	1212	1312	1420	1527	1635	1740	1845	1945
Brighton Royal Pavilion, Stop R1 .....	....	....	0818	0925	1027	1127	1217	1317	1425	1532	1641	1746	1850	1950
Preston Road Harrington Road.....	....	....	0828	0935	1036	1136	1226	1326	1434	1543	1651	1755	1859	1959
Patcham Place.....	....	....	0840	0942	1044	1144	1234	1334	1442	1554	1659	1802	1905	2004
Pyecombe Garage.....	....	....	0845	0946	1048	1148	1238	1338	1446	1558	1703	1806	1909	2008
Hassocks Stone Pound.....	....	....	0851	0951	1053	1153	1243	1343	1451	1604	1709	1811	1913	2012
Burgess Hill Church Road.....	0657	....	0902	1002	1104	1204	1254	1354	1502	1615	1720	1821	1923	2022
Leylands Road Wivelsfield Station 	0701	....	0906	1006	1108	1208	1258	1358	1506	1620	1724	1825	1927	2026
Haywards Heath Princess Royal Hospital.....	0710	0754	0916	1016	1118	1218	1308	1408	1517	1631	1735	1835	1935	2034
Haywards Heath South Road.....	0712	0757	0919	1019	1121	1221	1311	1411	1521	1634	1738	1837	1937	2036
Haywards Heath Perrymount Road (arr).....	0715	0801	0923	1023	1125	1225	1315	1415	1525	1638	1743	1842	1940	2039

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep).....	0716	0802	0925	1025	1127	1227	1317	1417	1527	1640	1745	1844	1942	2040
Lindfield High Street.....	0720	0807	0930	1030	1132	1232	1322	1422	1532	1646	1750	1849	1946	2044
Horsted Keynes Church Lane.....	0729	0816	0939	1039	1141	1241	1331	1431	1541	1655	1759	1856	1954	2052
Danehill School Lane.....	0734	0821	0944	1044	1146	1246	1336	1436	1546	1700	1804	1901	1959	2056
Chelwood Gate Red Lion.....	0740	0828	0951	1051	1153	1253	1343	1443	1553	1707	1811	1908	2005	2102
Wych Cross The Roebuck.....	0742	0830	0953	1053	1155	1255	1345	1445	1555	1709	1812	1910	2007	2104
Forest Row Brambletye.....	0751	0837	0959	1059	1201	1301	1351	1451	1601	1715	1818	1915	2012	2109
Ashurst Wood Three Crowns.....	0756	0841	1003	1103	1205	1305	1355	1455	1605	1719	1821	1918	2015	2112
East Grinstead High Street, Stop J.....	0802	0847	1009	1109	1211	1311	1401	1501	1611	1725	1826	1923	2020	2117
East Grinstead Station 	0805	0850	1012	1112	1214	1314	1404	1504	1614	1728	1829	1926	2023	2120

CODE: Heritage Railway Station

Brighton • Burgess Hill • Haywards Heath • East Grinstead

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 Talking bus

Daily

from 10th May 2025



Horsted Keynes Station  Certain Weekend journeys only

Saturdays

Brighton Churchill Square, Stop C1	0710	0822	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1930
Brighton Royal Pavilion, Stop R1	0715	0827	0925	1025	1125	1225	1325	1425	1526	1626	1726	1825	1935
Preston Road Harrington Road.....	0724	0836	0934	1034	1134	1234	1334	1434	1535	1635	1735	1834	1944
Patcham Place.....	0729	0841	0939	1042	1142	1242	1342	1442	1542	1642	1742	1840	1949
Pyecombe Garage.....	0733	0845	0943	1046	1146	1246	1346	1446	1546	1646	1746	1844	1953
Hassocks Stone Pound.....	0737	0849	0947	1051	1151	1251	1351	1451	1551	1651	1750	1848	1957
Burgess Hill Church Road.....	0747	0859	0957	1101	1201	1301	1401	1501	1601	1701	1800	1858	2007
Leylands Road Wivelsfield Station 	0751	0903	1001	1105	1205	1305	1405	1505	1605	1705	1804	1902	2011
Haywards Heath Princess Royal Hospital.....	0800	0912	1011	1115	1215	1315	1415	1515	1615	1715	1814	1910	2019
Haywards Heath South Road.....	0802	0915	1014	1118	1218	1318	1418	1518	1618	1718	1817	1912	2021
Haywards Heath Perrymount Road  (arr).....	0805	0918	1018	1122	1222	1322	1422	1522	1622	1722	1820	1915	2024

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road  (dep).....	0807	0920	1020	1124	1224	1324	1424	1524	1624	1724	1822	1917	2025
Lindfield High Street.....	0811	0925	1025	1129	1229	1329	1429	1529	1629	1729	1826	1921	2029
Horsted Keynes Station 	↓	0935	1035	1139	1239	1339	1439	1539	1639	1739	1836	↓	↓
Horsted Keynes Church Lane.....	0819	0939	1039	1143	1243	1343	1443	1543	1643	1743	1840	1929	2037
Danehill School Lane.....	0823	0944	1044	1148	1248	1348	1448	1548	1648	1748	1844	1933	2041
Chelwood Gate Red Lion.....	0830	0951	1051	1155	1255	1355	1455	1555	1655	1755	1851	1939	2047
Wych Cross The Roebuck.....	0832	0953	1053	1157	1257	1357	1457	1557	1657	1757	1853	1941	2049
Forest Row Brambletye.....	0838	0959	1059	1203	1303	1403	1503	1603	1703	1803	1858	1946	2054
Ashurst Wood Three Crowns.....	0842	1003	1103	1207	1307	1407	1507	1607	1707	1807	1902	1949	2057
East Grinstead High Street, Stop J.....	0847	1008	1108	1212	1312	1412	1512	1612	1712	1812	1907	1954	2102
East Grinstead Station  	0850	1011	1111	1215	1315	1415	1515	1615	1715	1815	1910	1957	2105

Sundays and Public Holidays

Brighton Churchill Square, Stop C1 .....	....	1135	1335	1630
Brighton Royal Pavilion, Stop R1 .....	....	1140	1340	1635
Preston Road Harrington Road.....	....	1149	1349	1644
Patcham Place.....	....	1156	1356	1653
Pyecombe Garage.....	....	1200	1400	1657
Hassocks Stone Pound.....	....	1205	1405	1702
Burgess Hill Church Road.....	0931	1214	1414	1710
Leylands Road Wivelsfield Station 	0935	1218	1418	1714
Haywards Heath Princess Royal Hospital.....	0944	1228	1428	1723
Haywards Heath South Road.....	0947	1231	1431	1725
Haywards Heath Perrymount Road  (arr).....	0950	1235	1435	1728

Guaranteed connection; passengers do not need to change vehicles

Haywards Heath Perrymount Road  (dep).....	0951	1237	1437	1730
Lindfield High Street.....	0955	1242	1442	1734
Horsted Keynes Station 	1005	1252	1452	1744
Horsted Keynes Church Lane.....	1009	1256	1456	1748
Danehill School Lane.....	1013	1301	1501	1752
Chelwood Gate Red Lion.....	1020	1308	1508	1758
Wych Cross The Roebuck.....	1022	1310	1510	1800
Forest Row Brambletye.....	1028	1316	1516	1805
Ashurst Wood Three Crowns.....	1032	1320	1520	1809
East Grinstead High Street, Stop J.....	1037	1325	1525	1814
East Grinstead Station  	1040	1328	1528	1817

CODE:  Heritage Railway Station

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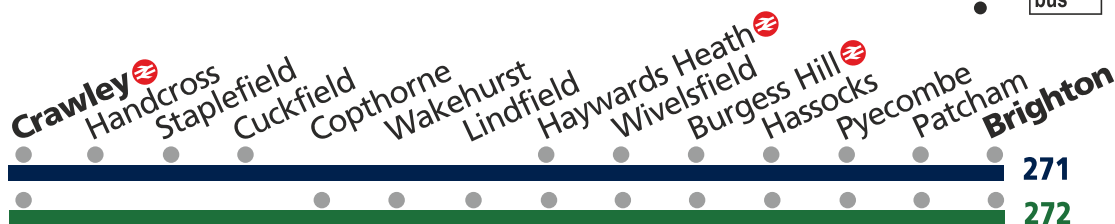
Crawley - Haywards Heath - Burgess Hill - Brighton



Daily from 10th May 2025

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Mon to Sat from 10th May 2025



Mondays to Fridays

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

Mondays to Fridays cont...

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

CODE:

SDO Schooldays only.

NSD Non-Schooldays.

Historic Building and Gardens.

Crawley - Haywards Heath - Burgess Hill - Brighton

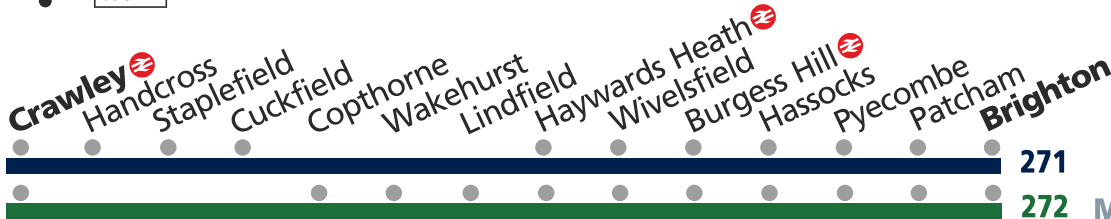


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Daily from 10th May 2025

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Mon to Sat from 10th May 2025



Saturdays

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

Sundays and Public Holidays

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

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Brighton - Burgess Hill - Haywards Heath - Crawley



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Mon to Sat from 10th May 2025



Mondays to Fridays

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

Mondays to Fridays cont...

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

CODE:

SDO

Schooldays only.

NSD

Non-Schooldays.



Historic Building and Gardens.

Brighton - Burgess Hill - Haywards Heath - Crawley



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Daily from 10th May 2025

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Mon to Sat from 10th May 2025



Saturdays

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

Sundays and Public Holidays

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

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